

BICKEL SCRAPBOOK

STEAMBOATS VOL. IV

This index created to facilitate researching the scrapbook.

Includes:

1. Boats, barges, tows, rafts, etc. [listed in bold & italicized print]
2. Names, places, companies, etc. [regular print]
3. Titles, and quotations [in quotations]
4. Photographs indicated by letter 'p' following the page number

Compiled by: Sharon Johnson

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THE CIVIL War was still more than a decade in the future when a pioneer artist produced these lithographs of Fort Madison (above) and Bellevue. It was the day of the packet boat and the ferry on the Mississippi, which had not yet been bridged. Lumbering was becoming an important factor in the growth of Fort Madison, which had been established in 1808 as a government trading post, and the lithograph includes a log raft being hauled ashore. Bellevue, first called Bell View in honor of a pioneer settler named Bell who had built a home on a bluff overlooking the town site, was the original government seat of Jackson County, preceding Maquoketa. In the Bellevue illustration a driver with team and covered wagon awaits the ferry which will take them across the river.

Both illustrations are from the book, "The Valley of the Mississippi Illustrated" published by the Minnesota Historical Society (*Picture Magazine*, Jan. 14). The artist was Henry Lewis, a St. Louis man who had made several sketching trips up and down the river.



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



The St. Louis riverfront glows softly at night below the brighter lights of the business district and Busch Memorial Stadium, illuminated for a Cardinals baseball game. The Gateway Arch dominates the skyline.



The River Queen, a 44-year-old sternwheeler moored north of Eads Bridge, contains a restaurant open for lunch and dinner. Capt. John's Quarters, on the first deck, provides entertainment by the Steamboat Stompers dixieland band and the singer, Rockhouse Annie—a longtime St. Louis favorite.

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New-York Daily Tribune.

THURSDAY, MARCH 23, 1854.

FULL PARTICULARS OF THE ACCIDENT TO THE STEAMER REINDEER.

The St. Louis Intelligencer of the 17th inst. says:

To Capt. Adams, who was on board the Reindeer at the time she collapsed her flue, and who arrived here last evening, safe and sound, on the Northerner, we are indebted for an extra of the paper published at Cannelton, of the 14th inst. containing a full account of the affair, with the names of those who were killed and wounded. It will be seen that several of the number are St. Louisians. The extra says: We are indebted to the clerk of the Reindeer, Mr. William Essex, for the following particulars:

Last night, 13th inst., at about 10 o'clock, as the steamer Reindeer, Capt. Montgomery, was rounding off from Cannelton, she became somewhat entangled with a coal-boat which caused her to careen very much to one side, thereby causing the water to run from one of the off boilers into the others, which caused two of the flues to collapse, spreading quick death and destruction fore and aft. Nearly all those on deck, both before and behind the boilers, were severely and dangerously scalded.

The mate, Daniel Mullen, was struck on the head by a piece of iron and instantly killed. The second Engineer, Frederick Ludwig, was badly scalded, but will probably survive.

We counted thirty-five bodies extended in agony on the floor occupying the whole of the cabin.

We give a list of the names of the sufferers, and where from, below:

- | | |
|--|-------------------------------|
| Robert Ferrier, Canada. | Benj. Guest, St. Louis. |
| Cary Bodel, Howard Co., Mo. | Mr. Gabbiger, Louisville. |
| Robert Casley, Pittsburgh. | R. B. Stodolman, St. Louis. |
| L. M. Brown, Eperidge. | Michael Borge, Ky. |
| David Richards, Ky. | James Rutherford, Ky. |
| Isaac Coker, Scioto, Ohio. | A. McNatt, Iowa. |
| Mrs. Purvis, Cannelton. | Pierce Carey, Ohio. |
| Pat. Merriman, Ohio. | Michael Lynch, Ohio. |
| Pat. Gallagher, Pittsburgh. | Signor Vrecauter, Italy. |
| Andrew Snyder, Ohio. | Rachael Snyder, Ohio. |
| Wm. Snyder, Ohio. | Mary Snyder, Ohio. |
| Catharine Doyle, Pittsburgh. | Jane Pulver, St. Louis. |
| Wm. Thorn, Louisville. | Henry Allen, Ohio. |
| Ann Allen, Ohio. | James Allen, Ohio. |
| Mary Allen, Ohio. | Margaret Allen, Ohio. |
| Jordan Peck, Warsaw. | Patrick Comer, Matamoros. |
| T. McIntyre, Matamoros. | John Bolton, Columbus, Ohio. |
| S. L. Hyatt, Alton. | D. Fallon, (mex.) Louisville. |
| Frederick Ludwig, (2d engineer,) Louisville. | |

Immediately after the explosion the bell was rung, and the steamer Europa came to her rescue, in attempting which she was considerably injured. The Magnolia also came alongside and succeeded in towing the ill-fated vessel to Hawesville. None of the officers are injured but the mate and engineer, and none of the cabin passengers but Samuel L. Hyatt of Alton, who will probably recover. A lot of brick, &c., were forced through the floor of his state-room.

There were two families on deck, who were nearly all destroyed. Since the catastrophe twenty-seven have died, and little hopes are entertained of the recovery of the rest. Our citizens were on board ministering to the afflicted. On Tuesday, about 3 o'clock, seven loads of mutilated remains were conveyed to our burying-ground and decently interred.

STEAMBOAT DISASTERS DURING THE PAST TWO MONTHS.

The St. Louis Evening News publishes a list of the principal steamboat casualties which have occurred on the Western waters during the months of January and February just passed. It shows that twenty-three steamers have been sunk, burned or blown up upon the Mississippi River and its tributaries, and two destroyed by fire on the Savannah, within the time mentioned, and have involved the loss of between one hundred and seventy-five and two hundred lives, and over one million dollars worth of property. The loss of ten or twelve lives and about \$100,000 worth of coal on the Ohio is not included in the list:

- Jan. 1—Steamer Jack Hays sunk in Trinity River, Texas. Total loss—boat of little value.
 - Jan. 3—Altona sunk in Sawyer's Bend—total loss—valued at \$25,000.
 - Jan. 5—Steamer Franklin, bound from Columbus to Apalachicola, Ga., destroyed by fire; one life lost—boat and 1,100 bales of cotton burnt. Same date, St. Charles Ferry damaged by fire—\$1,000.
 - Jan. 6—Steamer Pearl sunk by collision with the Natchez, in Lower Mississippi. Boat and ten lives lost.
 - Jan. 23—The Georgia was destroyed by fire on Lake Ponchartrain. Forty to fifty lives were lost. Boat total loss—worth \$30,000.
 - Jan. 21—The Eagle, bound from Columbus to Apalachicola, Ga., burnt—four lives and 1,200 bales cotton lost.
- During the month, date not known, the steamer Choc-taw was sunk in Red River; Yongbioghney, in White

River; a store-boat with cargo, valued at \$10,000, burnt on the Ohio; barge Blue Dick, sunk on the Ohio, with a cargo worth \$8,000—total loss. A ferry-boat was sunk at Pittsburgh; and the Golden Gate met with an accident on the Lower Mississippi, which caused the loss of three lives.

Feb. 2—The Garden City, Asia and St. Ange were sunk by ice above our levee. The two latter were a total loss—the latter may be saved at an enormous cost. These boats were valued at \$37,000.

Feb. 4—The Charles Belcher, Natchez No. 3, Saxon, Liah Tuna, Mohican, Crescent, and barge Ivanhoe, destroyed by fire at the New-Orleans wharf. From forty to sixty lives lost in the conflagration—mostly slaves. The exact number of human beings who perished in the flames on that night will never be correctly ascertained.

The boats and cargoes are estimated to have been worth \$750,000 to \$800,000.

Feb. 14—The Excelsior, sunk at Montrose, Upper Mississippi, will probably be raised.

Feb. 15—The Amazonia, sunk at Rattlesnake Springs, below this city—two lives and \$10,000 worth of property lost.

Feb. 16—The Kate Kearney blew up at the St. Louis wharf, killing twelve to fifteen persons, and injuring as many more. Boat worth \$16,000—partial loss.

Feb. 20—The James M. Miles was sunk on the falls below Louisville; boat and most of the cargo a total loss; valued at from \$25,000 to \$30,000.

Feb. 20—Cataract sunk at Brickey's Landing, but subsequently raised.

During the month of February the steamer Sophia was sunk on the Wabash, loss \$5,000; and the Wetumpka on the Alabama River, five lives and boat (worth \$8,000 to \$10,000) lost.

March 1—The Mary Agass burned at Fairchild's Island, twelve miles above Natchez. The boat and cargo total loss. Boat valued at \$52,000.

STILL ANOTHER DISASTER ON THE WESTERN WATERS.—We clip the following brief record of horror from The St. Louis Republican of the 17th:

A dispatch received yesterday from Cape Girardeau states the total loss of the steamer Jacob D. Early, at or near Grand Gulf. The boat was on her way at the time from New-Orleans to the Wabash River. No particulars are given, and we are left to conjecture, in a great measure, the cause of the disaster. The dispatch merely mentions that she was blown on the rocks, and that 40 lives were lost. The Early had by no means a powerful engine, and it is supposed that, being heavily loaded, she was unable to encounter the eddies or counter-currents which distinguish that point on the river, together with a high wind, and was hurled on the rocks. The river is very deep at Grand Gulf, and perhaps in its whole extent there is not a spot where danger to human life, under such circumstances, could be more imminent.

The Early left this port on her last trip to the South. She has been running in different trades, and we are unable to state where she particularly belongs. She was named after a gentleman of Terre Haute (an old and distinguished merchant of that city), and probably was owned in part or in whole by parties on the Wabash.

Cape Girardeau is on the Mississippi River, about fifty miles above the mouth of the Ohio.

New-York Daily Tribune.

WEDNESDAY, FEBRUARY 23, 1854.

TERRIBLE STEAMBOAT DISASTER.—On the morning of the 16th inst. the steamer Kate Kearney, which had been used for a few days to ply between Alton and St. Louis, burst her starboard boiler as she was about to start from St. Louis for Alton, killing seven or eight persons, and severely wounding some thirty others. Several persons are missing, who are supposed to have been blown overboard. Mr. Favorita Hardy, the second engineer, died immediately on reaching the hospital. It is stated that his brother, Albert Hardy, the first engineer, is severely injured, and that there are but slight hopes entertained of his recovery. They are the sons of Isaham Hardy, Esq. of Alton. Wm. J. Stewart of St. Louis, son of W. Stewart, Esq. of Alton, James Godfrey, Esq., son of captain Godfrey, clerk on the Kate, and A. G. McKenzie, Esq., bookseller on Second-st. in Alton, were also severely injured, but not dangerously.

The above, together with the following persons, were conveyed to the hospital shortly after the accident:

- J. E. Dewerly, New-York, aged 40 years; John McCabe, Ireland, aged 28 years; Wm. Chaevers, (colored), Illinois, 24 years; Bro. James O'Keefe, Ireland, 36 years; Bro. Vincent, Pittsburgh; Wm. Carrin, Ireland, 27 years; Charles Corance, Germany, 28 years; Daniel Keate, Ireland, 18 years; Benard Killey; James Cavenagh, Ireland, 25 years.

Meers, Dean and Montgomery of Greene County were slightly injured. A Mr. Long of Kentucky was slightly scalded. E. B. Turbot and H. A. Massey of Orange County, Mo., were both slightly scalded. John Jones, of the firm of

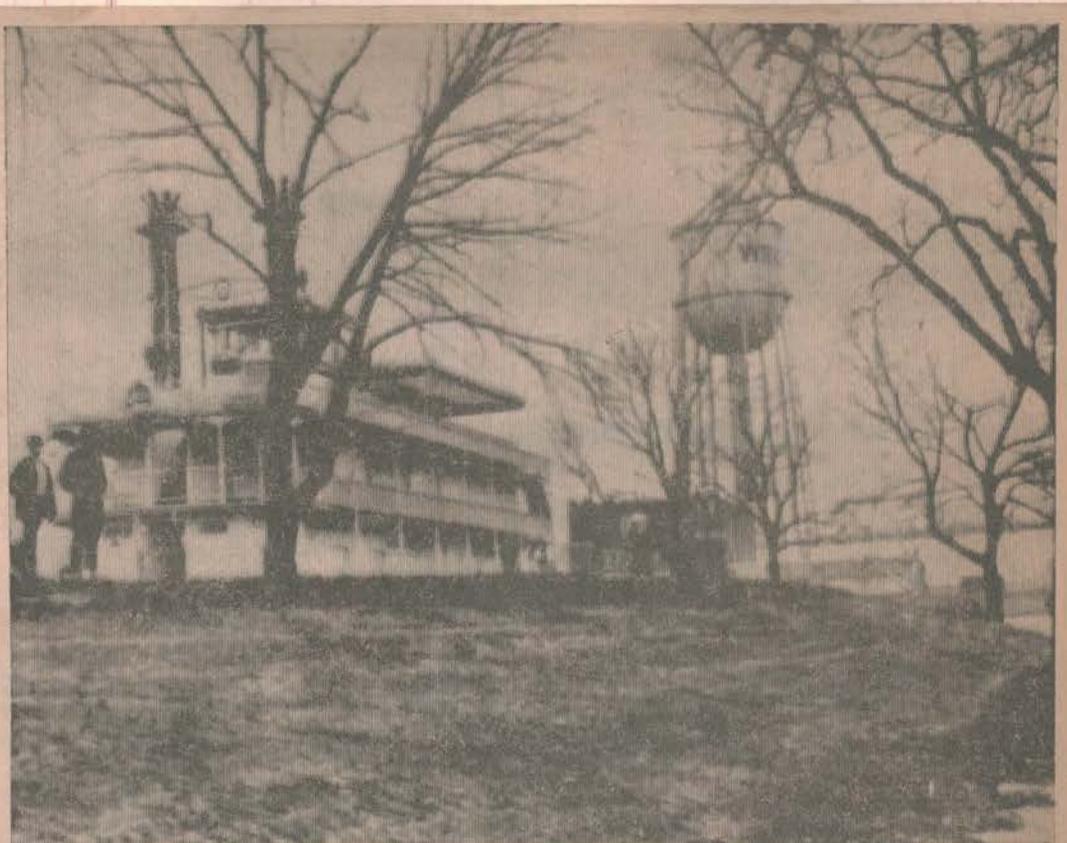
Jones, McClurg & Co., of Linn Creek, Mo., is missing, but his baggage was recovered. Wm. Huntley of Waverly is missing. Mr. Irwin of Springfield, was blown ashore, but was not severely hurt; H. B. Moreland, formerly clerk at City Hotel, wounded; John L. Edwards of Chester, badly injured; J. E. Newberry, American Express Co.'s Agent, badly hurt in the head and neck, and is not expected to recover.

The Rev. S. G. Gassaway, Rector of St. George's Church in St. Louis, was a passenger, and was terribly injured. His skull was badly fractured, his face disfigured, and one of his legs broken in several places. When recognized, which was not done without great difficulty, he was taken to his residence, where he died.

Major Puell, U. S. A., was also on board, and severely injured; his physicians fear that he has received internal injury from inhalation of steam, and his situation is critical.

Major Galton, U. S. A., was on board, but escaped, though severely injured. His son, about four years old, was badly hurt.

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



The Daily Star City KEOKUK, IOWA

THURSDAY, APRIL 10, 1969

DIKE PROTECTS BOAT — The Julius C. Wilkie, old Mississippi River stern-wheeler, rests snugly behind a protective dike in Winona, Minn., ready to meet predicted high water. The old steamer rests in Winona's Levee Park, serving as a Winona County Historical Society museum. When flood waters rose around the Wilkie in 1965, holes were bored in the hull to keep her from floating away. —AP Wirephoto

Philadelphia, Pa.

DOLLAR WEEKLY NEWS.

THURSDAY, APRIL 9, 1868.

BURNING OF THE STEAMER SULTAN.—Full Despatch from St. Louis, Mo., April 9, 1868.

The community were shocked yesterday afternoon by the intelligence that another steamboat disaster had occurred but a few miles from our city, attended with a large loss of life. The steamer Sultan is destroyed by fire, and a portion of the passengers and crew probably not less than fifteen—perhaps as many as twenty-five or thirty—have lost their lives.

The boat left here on Thursday night, bound for New Orleans, and was deeply laden; but had only fifteen passengers.

When five miles above St. Genevieve, early yesterday morning, the boat was discovered to be on fire, and those who first observed that such was the case, employed themselves in alarming those who were still asleep, and in adopting measures for their own safety, and that of their friends or relatives. The fire originated in the watchman's locker. As soon as possible after the flames were discovered, the boat was rounded to, and made towards the shore, and was fastened to a fallen tree. The current, however, being very powerful, carried the boat into the stream, together with the tractor which she was attached by her line, before any one could escape. Some jumped overboard, a portion of whom were drowned, while others, who clung to the stage plank, or pieces of furniture, were saved. The following is the only statement we could procure yesterday from any one who was on board.

STATEMENT OF THE PORTER.

George Howard, colored, porter, who was the only one of the Sultan's crew that arrived on the Great West, makes the following statement: "I was in the hall, very early in the morning, and

was thinking to proceed to do some scrubbing, when the watchman came up stairs and into the hall, and sat down by the stove. I requested him to move so that I could attend to my task, but he paid no attention, and by and by the engineer came in, and seeing the watchman there, when he should have been either above or below the cabin, he asked him very angrily why he hadn't his lamps lighted, and requested him to go about it at once, instead of sitting where he was. He obeyed by leaving at once, and going down stairs. Shortly after this I observed a remarkable flitting kind of light through the stained glass in the rear of the cabin, which at once roused my curiosity, although I did not suspect anything wrong, and I proceeded through the ladies' cabin, and opened the door, but I had to retreat instantly after, however, shutting it, a blast of fire having rushed in, and almost scorched and blinded me. I sprang through the ladies' and gentlemen's cabins, shouting fire, fire, and I saw the ladies of whom there were six or seven as passengers, appearing from their rooms, and rushing hurriedly towards the forward part of the boat, and I heard some of them forward. When I passed through the hall, the clerk, Mr. Moore, was in the office, getting the money from the safe. The chambermaid, Dolaney, assisted through the hall and down the stairs, and I would not allow her to put on her shoes, time being so precious. I went down stairs and staid a few moments, then went up again, and met Moore coming down. When I went down again, a number of men were shoving a stage-plank overboard. I got on to one, and dragged two ladies also upon it, one of them having a child clasped in her arms. Their names I do not know, but they are now safe. We floated down some distance, and a skiff came for us, into which the ladies and child went, and I kept on, knowing I could easily get ashore from the plank.

The engineer, I was told, jumped overboard with a table in his hands. When I was in the water, behind the burning boat, I saw two ladies and the chambermaid, Dolaney, borne by the current, towards the wheel, and they were undoubtedly lost. The captain and mate floated off together on a plank.

The number of persons supposed to have been on the boat at the time of the disaster, was about sixty-eight, as follows: Captain 1, clerk 2, engineers 4, pilots 2, carpenter 1, porter 1, mate 1, watchman 1, stewards 2, cooks 3, cabin boys 4, deck crew 30, passengers about 15, and a child.

It is impossible at present to give a correct list, either of the saved or lost. Indeed, some various reports and assertions, of which we heard, were so contradictory and so uncalculated to confuse, that it is with much difficulty anything like a clear statement can be compiled in regard to the matter. The following is a list of those supposed to be lost:

Jos. Blackburn, watchman; David D. Mours, first clerk; Martin Dickerson, second steward; Thomas Gannon, first pantry boy; Dennis Callahan, second pantry man; Daniel McDevoy, fireman; Mr. Fogue, two sons and their wives; — Dolaney, chambermaid.

Several deck hands, firemen and passengers, two cabin boys, the barkeeper, &c., supposed also to be lost.

Henry Ell, the pilot, was conveyed to St. Genevieve, and is reported to have died of his injuries, those known to be saved are:

Capt. P. E. Hinshaw, seriously burned; H. W. Fairlow, engineer, slightly burned; Ira M. Blessing, second engineer; H. P. Blessing, assistant do, slightly burned; Frank Harman, assistant engineer; William Gray, pilot; Fred. Dow, mate; D. A. Mahoney, carpenter; Mr. Burns, second clerk; Martin Foy, steward; — second do.; James Wood, Henry Parrish and Henry Meyer, cooks; George Howard, porter and barber.

Philadelphia, Pa.

DOLLAR WEEKLY NEWS.

THURSDAY, APRIL 9, 1868.

BURNING OF THE STEAMER SULTAN.—The following despatch was received from St. Louis:

St. Louis, Friday, April 2.—Information has been received here that the steamer Sultan was burnt to the water's edge and sunk, near Cape Girardeau, Mo., 150 miles below this city, at 3 o'clock this morning, and that fifteen or twenty lives were lost. Among the lost were D. D. Moore, clerk of the boat; Henry Eli, pilot; Joseph Blackburne, watchman; the whole of the cabin crew, and the barkeeper, (name unknown). Two lady and two gentleman passengers are missing, and are supposed to be lost. Neither their names nor the full particulars of the catastrophe have yet reached this city. The Sultan was bound to New Orleans with a full cargo of Western produce, which, with the boat, is a total loss.

[SECOND DISPATCH]

The Sultan was burned near St. Genevieve, not Cape Girardeau. The boat was valued at \$25,000, and is insured for \$17,000. Her cargo consisted of 1000 tons of flour, pork, lead and wheat. There was no insurance on the freight list. The accounts of the disaster are so conflicting that it is impossible to ascertain correctly at present who or how many have been lost.

"THE GREAT DUST HEAP CALLED HISTORY"
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Decks Of First ISLAND QUEEN Collapsed During Convoy For President

Ulysses S. Grant, 18th president of the US, was born at Point Pleasant, Ohio, April 27, 1822. It is odd that there are two towns bordering the Ohio River named Point Pleasant within 180 miles of one another, and that the other one, in West Virginia, at the mouth of the Kahawha, is more famed and distinguished in national history and its river commerce than Grant's birthplace. Many persons never have heard of Point Pleasant, Ohio, and are surprised to find it less than 25 miles upstream from Cincinnati. The distinguishing landmark is a bridge across Big Indian Creek and a clutter of houses containing population insufficient to get mention in Rand-McNally. Grant was born there, just the same, and today his home place is administered by the Ohio Historical Society. It was returned to its original location in 1936 after being absent for 51 years.

On Thursday, April 27, 1922, the centennial of Grant's birth, Point Pleasant, Ohio got in the national news. A fleet of steamboats conveyed a vast throng from Cincinnati to pay respect, and chief dig-

The picture-spread and this story bear no relation to the explosion and fire which destroyed the excursion steamer ISLAND QUEEN at Pittsburgh on September 9, 1947. There were two ISLAND QUEENS both owned by the Coney Island Co. of Cincinnati. The first one, subject of this story, was built in 1896 with a wooden hull and was destroyed in a wharf fire at Cincinnati on November 4, 1922. The second ISLAND QUEEN, replacing the first one was commissioned in 1925, built largely of steel. Both were big boats--first one was 281.4

feet long; second was 286.1 feet long.

Another oddity: Coney Island, an amusement park in the upper city limits of Cincinnati, is no island at all. Originally called Parker's Grove, it was dubbed Coney Island in 1883 by Capt. J. D. Hegler who operated his side-wheel GUIDING STAR there, and sold the park a year later to Lee H. Brooks and others who continued operating excursions which persisted under other ownerships until the last ISLAND QUEEN burned in 1947.

Following came the U. S. towboat SCIOTO in charge of Col. E. W. Johnston, in charge of the Cincinnati U.S.E. District. The U. S. MIAMI followed, shoving a barge on which was loaded two fire engines from the Cincinnati Fire Department in case of emergency.

Then came the ISLAND QUEEN followed by the side-wheel MORNING STAR, the two excursion boats of the Coney Island Co., Cincinnati. Both boats carried special invited guests. These were followed by the side-wheel excursion steamer AMERICA (ex-INDIANA) and the large sternwheel excursion steamer HOMER SMITH.

An escorting fleet accompanied the parade as far as Coney Island and then returned. These were the U. S. towboat IROQUOIS, the sternwheeler packet GENERAL WOOD, the Greene Line sternwheeler TACOMA and the towboats FRED HALL and EUGENE DANA SMITH.

The sternwheel excursion steamer EAST ST. LOUIS was scheduled to participate but was late in arriving from winter quarters at Peoria, Ill. and missed the program.

Departure was made by the flagship CAYUGA at 10:45 a.m. The day was cloudy, cool, and a downstream wind was fairly brisk--so much so that most of the guests and passengers kept indoors most of the time.

The original idea was to convey President Harding up the Ohio aboard the excursion side-wheel steamer ISLAND QUEEN, and in preparation for the occasion a special suite was prepared in the forward end of the Texas to accommodate the presidential party. A last minute switch changed this plan, and Harding was loaded aboard the U. S. towboat CAYUGA, Capt. Tony Meldahl commanding. This quick-switch caught many delegates napping, among them Mrs. Ella Grant Wilson of Cleveland, secretary of the Grant Family Association of Ohio, and a distant relative of Gen. U. S. Grant. Mrs. Wilson boarded the ISLAND QUEEN, discovered the change, ran down the cobblestone levee to board the CAYUGA, slipped, fell in the mud, sustaining injuries to her hands and face. A bouquet she was carrying never was presented to Harding, as was planned.

The CAYUGA led the parade, the president's four-star flag flying from the jackstaff, heralded as the first time this had been done on any boat of the Mississippi System.

OHIO RIVER MAGAZINE (Pitt Boating)

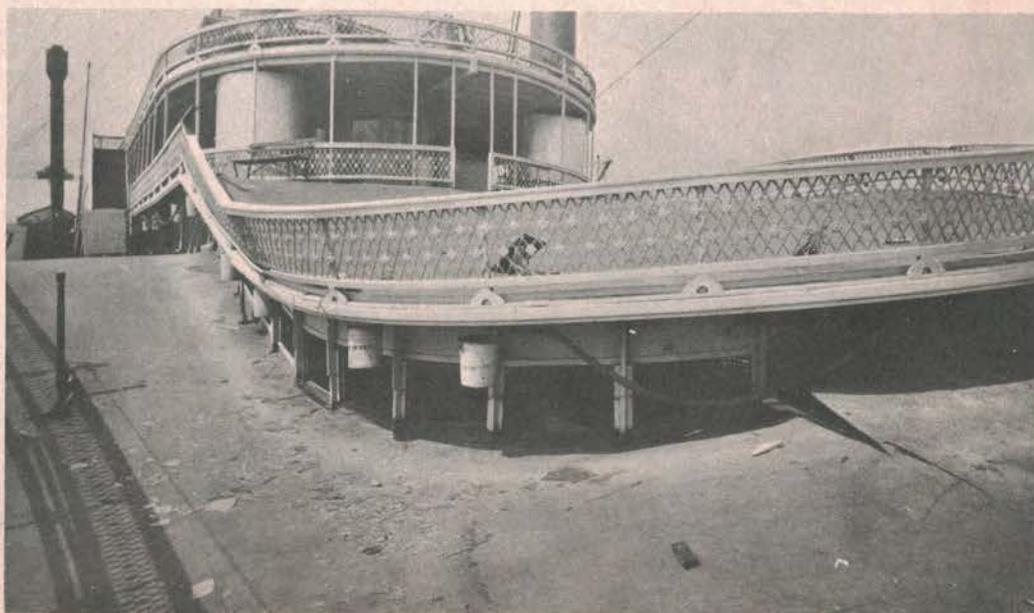
Established in 1963

Volume 6, Number 2 April, 1968
Originally 99 Miles of River Magazine

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 laureate 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.



Island Queen - Pg #2





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U.S. GOVERNMENT PRINTING OFFICE

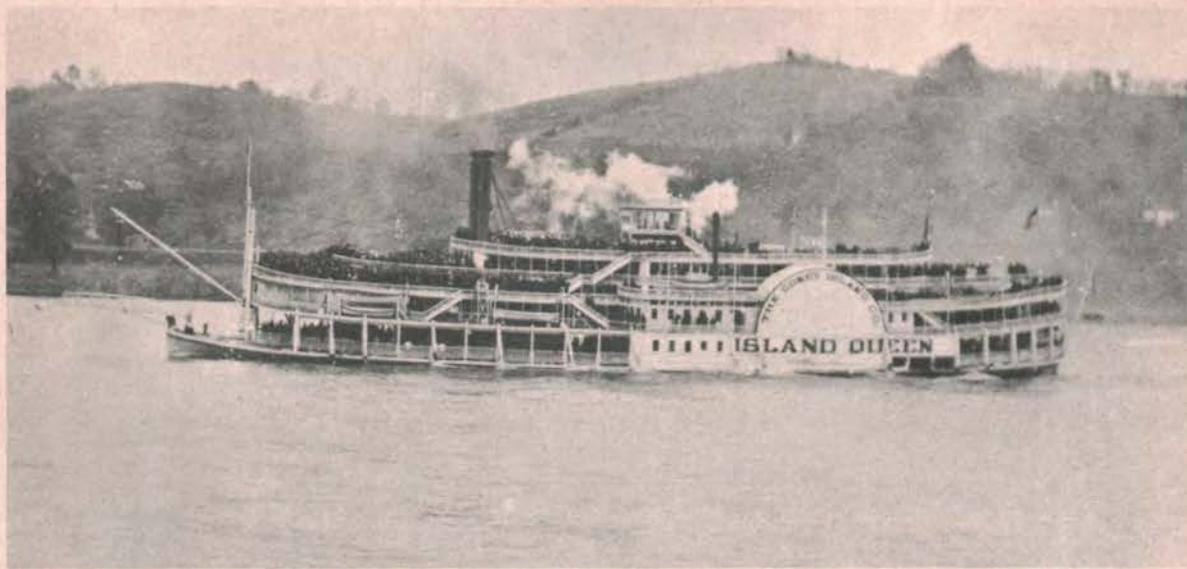


PHOTO TAKEN AT THE INSTANT THE FORWARD SKYLIGHT ROOF STARTED TO CAVE IN

Notice dip in deck on skylight roof midway between forward mast and smokestacks

Included in the delegation aboard the ISLAND QUEEN was a detachment of Federal troops, including a company of Infantry, a band, regimental colors and five officers from Fort Benjamin Harrison, Ind. and a detachment of the Eleventh Infantry and band of Camp Knox, Ky. Ohio State officials were liberally represented. There were Attorney-General John G. Price, State Auditor Joseph T. Tracy, State Treasurer R. W. Archer, Lieutenant Governor Clarence J. Brown, Supreme Court Justices R. M. Wanamaker, James G. Johnson, Thomas A. Jones, E. S. Matthias, James E. Robinson and Benson W. Hough, and Judge H. L. Femedling of the Court of Appeals. United States Senator Atlee B. Pomerene and Mrs. Pomerene were guests. The bench and the bar of Cincinnati were well represented, more than 100 representatives being passengers.

The 1,685 persons loaded aboard the ISLAND QUEEN also included the school band made up of boys and girls from Manchester, Ohio. The capacity of the boat was 3,000, so the crowd aboard was barely a half-boatload.

At approximately 1:45 p.m. while passing New Richmond, O., the skylight roof forward of the ISLAND QUEEN's texas commenced to crack and bow downward. A vast throng of persons was congregated there at the time. As the skylight

roof sagged, it brought down with it the forward portion of the hurricane roof, and all of this fell into promenade forward of the dance-floor on the deck below. The Eleventh Infantry Regiment Band of Fort Knox, Ky. was playing in the area first to fail, but the loud cracks of timbers and a preliminary earthquake prompted them to scurry to safety. They reformed near the boat's roof rail and struck up "My Old Kentucky Home" in the midst of otherwise bedlam.

The Manchester Band, 58 strong, were downstairs directly under the failing upper roofs. They skeddaddled and were safe enough from

ham, but various of them returned to get their instruments and were exposed when the final crash came. Wilbur Morgan, 15, was thumped by a timber and his back was believed broken. He was treated and returned aboard the boat to Cincinnati and sent to Christ Hospital. Richard Armstrong, 21, of Bethel, O. came off with a fractured left arm. Charlotte Lightfield, 16, of Cincinnati, slid down a pole to the boiler deck, fell toward the guard, and was caught by a policeman. In all, 28 persons were injured--nobody killed--and the most severe injury was to Wilbur Morgan.

Capt. Ben I. Pattison, master of

STEAMBOAT WHISTLE RECORDS

Our recordings of fifty-seven actual steamboat whistles are now available on newly-developed vinyl phonograph records recorded in Stereo. There are two of them. No. 1 is narrated by Capt. Way. No. 2 has two calliope pieces played by "Doc" Hawley and a new river song composed by Bob Schmertz in addition to the whistle-talk narrated by J. Mack Gamble and Capt. Way.

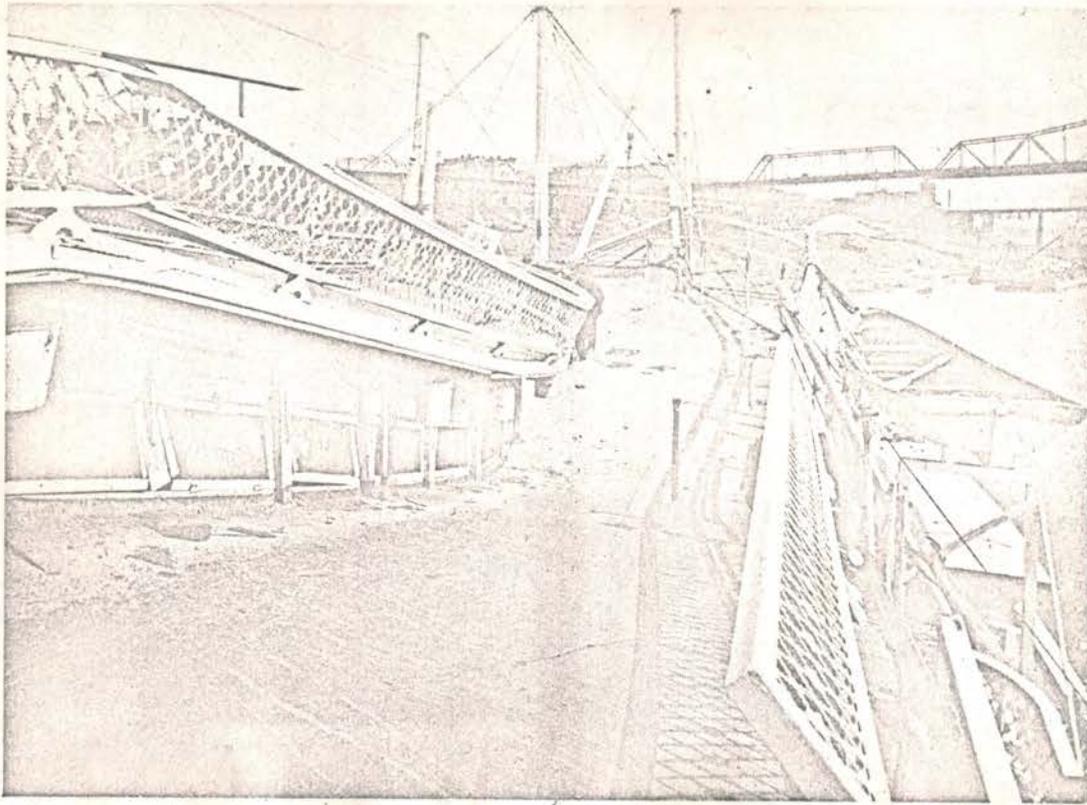
Both of these are long-playing, 12-inch records, recorded on both sides. Each record has about 42 minutes of play. They are the only ones blowing old Mississippi and Ohio steamboat whistles using the original whistles and actual steam. These superb stereo records may be played on most regularly marketed players.

Send check or money order for \$5.95 each, or both records for \$10.45. We pay the mailing charges.

Also we have three full-color large-size reproductions of oil paintings by artist William E. Reed, one of the packet BETSY ANN, QUEEN CITY, and the GRAND REPUBLIC. Priced \$1.50 the print, prepaid. Send orders to:

MASTER ARTISTS RECORDINGS DIVISION
Mode-Art Pictures, Inc.
1022 Forbes Avenue, Pittsburgh, Pa. 15219

ISLAND QUEEN - PG #3

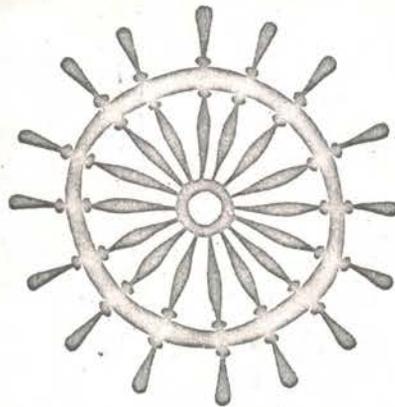


Island Queen-PS#4

the ISLAND QUEEN, ordered the boat's headway stopped. Pilot Harry W. Doss was on watch in the pilothouse. The mate on watch was Patrick Quigley. As soon as the injured were cared for the broken forward section of the boat was roped off and she proceeded to Point Pleasant as planned. This decision was because a temporary hospital completely staffed had been provided at Grant's birthplace town to properly care for such emergency.

And what was the U. S. president doing meanwhile? He shook off some of the dignity of the position of Chief Executive, went all over the steamer CAYUGA, shaking hands. He and Mrs. Harding soon discovered that the pilothouse was the most comfortable place and took up residence there in the good company of Capt. Tony Meldahl. Under direction of Joseph Oberly, maitre de hotel of the Hotel Gibson, Cincinnati, a buffet luncheon was served.

Shortly after New Richmond was passed, pilot Meldahl gallantly offered the pilotwheel to President Harding who declined with a smile, indicating that he did not believe



his qualifications were as complete for that task as those of the pilot on watch.

A fast dispatch boat was in constant contact with the CAYUGA, painted with U. S. flags fore and aft. She was the HOOSIER GIRL.

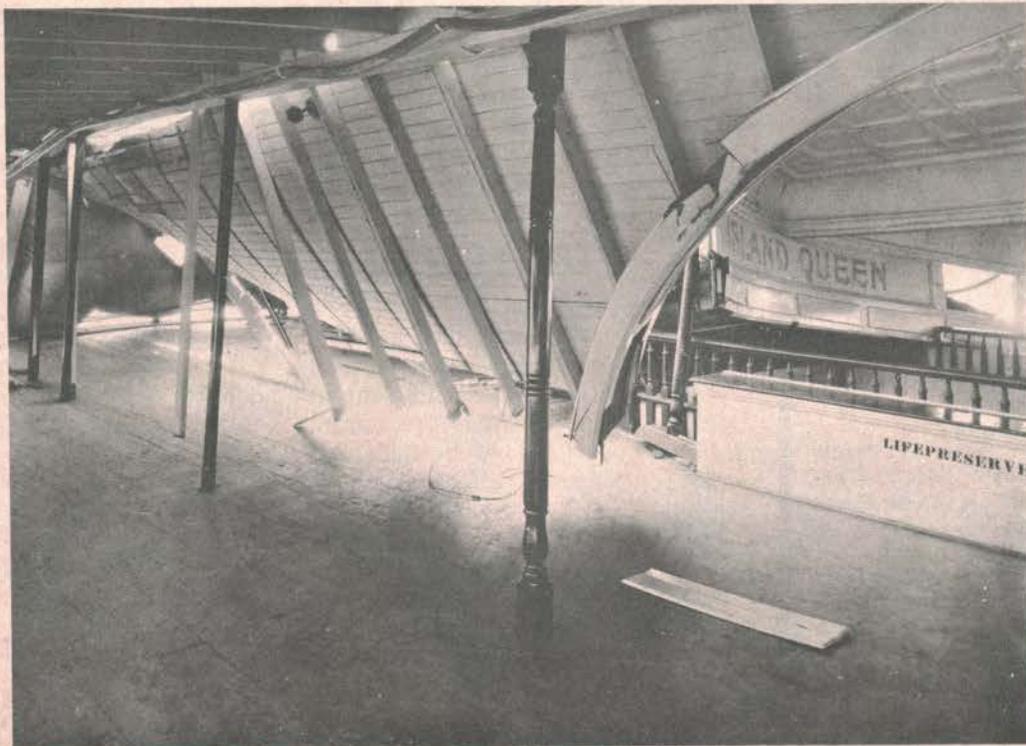
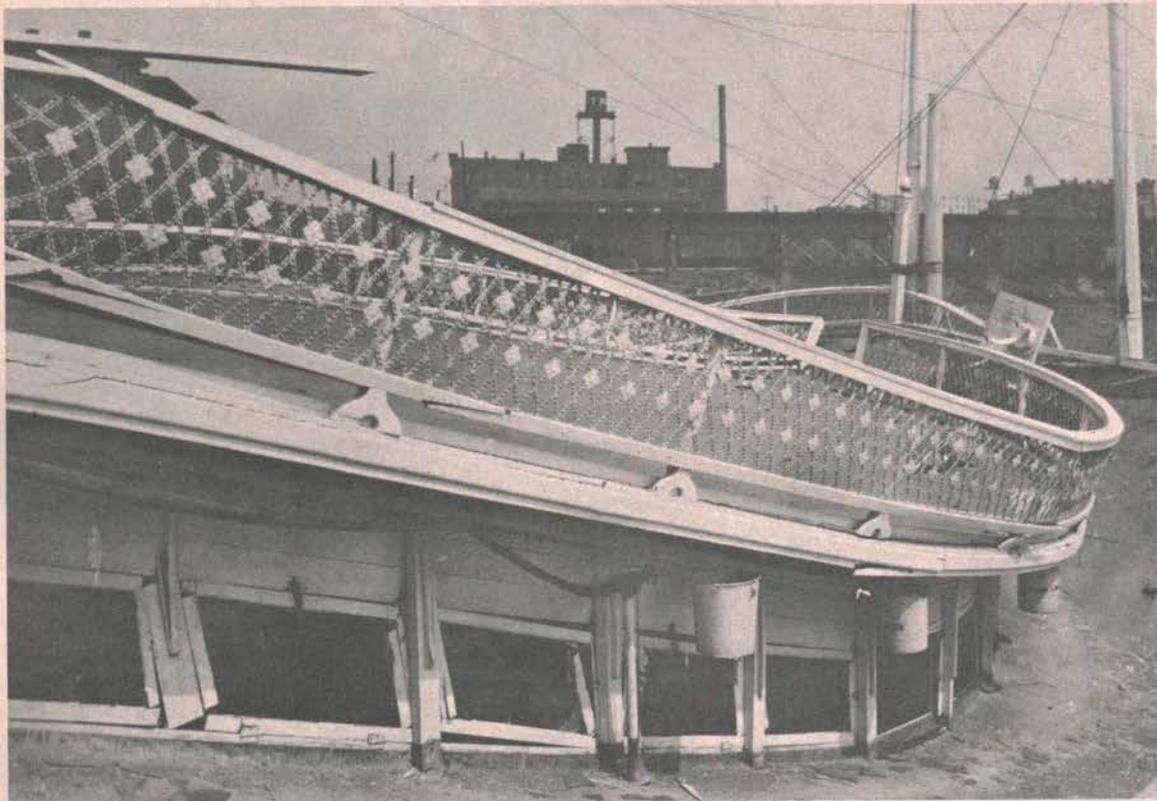
The persons on the CAYUGA wearing high silk hats were President Harding; his secretary George B. Christian, Jr.; Attorney General Harry M. Daugherty, Jesse Smith, and James Prendergast of Marion, O. Miss Edelyn Edgington was the nurse assigned to the president's boat. Upon the return at Cincinnati, Harding and party went by autos to the residence of Charles P. Taft.

This was in the days before

radio and t.v. but a throng in Lytle Park, Cincinnati, heard first-hand the presidential address at Point Pleasant by a special loud speaker relay hatched up by the Cincinnati and Suburban Telephone Co.

A special investigation of the cause of the ISLAND QUEEN accident was held at Cincinnati under the orders of U. S. Steamboat Inspectors George Green, supervisor, and John K. Peyton and George W. Dameron, local inspectors. For causes undetermined a steel beam had slipped, one of the main members for supporting the upper roofs. The excursion steamer had undergone annual inspection on April 14, less than two weeks prior to the trip. Why the beam had slipped is as much a mystery today as it was in April, 1922. But who predicts such things? Within a year and a half Harding's silk-hatted Harry Daugherty was involved in the Teapot Dome Scandal; Harding was dead; the ISLAND QUEEN was burned and gone; and pilot Tony Meldahl was dead--his body was taken aboard the same CAYUGA for burial to Neville, Ohio, a scant 6½ miles above Point Pleasant, Ohio.

Island Queen - pg #5



The Valley Whig.

THE DES MOINES VALLEY WHIG
Y MAY 10, 1858.

MISSISSIPPI PIRATES CAUGHT!

\$5,000 Worth of Property Recovered

[Compiled from the McGregor North Iowa Times Extra.

We have the gratification of announcing the discovery of a nest of river pirates and a large amount of merchandize belonging to this neighborhood. The rendezvous of this band of Pirates of the Upper Mississippi, has been for a year past the old Ferry Building, on the west side of the river from Prairie du Chien Upper Ferry. The revelation of their place of location has been made by a man named Ralph —, who has been for some time in their employ building boats, &c. He had a quarrel with the party, and gave such information as led to an immediate organization for their detection.

On Friday morning last Constables Kee and Brown of McGregor, and several of our most active citizens, left this place for the Island known as Big Island, opposite to the mouth of Sai Magill Creek, about five miles below this, and nearly opposite Wyalusing. After a thorough reconnoitre, the boat containing Kee, Ralph, and our fellow-citizen Sandford L. Peck, Esq., discovered a tent or camp on the Island in which were found Geo. Scoville, an English butcher of McGregor, a man partly blind, named Howell, and a boy nine years old, whose name we have not learned. These were captured, and from them it was ascertained that a man calling himself Dr. Bell was in command of a boat moored in some of the sloughs of the island, and that said boat was loaded with stolen goods to the amount of several hundred dollars. On the next morning Kee, Peck and the boy proceeded to look up the boat, and having discovered it, came up to within close distance before any signs of life were exhibited on board. The barking of a dog on the pirate vessel roused its captain, and he sprang out on the bow in his shirt. Seeing the boy, it is supposed he took the party for friends, and remarked that his "wife was not up," requesting them to "hold on." At this moment, the skiff being near to the bank, Kee was leaning forward to make a prisoner of him, when Bell sprang into the boat, presented a revolver at the door of it, and screamed to the party "God damn your souls I'll blow you to hell!" Mr. Peck, who was in the line of danger, fired his revolver, as he supposed fatally—Bell fell back wounded, and in a few seconds a pistol shot passed through the side of the boat from the chest on which Bell had fallen. Believing that Bell was seriously wounded, and having heard that his wife was a practiced gunner, the assailing party deemed it most prudent to return to McGregor for a force sufficient to secure the boat and bring it into port.

Immediately on the arrival of Kee and Peck with their prisoners, Capt. Nelson of the Alex McGregor, was prevailed upon to run his boat down to the battle ground, and about 50 persons, comprising many of our best citizens, armed with such weapons as could be conveniently obtained, enlisted for the war. The Alex McGregor took the passengers down to the vicinity of the boat, but during the passage, three suspicious looking customers were arrested on board, and the McGregor carried them to Prairie du Chien, where it was learned that a heavy robbery of jewelry had been committed the night before.

The adventurers found the boat on which Bell was shot, but the bird had flown. Mrs. Bell and her young child remained on board. A guard was detailed, and upon further exploration two more boats, loaded with plunder, were found further down the river. The first boat was fastened to the steamer Pembina of St. Louis, and brought to our wharf the same evening. The other pirate crafts were towed to Clayton City by Capt. Ne Haven and Goodrich of the Junction Ferry Line. On Sunday, the Alex McGregor, with two or three hundred citizens on board, left her wharf and proceeded to Clayton City to bring up the plunder and the victorious band who had it in charge. When near that place, the Fred. Lorenz was met with the booty in tow.

By request, the Lorenz detached her pirate consort and the McGregor took the passengers on board and the freight in tow. Stopping at Wyalusing, we learned that the village physician had been called that morning to take a ball out of the head of a stranger who had stopped half a mile from there to get his breakfast. A committee of six was appointed to scour that section of the country. The committee has since returned unsuccessful. The goods are placed in the hands of the Deputy Sheriff Tuttle. There is not less than from \$4,000 to \$5,000 worth of property already secured, and the Vigilance committee have despatched men to other depots where it is expected the plunder is stored. This robbery has been going on for nearly a year, and it is feared that many men heretofore regarded as honest will be found deeply implicated in this astounding villainy.

Rumors of all sorts are afloat. The prisoners are beginning to confess and expose their accomplices. Bell is evidently badly hurt, and not far distant. The officers are on the alert, and it is hoped that this is to result in the breaking up of one of the most formidable band of robbers ever organized in the west. The name of John Bishop, the Osage land robber, is connected with this party, and it is believed by the prisoners that a boat containing \$10,000 worth of goods from La Crosse and other towns, left the depot first spoken of on the 15th of last month, for the benefit of said Bishop; said boat was seen near Muscatine two weeks ago, bound for St. Louis.

DAILY GATE CITY.

TUESDAY MORNING, MAY 25, 1875

For the past year Burlington has been crying out in agony for a ferry boat. That, judging from the wail that went up from the metropolis, was the one thing above all others that she needed. Her ambition in this direction has at length been gratified, but the owners, in addition to a ferry boat have a very formidable elephant on their hands. The business is so very limited that they restrict the operation of the boat to three days in the week, and then they make but two trips a day—in fact they don't make even that many unless some one straggles up to the shore on the other side and hails the boat as he would an old fashioned rope ferry.

What a very wide awake city the metropolis must be to be sure, and what an immense trade she must have from Illinois, as compared with that of Keokuk, where the

travel over the bridge amounts to an average of two hundred teams a day the year round.

DAILY GATE CITY.

SUNDAY MORNING, APRIL 25, 1875

TELEGRAPHIC

The Steamboat Holocaust at
New Orleans -- Further
Details of the Disaster.

FROM NEW ORLEANS.

NEW ORLEANS, April 24.—Mrs. Bettie Musgrove, the daughter of Capt. Reese of Pittsburg, is the only person lost from the Exporter, whose name has been ascertained.

The Bodman lost Joseph Case of Newport, Kentucky, first engineer; John Ferrard of Newport, Ky., second engineer; Alf. Goodpasture, head cook, Cincinnati; Mrs. Bartley and Mrs. Brent, chambermaids, New Richmond, O.; Bill Akers, a deckhand, Cincinnati; and several colored cabin boys and deckhands whose names have not been ascertained.

When the Kyle was discovered on fire many persons from the shore rushed on board the Bodman and Exporter to get a better view of the burning steamer, and were still aboard when the vessels were set adrift. It is supposed that quite a number of these people were lost.

NEW ORLEANS, April 24.—The following is an additional list of the lost on the Bodman: James Thomas, Sam. Crutchfield, Ben. Campbell, John Robinson, Caleb Charley and Bill Sakers, all roustabouts; Andy Edwards; Geo. Edwards, fireman, of Cincinnati; Ellen Graves, chambermaid of the Exporter; James Mahoney, head cook; Julius Lot, cabin boy, and Bill Johnson, fireman.

There were several deck passengers on the Bodman, who have not been seen since the disaster.

Both Houses have adjourned *sine die*.

In the Senate, the resolution suspending Clinton from office was postponed.

DAILY GATE CITY.

WEDNESDAY MORNING, MARCH 17, 1875

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.

The Genial Captain Has Spent
A Lifetime Living And Working On The Ohio

The Pittsburgh Press, Sunday, September 22, 1968

Sewickley's 'Mr. River'

By George Swetnam

Press Staff Writer

CAPT. FREDERICK WAY JR. lives at 121 River Ave., Sewickley, where he can see everything, big and little, that goes up and down the Ohio.

Nothing could be more appropriate. In all its history the valley has seen no one who could hold a candle to him as a candi-

date for the title of "Mr. River."

He was born beside the Ohio, and has lived beside it all his life. He has swum in it, built boats on it, written its history, compiled its records. He operated the fastest packet boat in these waters, (for a while), and in his early days was successively a management trainee, mud (second) clerk, clerk, apprentice pilot, pilot and captain.

Fred is president of the Sons and Daughters of Pioneer Rivermen, edits its magazine, the Reflector. For years he has photographed all the river craft, and copied old pictures, until he has the world's largest collection of such photos.

His real love affair with the rivers began in 1911, when his mother took him to Cincinnati and back on the Queen City, one of the proudest of all packet boats. Barely in the two-figure age bracket, Fred talked his way into the pilot house, and stayed up practically day and night for the whole trip, for fear of missing some precious moment. He was determined to make a career of the rivers, in spite of family doubts, the decline of the packet-boat era, and a drop in coal towboating.

By the time Fred was 12 he was reading the Waterways Journal (often called "the rivermen's Bible") regularly, and collecting photos of steamboats — when he could afford them. He took many trips on packet boats, and started sending in news to the Journal, mostly to see his name in print.

At 18, after a month at what is now



Capt. Frederick Way Jr.

Carnegie-Mellon University, studying to become a civil engineer, Fred dumped his books off the Panther Hollow bridge and took a job working for a river coal company at Point Pleasant, W. Va.

Off and on for three years he worked on one boat after another and finally in 1922 got his license as a pilot. His first work in that line was guiding a packet named the Betsy Ann from Baden to Pittsburgh.

Three more years and his father bought him the same boat, as a Christmas present.

Almost everyone else figured the day of the packet trade was over, but Capt. Way died hard. The Betsy Ann was the fastest boat on the river, and he kept her running for seven years, although in 1928 he lost the horns — symbolic of speed — in a race with a newer Greene Line boat. The races were repeated in 1929 and 1930, but he could never quite regain the prize. He finally sold the Betsy Ann late in 1932.

Worked During War

Later he piloted towboats, and during World War II pushed over 50 million gallons of badly-needed gasoline and oil up the rivers.

But piloting was far from being his only skilled trade. He soon became known as one of the top writers on the rivers. After many magazine articles he turned to books. His first, "The Log of the Betsy Ann," was so successful it won him a commission to do "The Allegheny," in the Rivers of America series. After that came "Pilotin' Comes Natural," "She Takes the Horns," "Mississippi Sternwheelers," and "Saga of the Delta Queen," which he had assisted in piloting on the long trip from Sacramento, Calif., through the Panama Canal and up the Mississippi. Recently he turned out a travel account of a trip on the Queen from Cincinnati to Pittsburgh, which sells like hot cakes to passengers on that famed craft.

Capt. Way collected pictures for 25 years with no idea of more than a private interest until he received a suggestion from a neighbor boy, Woody Rutter, who had been much interested in his collection.

J. W. Rutter (who later became Capt. Way's son-in-law) was 16 years old when he got the idea of organizing a non-profit corporation to preserve such photos and make them available to those who need them.

The result was Steamboat Photo Co. They assembled replacement parts for an ancient Seroco camera from a junk pile, and started making 5x7 copy negatives from Mr. Way's 200 prints.

To their amazement, there proved a heavy demand, and orders from individual customers sometimes ran into the hundreds of dollars. Today the collection runs to more than 10,000 negatives, and grows every day, and sales have totaled around 100,000 prints.

Bought Set

Just after World War II a leading university offered to buy a complete set of the then 2000 photos of packet boats if Capt. Way would prepare a directory of historical information. This resulted in another book, "Way's Directory of Western Rivers Packets," the authoritative work on some 1600 packets and excursion boats. It was soon followed by another, listing all the more than 2000 steam towboats. Both are now extremely rare and valuable.

Since quitting the packet business, Capt. Way has built himself seven boats, beginning in 1934. The last was the Lady Grace, a vest-pocket sternwheeler, which he piloted up the Allegheny to Olean, N. Y. (the first craft to make the trip in over a century) and which carried official mail to the West Virginia Centennial in 1863, the first river boat mail in 80 years.

Capt. Way started another venture in 1945, the "Inland River Record," an annual volume which lists and reports on all commercial craft on the rivers. Last year he sold this publication to the Waterways

Journal, which immediately hired him to continue editing it.

Despite the decline of the packets, Capt. Way has never lost his faith in the future of rivers for passenger traffic and excursions.

"Many towns have made the mistake of building up their water fronts until there is no place for a landing," he says. "I hope Pittsburgh will always keep enough wharf space open for excursion craft — and perhaps one day regular river passenger boats — to operate without hindrance."

KEOKUK, IA., GATE CITY DAILY GATE CITY
SATURDAY, NOV. 17, 1951-FRIDAY, JULY 27, 1923

The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,

Steamboat Burns In Race to Keokuk In Good Old Days

The phrase "blazing finish" applied to a race possibly stems from a historic steamboat race from St. Louis to Keokuk by the Ocean Spray and Hannibal City in 1859—92 years ago when wood was used to provide the steam.

The Ocean Spray wound up in a mass of flames and its crew had to be rescued by the rival boat.

According to an account in an old issue of The Gate City the race was very close at the start after which the Ocean Spray pulled ahead.

When it neared Bissel's point, however, it appeared that the Hannibal City would overtake the Spray so the first mate, one Davis by name, ordered the head knocked off a barrel of turpentine and had the men soak the wood in the oil before putting it in the furnace.

The boat was supposed to carry only 160 pounds of pressure in its boilers but Davis thought that "by putting another Negro on the safety valve" he could run it up to 200 and outdistance his rival.

Meanwhile the carriers had been dripping turpentine from the barrel to the furnace and the track became saturated with the result that the turpentine caught fire and spread to the barrel. The crew tried to pitch the barrel off the boat but it exploded and threw burning oil all over the boat which quickly became a mass of flames.

Scott Mason, captain of the Hannibal City, was described as a courageous man and notwithstanding the danger to himself he pulled alongside the burning Ocean Spray and rescued all on board.

Davis was convicted and sent to the penitentiary for violating safety rules and afterwards was pardoned.

At that time the Hannibal City held the record for speed between St. Louis and Keokuk but the Louisiana broke the record with a mark of 16 hours and 26 seconds. That record still stood 50 years ago.

River Vacations



A river trip that permits passengers to enjoy a real river outing and visit the city of St. Louis.

TRIP SCHEDULES

Lv. Keokuk Mon. 9 a. m.,
arr. St. Louis Tues., 8 c. m.
Lv. St. Louis Tues. 5 p. m.
Arr. Keokuk Thurs., 8 a. m.
Lv. Keokuk Thurs. 9 a. m.
Arr. St. Louis Fri., 8 a. m.
Lv. St. Louis Sat., 3 p. m.,
arr. Keokuk Mon., 8 a. m.

The former trip permits a day's visit in St. Louis without hotel expense. The latter gives two days in St. Louis.

Fare, with meals, berth and dancing \$15.

SPECIAL 7-DAY RIVER VACATION

Belle of Calhoun connects with Cape Girardeau for Cape Girardeau, Mo.

Cape Iv. St. Louis Tues. and Fri. 5 p. m., return Fri. and Monday, 7 a. m. Fare: round trip, Keokuk to Cape Girardeau, \$29.

For information call or write Gate City Seed Co., 811 Main St. Phone 1014.

Unitarian Excursion

...ON THE...
STR. VAN METRE AND BARGE,
Keokuk to Fort Madison and Return,
Friday Afternoon, MAY 21, 1897.

All invited. Come and enjoy an outing on the river of an afternoon and evening.
Dancing and good Refreshments.
Boat will leave Keokuk at 2 o'clock, and on return trip will leave Fort Madison at 7.30 o'clock, arriving in Keokuk about 10.30 p. m.
Tickets 50 Cents Round Trip.

THE GATE CITY.

KEOKUK, IOWA

1869
SATURDAY MORNING, AUG. 7.

FROM CHICAGO.

CHICAGO, Aug. 6.

The examination of the steamer Dubuque rioters, closed at Rock Island yesterday. Ten were held on the charge of murder, three asked for further hearing.

The Rock Island and St. Louis Railroad, commenced laying track on the Rock Island division Monday and will have trains running by October 1st.

THE GATE CITY.

KEOKUK: 1863

[SATURDAY, NOVEMBER 28.

Steamer Sunk

Cincinnati, Nov. 27.

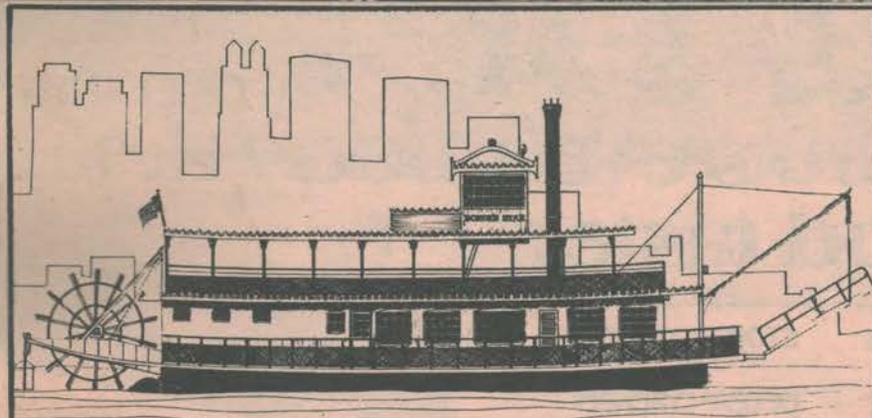
The steamer Telegraph No. 3, bound from Cairo to Memphis, sunk at Osceola on Monday. She had 4,000 sacks Government grain and a number of passengers.

Three negroes were drowned and two men scalded. No casualties among the passengers.

She lies with seven feet water on lower deck, and will doubtless be raised.

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

New Sternwheeler For the Missouri Under Construction In Plant At Dubuque



WORKMEN in photograph above have about finished the hull of the Border Star at the Dubuque Boat and Boiler Co. At left is an artist's conception of the new sternwheeler as she will appear cruising the Missouri River.

(Register photograph by James L. Shaffer)

DES MOINES SUNDAY REGISTER—MARCH 30, 1969

By Tom Ryder

A 240-PASSENGER sternwheel riverboat is being built in Dubuque for a Kansas City organization which plans to use it for pleasure excursions on the Missouri River. The Border Star, patterned after the famous river steamboats, is scheduled for test runs on the Mississippi River at Dubuque in May and for delivery in June. It will be operated by Kansas City businessmen who have formed the Kansas City Missouri River Navigation Co. The boat is named after a pre-Civil War newspaper published in old Westport, Mo., which later became Kansas City.

The vessel, which will be the only sternwheeler in operation on the Missouri, is being built by the Dubuque Boat and Boiler Co. Features of the Border Star will include complete air conditioning and heating, rooms for dining and cocktails, two decks—a lower inclosed deck and a covered roof deck—pilot's bridge and a gangplank.

The Border Star will be 85 feet long and 23 feet wide and will draw only three-feet of water. She will be powered by a diesel engine.

The company's present plans call for daily cruises on a scheduled basis and evening chartered cruises.

22
THE GATE CITY

SATURDAY, JULY 16. 1864

Great Fire at St. Louis--Six Steamers Burned.

St. Louis, July 15.

The steamers Welcome, Glasgow, Sunshine, Cherokee, Northerner and E. F. Dix were burned at St. Louis early this morning. The loss will probably reach half a million. Particulars soon.

LATER.—The steambot fire this morning was the most disastrous that has occurred here for several years.

The E. F. Dix was valued at \$50,000; insured \$22,000; St. Louis offices.

The Cherokee was valued at \$40,000; supposed to be insured \$25,000, Cincinnati office. She arrived from the Ohio River Thursday with an assorted cargo, the greater portion of which is lost.

The Welcome was valued at \$75,000; insured \$30,000. She had 80 tones of government stores on board for Fort Randall; 20 tons Indian annuities for the Upper Missouri, and 250 tons private freight. All probably total loss.

The Glasgow was valued at \$80,000; insured in St. Louis and Cincinnati offices at \$41,000; undergoing repairs; no freight aboard.

The Sunshine was valued at \$65,000; insured \$30,000; three hundred bales of hemp saved; several hundred sacks of corn which had been discharged from her Wednesday was still lying on the levee and was burned.

The Northerner belonged to the Northern Line Packets; valued at \$40,000; not insured.

The origin of the fire is not actually known, but is believed the work of an incendiary, as the military authorities have received several dispatches the past week, stating a number of boat burners were in the city.

Two men were arrested on suspicion, and will have a hearing before the Provost Marshal.

The total loss cannot fall short of \$500,000.

The charred remains of a man, supposed to be the porter, were found in the hold of the Cherokee.

ent line on the upper river in case he is beaten in his controversy with the Hunkins faction. It says the Kyle is too big for this trade, and that the other boats named are doing very well in the New Orleans trade.

The DeSmet, of the Eagle Line, arrived at St. Louis from Alton last Saturday, being the first boat of the season from the upper river.

The St. Louis Democrat learns on good authority that Col. C. K. Peck of this city has made arrangements to do a large business in transportation on the Upper Missouri this year.

The St. Louis papers say the Savanna is about to start for Keokuk. Let her come. We'll organize a skating party here and go and meet her.

Nearly all the boats of the Eagle Line which have been laid up at Quincy have been repaired and will be ready for business on the opening of navigation.

On Monday last Judge Jones gave an opinion in the K. N. Line replevin suit of Davidson for the possession of the books and papers of the Company, suspending the execution of the writ of replevin. After this rendering of the opinion Mr. Hayden, as attorney for Hunkins and Griffith, asked the court to make an order to prevent Davidson and Shethar from exercising any authority as President and Secretary of the Company until the meeting of the stockholders of the Company. After considerable discussion it was finally agreed that the question should come before the court for investigation, the Davidson party in the meantime agreeing not to attempt to obtain possession of any of the property belonging to the company, or assume any authority belonging to Hunkins and Griffith, as President and Secretary of the Northern Line Company. Judge Jones agreed to pass on the matter to-day. In the petition filed by Rankin and Hayden, as attorneys for Hunkins and Griffith, it is asked that the proceedings of February 23, 1875, through which Mr. Davidson claims election as President of the Company, be declared void and of no legal effect; that Mr. Davidson be restrained from assuming the office or authority of President of the Company, and from setting up any claim to such office by virtue of such proceedings, and from prosecuting the suit against Griffith and Hunkins.

A gentleman who came up on the train last evening reports that the ice in the river is broken up a portion of the way between this city and Quincy.

DAILY GATE CITY:

March 17, 1875

River Ripples.

The ice in the river in front of Quincy broke up on Sunday both above and below the bridge, and moved down for a considerable distance. It gorged again, however, and Monday night's cold snap froze it up again apparently as solid as ever.

The St. Louis Democrat denies the sensational report that Commodore Davidson is making arrangements to run an independ-

The Gate City
Weekly

WEDNESDAY, JULY 10, 1872.

STEAMBOAT LEVIED UPON.—On Tuesday morning the steamer S. S. Merrill, of the N. W. U. Line, on her arrival from above, was levied upon by an execution issued from the Supreme Court of the State of Iowa, to satisfy a judgment against the Northwestern Union Packet Company, and in favor of the State National Bank of this city. The suit was brought originally in the District Court at this place, to recover damages for the loss of a barge load of grain which was sunk at the Quincy bridge. The case was appealed to the Supreme Court, where the decision of the District Court was affirmed. The Merrill was levied upon because she was the first boat belonging to the Company that landed here after the execution was issued. She was subsequently released on an injunction, and proceeded on her trip.

THE GATE CITY

SATURDAY, DEC. 24. 1864

Boats Mashed Up at St. Louis.

At 2 o'clock yesterday morning a heavy gorge of ice above the city broke loose, and coming with great force did considerable damage to steamboat property. The hull of the steamer Jennie Lewis, lying at the head of the island, was broken, and the boat carried down the current, finally settling on the Illinois shore, nearly opposite Chestnut street, badly smashed up, proving a total loss.

The Sam. Gaty, lying below the Jennie Lewis, was considerably damaged, but was repaired in time to prevent sinking. The Charlie Cheaver and Centralia were shoved ashore and badly used up. The ferryboat Illinois No. 2 was sunk—loss about \$30,000. The St. Paul floated down with the ice. Eight or ten barges and flatboats were shoved ashore and badly broken—some wholly destroyed.

There was very little damage done to boats on this side of the river, the new steamer Welcome being the only one injured and she not badly.

It is believed there is now a clear river out to Cairo.—[St. Louis Republican, Dec. 20.]

THE GATE CITY.

KEOKUK, IOWA

1869

WEDNESDAY MORNING, AUG. 4.

A Raft Stopped.

A RAFT of about eighty pine logs was stopped by the undersigned a short distance above the city of Keokuk, on Saturday, July 31. The owner can recover his property by applying to Morris Soellinger, at Weyand's Boarding House, 4th street, between Main and Johnson, and paying all expenses.
aug3 d3t

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

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

FRIDAY MORNING, : : : : JAN. 23.

FERRY TO HAMILTON.—We congratulate our citizens, also the citizens of Hamilton and of Hancock county, on being able to announce that we have once more got a ferry across the river. The ferry boat Mill Boy arrived at our wharf yesterday afternoon, and at once went to work. As we understand it this boat has been purchased by Mr. Bauchman for the new Ferry Company, and they intend to use her temporarily until they can procure a boat more suitable for the trade; for the present she will answer the purpose. Indeed, after being so long cut off from our neighbors in Illinois, we feel thankful for having one of any kind; but we hope the new company will have enterprise enough to go to work at once, and take measures to have a boat in every respect suitable for the trade, ready for business early in the spring.

We are informed that the Mill Boy will make trips between Keokuk and Hamilton, daily, from 8 a. m. until dark.

To W. H. Austin, Richard Bauchman, and their associates, owning and running the steam ferry boat, Mill Boy:

Sirs:—You and each of you are hereby notified that all the roads, crossings, dykes, and landings in and across the island and sloughs, and on and connected with the shore of the Mississippi River in front of the town or city of Hamilton, in the county of Hancock, State of Illinois, were constructed by, are owned by, and controlled by, the Keokuk and Hamilton Ferry and Manufacturing Company, a corporate company under the laws of the State of Illinois. And that any use or occupancy by you or those acting for you, of said landings, roads, crossings, dykes or other property of said company aforesaid, or within their control, will be regarded as trespass, and to the damage of said Company, for which you and each of you will be held liable and accountable to said company aforesaid, and those interested with them,—of which you will take due notice.

H. W. SAMPLE, Pres't
Jan 22, 1863. of K. & H. F. M. Co.
aforesaid.

It would seem from a perusal of the foregoing notice, which was served on Mr. Austin, yesterday afternoon, after making the second trip to Hamilton, that Mr. H. W. Sample, President of the K. & H. F. & M. Co. aforesaid, is determined that he will not only run this ferry when it pleases him, and leave our citizens without a ferry when it pleases him, but he don't intend that any one else shall run a ferry if he can help it.

As for our own town we believe there is no difficulty in the way of the new ferry

company getting the usual ferry privileges, and as for the unfortunate people of Hamilton, who according to Mr. Sample's story, can't even water their horses in the Mississippi without asking leave of him, we believe that all that the inhabitants of that unfortunate town have to do, is to make up their minds that they will have a road to the river, and it will not be very difficult to get one, even if they have to go clean through roads, crossings, dykes and landings to get there.

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

SATURDAY MORNING, : : : : JAN. 24.

[For the Constitution.]

EDITORS OF THE CONSTITUTION:—As a matter of interest to the public I propose to correct the repeated misrepresentations frequently made in the columns of the Constitution, in regard to the doings and position of the K & H F & M Co., and the management of their ferry between Keokuk and Hamilton—principally the article of this morning—and their pet Mr. W. H. Austin and his ferry boat.

The managers of the Constitution misrepresent the truth when they state that the ferry company, or any one acting for them, have ever at any time desired or attempted to deprive or prevent the citizens of Hamilton, or the public, of any legitimate and reasonable use of their roads, crossings, landings and dykes, or of any other portion of their lands. On the contrary, they have, at all times for years past, extended to the public without cost, the free use of their bridges, roads, landings and other facilities for approach to, and landing upon the river, including the storage, receipt and shipment of their freight, stock, &c., to any extent desired.

The K & H F & M Co., exist as a corporate company under a charter from the legislature of the State of Illinois, and as an organization under the laws of Iowa. As such they commenced years ago, by the investment of a large amount of capital in the purchase of the requisite lands, including the islands and low lands lying between the town of Hamilton and the shore of the main channel of the river opposite Keokuk, and the purchase of lands and boats of what was then called the ferry. They then proceeded to survey, mature and lay off a general system of improvement for permanent occupation, improvement and use of the lands and the permanent establishment of a ferry with landings and approaches to the same from the country, across the sloughs, islands, and swamps; in which improvements they have expended a large amount of means—from \$17,000 to \$20,000 in the construction of their roads, landings, crossings and dykes,

which Mr. Austin and his co-workers now propose to usurp and convert to their own use, without compensation or even the courtesy of asking of the owners—boasting that he defies the owners. Hence the necessity of the notice and protest so conspicuously arrayed in the Constitution of this morning, with the editorial and gratuitous comments.

The K H F & M Co., was organized in good faith with the full determination to spare no efforts and means in this their controversy to establish and maintain a good first class ferry, and to do this duty to the public as proprietors and managers of such a ferry; and they have thus far made investments of capital largely in excess of the entire receipts of the ferry, in the construction of roads, landings, and boats necessary for the accommodation of the public. They and their officers and agents also recognize and fully appreciate their duty and obligations to the public in the keeping and management of their ferry, as a public convenience and necessity. In this they have succeeded, as they believe, to the entire satisfaction of all reasonable persons for years past—*except perhaps for the past month!*—which omission has been unavoidable and caused by circumstances beyond the control of the company, or any member thereof.

In explanation whereof I will briefly state that the company incurred an expense of about \$27,000 in the building of two first class ferry boats, one or both of which they have at all times, *except at short intervals during the winter season*, when it was impracticable to do so, kept running on their ferry.

Within the past year, our government has found it necessary, and has exercised its authority in taking the control and use of Railroad lines, Ship and Steamboat lines, public and private buildings, and every other description of property, by its officers deemed necessary for use in the suppression of treason and the enforcement of the laws, including one of the boats of our Company, months ago, and the other recently. To this we had not the power or inclination to resist. Although we did remonstrate against the taking of the last and only boat we had for ferrying, which was of no avail in the existing emergency. Gen. Curtis, however, promised to release the boat before, or in time for the opening of Spring navigation and ferrying.

It has and may be said that the boat would not have been taken had we have kept her at home. To this, we have to say that we were compelled from necessity and unavoidable cause to take the boat to St. Louis, for dock and repairs, which was done as speedily as possible, *during a time when she could not be run in the ferry*; and, when she was on the return, she was taken by the government—as they have done with every boat in the West—for use against our enemies in the South. To this, no loyal citizens can object, however inconvenient it may be for the time being to the river commerce and ferrying facilities.

Our Company, having in view their duty and interest in having a boat to accomodate the public in a ferry provided at once, have not ceased to exert themselves at any expense to procure a suitable boat that would supply the place of their own while absent. And have also been making their arrangements and commenced the construction of a new boat, better adapted to low water, and portions of the seasons than those heretofore in use, which they will have in a seasonable time; and will in the meantime provide the best temporary ferrying facilities possible for them to do, the efforts of Mr. Austin and his co-workers to the contrary.

With this explanation, I have but to add that the K. & H. F. & M. Co. have long since paid out and donated to the public, ground and the right of way for a number of streets and highways over their lands to the river, and they will at all times cheerfully extend to the public any and all seasonable and legitimate use of their roads and landings, consistent with their legal right and duty as good citizens; but they will not permit Mr. Austin, or any one else, to usurp their property to his or their own use, accompanied with the insult and boastings that he did, care a d--n for the Ferry Company, and many other indecent and insulting, contrary to the law, our rights, and common decency. On the contrary, we have and will take pleasure and be glad to encourage and assist any one who may have and desire to run a boat, or other craft, for the convenience of our people, in the absence of our boats, and will extend to such the free use of our roads, crossing and landings, while running, keeping and reserving the control, and our legal and equitable rights and title to the same.

H. W. SAMPLE,
Pres't K. & H. F. & M.

for the ferry business here. It appears likely that when the ice clears out we shall be pretty well supplied with ferry accommodations.

From Mr. Wm. Austin, we learn that on his late trip down the river, he succeeded in purchasing the ferry boat Jesse Griddle for the ferry business between this city and Hamilton. He says he will go into the trade as soon as the river is sufficiently clear of ice to permit her to come up.

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

MONDAY MORNING, : : : : FEB. 2.

NEW FERRY BETWEEN KEOKUK AND HAMILTON.

RIVER NOW OPEN

and

STEAM FERRY BOAT

Crossing Every Half Hour,

AND FERRIAGE AT REGULAR RATES.

The new Ferry Company have purchased and put in operation a good, substantial Ferry Boat, and the traveling public can depend on getting across the river when it is possible for a boat to get through the ice in safety.

W. H. AUSTIN, Master.
Keokuk, Jan 26 1863 -d&wt

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

WEDNESDAY MORNING, : : FEB. 18.

The ferry boats Gate City and Pike Union arrived yesterday, and immediately went into the ferry business between here and Hamilton. Both of these boats are the property of the old ferry company, and we hope that hereafter the public will have no cause to complain about the want of ferrying facilities.

THE GATE CITY:

SUNDAY MORNING, OCT. 24, 1875.

RIVER RIPPLES.

The Colossal was due from below last night. The Clinton arrived last night and will leave for St. Louis this afternoon at 4 o'clock.

The Northwestern is due to-night and will be the regular down river packet to-morrow afternoon.

The Minneapolis is due at Montrose, and will leave that place for St. Paul to-morrow morning.

The Dan Hine made two trips over the

Rapids yesterday bringing three barges each time.

The Eagle leaves for Quincy to-morrow morning at 6, and the Jennie Brown for Warsaw and Alexandria at 6:45.

The Nauvoo Independent contains the following sketch of the career of Capt. H. M. Patton, who died recently at Montrose:

Capt. Patton was born in Newport, Herkimer county, N. Y., February 1817. When a young man he spent a large portion of his time on the lakes, where he acquired considerable knowledge of navigation and business connected with shipping interests. He emigrated to the West in 1844, and settled in Lee county, Iowa, in 1846; was employed in steamboating on the Mississippi river in various capacities since 1847; filled the position successively of deck hand, mate, pilot and captain; was captain on the steamers Clara Hine, Metropolitan, Pomeroy, Bill Henderson and Dan. Hine—upon the last of which he was employed as captain from the time she came out, in 1866, until 1872. He was regarded as one of the most efficient boatmen employed on the Mississippi Rapids. Capt. Patton had a large circle of friends and acquaintances. He was just and honorable in all his business relations. Benevolence and kindness of heart were prominent traits of his character. He was regarded as one of our most substantial citizens, and commanded universal respect. He leaves a name unsullied, and a memory that will be cherished by all who knew him.

THE GATE CITY.

KEOKUK, IOWA, 1869

THURSDAY MORNING, SEPT. 16

The Very Latest.

SECOND EDITION.

3 O'CLOCK A. M.

The Steamer Phantom Burned on the Ohio River.

FROM CINCINNATI.

CINCINNATI, Sept. 15.
The steamer Phantom, of the Evansville and Cairo Packet line, on her down trip, exploded her boiler at the foot of Cumberland Island, near Paducah, Ky., at 10 o'clock this morning. George Nicholson, first clerk, and four or six others were killed, and a number wounded. The boat and cargo is a total loss.

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

SATURDAY MORNING, : : : : JAN. 31.

A telegram was received from Mr. Wm. Austin yesterday afternoon, stating that he had purchased the ferry boat Pike Union for the new ferry company. She will be brought up here at once, and go into the trade between our City and Hamilton.

THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS. 1863
CHAS. SMITH, }

CITY OF KEOKUK:

FRIDAY MORNING, : : : : FEB. 6.

We hear that Mr. Sample has purchased or chartered the ferry boat Pike Union

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

TAFT LAUNCHED DOWN THE RIVER

MADE BY GAK
DATE
192

The President Stood Upon the Deck
of the Oleander as the Moon
Rose Over Soft Haze of
October Twilight.

BOOM FOR WATERWAYS TUESDAY, OCT. 26, 1909.

Even Speaker Cannon Has Become En-
thusiased and is Now an Advo-
cate of the Improvement
of the Rivers.

ST. LOUIS, Oct. 26.—With black smoke belching from twenty-four smokestacks, until the whole river front was blotted out; with engines pounding and crowds on deck waving and cheering in response to the waving and cheering of the crowds on shore; with factory, locomotive and river craft whistles blowing a shrill farewell, and carrying the hopes and good wishes of millions of waterway advocates in the Mississippi Valley, President Taft's fleet of a dozen vessels, bearing the president and vice president, cabinet ministers, United States senators and representatives, many governors and other notables, followed by a swarm of minor escorting boats steamed majestically out of St. Louis harbor at 5 o'clock yesterday afternoon, bound for the Lakes-to-the-Gulf Deepwaterway convention at New Orleans, which is expected to clinch the matter of a permanent policy on the part of the government toward the improvement of the Mississippi river and its tributaries.

The start was most auspicious and as the fleet cleared the smoke of the city and that created by itself and swung out in single file behind the Oleander, President Taft's flagship the soft haze of the early October twilight was lightened by the first rays of the rising moon, forming a most impressive picture as the steamers passed Carondelet and Jefferson Barracks, and promising a successful journey in the minds of the rivermen. Not only was the start of the river trip, to which President Taft has looked forward to for months, promising, but the events of the day leading up to the embarkation and departure were most satisfactory and encouraging to the president and to the waterway boomers themselves.

Perhaps the most significant feature of the day's developments, and one to which greatest importance attaches

was the unequivocal declaration of Speaker Cannon of the house of representatives in favor of the plan of waterway improvement advocated by President Taft in his speech at the coliseum.

Speaker Cannon has not been regarded as a particularly warm friend of the waterway proposition in the past, and his declaration yesterday, made at the dedication of the new federal building in East St. Louis, was received with acclaim by the waterways boomers. It removes one of the few remaining obstacles in the way of the consummation of their plans, they believe.

Roster of the Flotilla.

The flotilla and its roster follows:
Steamer Oleander, carrying the president and his personal party.

Steamer Erastus Wells, carrying Frank H. Hitchcock, postmaster general; Charles Nagel, secretary of commerce and labor, and Mayor F. H. Kreismann, St. Louis.

J. M. Dickinson, secretary of war, will join the party at Memphis.

Steamer Mississippi, carrying the members of the Mississippi river commission and United States army and state engineers.

Steamer St. Paul, carrying governors of states, newspaper men and special guests of the association.

Steamer Lily, carrying foreign diplomats.

Steamer Quincy, carrying Speaker Joseph Cannon, John Barrett, director international bureau of American republic, and members of congress.

Steamer Saltillo, carrying officials of the Lakes-to-the-Gulf deep waterway association.

Steamer Alton, carrying members of the St. Louis Business Men's league.

Steamer Cape Girardeau, carrying Missouri, East St. Louis, Belleville and Alton deep waterway delegates and ladies.

Steamer G. W. Hill, carrying members of the Illinois Manufacturers' association and the Chicago Deep Waterway convention.

Steamer Grey Eagle, carrying Kansas City deep waterway delegation.

Other steamers in the flotilla joining it at various points are:

Steamer Grand, carrying Little Rock deep waterway delegates.

Steamer Illinois, property of the state of Illinois, and carrying state officials.

Steamer Florence II, carrying editorial staff Chicago Tribune.

Steamer Belle, of Muskogee, carrying Muskogee Commercial club and Oklahoma delegates.

Steamer A. M. Scott, carrying West Virginia delegates.

Steamer Sarah E. Denborn, carrying Louisiana Deep Waterway delegates.

THE GATE CITY:

FRIDAY MORNING, DEC. 29, 1876.

A Novel Bill of Fare.

Our neighbors down at Alexandria are getting up a grand masquerade ball, to be given at Million's Hall, in that place, on Wednesday evening, January 3d, 1877. Ceph. Gregg, Charlie Grumman and Thos. F. Calhoon constitute the Returning Board, and N. T. Cherry and C. D. Eberheart the Advisory Committee. Reynold's Keokuk Quadrille Band will furnish the music. The Committee announce the following novel and highly original bill of fare:

1. K. N. Line March—The Pride of the Upper Mississippi.
2. War Eagle Quadrille—See the Conqueror Hero Comes.
3. Belle LaCrosse Schottische—We'll Anchor by and by.
4. Golden Eagle Quadrille—St. Louis to Keokuk in 90 minutes.
5. Rob Roy Waltz—Oh! She's such a Charmer—Menaugh.
6. North Western Quadrille—What are the Wild Waves Saying—"Tatum."
7. North and South Express Polka—Hon. John Hallett, Agent.
8. Red Wing Quadrille—Don't Get Weary, "Children."
9. Eagle Line Schottische—Alexandria Against the World.
10. Clinton Quadrille—Go 'way Sugar, You've Lost Your Taste.
11. Ladies Quadrille—Oh! for a Man—sion in the Skies.
12. M. I. & N. Railway Waltz—Seven Minutes for Refreshments.
13. Buena Vista Bridge Quadrille—A Square Meal at the Patterson House.
14. St. L. K. & N. Railway Lancers Through Sleepers; beat it if you can.
15. Warsaw Ferry Quadrille—Froze Up Now: Bak (h)er out.
16. Appanoose Coal Co. Waltz—O, where has my "Black Diamond" Gone.
17. Press Quadrille—Sandie Stone and Tom Eichelberger.
18. Canton Schottische—Would I were with thee Every Day and Hour.
19. Nelson Waltz Quadrille—Romeo and Juliet. (No Bacony Scene.)
20. Daniel Tucker—Claim your Baggage; Hoop-la. Children in arms not admitted—"Helen's Babies" excepted.

A LARGE RAFT.—The largest raft of lumber ever floated upon the Upper Mississippi passed La Crosse on its way from Black River Falls to St. Louis on Saturday morning last. "It was the greatest sight," says the Democrat, "ever seen in these waters." The raft was manned by twenty-four "red shirts," every man at his oar and every oar doing its work. The size of the raft was five hundred and sixty feet long, by two hundred wide, and the amount of lumber which it contained full a million feet, together with 250,000 lath, and 250,000 shingles. There were two good sized houses erected on board, and the whole crew and officers consisted of captain, twenty-four oarsmen, two cooks, one clerk and bottle washer, which together with a black bear and a bull dog, made up all the occupants. The raft was owned by James Cranet, one of the heaviest of the Black River lumber dealers.—[Eve. News. MAY 7, 1858]

THE GATE CITY:

1882
FRIDAY MORNING, SEPT. 22.

THE RIVER.

The Gem City left for St. Louis yesterday.

The Pittsburg is due from below to-night.

The Libbie Conger is due from above to-day.

The Alex Mitchell passed up yesterday morning.

The Grand Pacific was due from above last evening.

The Clyde with a raft passed down yesterday afternoon.

The raft boat Mountain Belle struck a snag about six miles above Canton, Mo., the other day and sunk in five feet of water. A large hole was stove in her bottom just forward of the boilers, and before anything could be done to keep her afloat she struck the bottom. The steamer A. M. Jaret was sent for, and some bed clothes and dirt were thrown in on the leak, which closed it sufficiently to allow the pumps of the Jarrett and the sunken steamer to get the better of the water in the hold. The pumping was continued until the Mountain Belle was got afloat, when the A. M. Jarrett started with her to Quincy, and she was placed on the marine ways in the bay. The Mountain Belle belongs to the firm of G. C. Hixon & Co., of Hannibal. The captain and pilot of the boat say that the presence of the snag could not be noticed in any way, and that they did not know of any damage being done until the boat began to settle.

2/27/84 A River Item.

The anticipated salaries for officers of steamboats on the upper Mississippi river next season are as follows.

	Per Month.
Engineers.....	\$60 to \$110
Pilots.....	75 to 150
Captains.....	75 to 100
Mates, first.....	60 to 85
Mates, second.....	30 to 50
Clerks.....	60 to 100
Stewards.....	60 to 75
Cooks.....	60 to 100

The above figures include "eating and sleeping." This estimate was obtained from a river veteran. The above prices are far below those in the palmy days of river navigation, when pilots raked in from \$150 to \$250 per month, and no questions asked.—Dubuque Times.

THE GATE CITY:

1877
SATURDAY MORNING, MARCH 24

River Ripples.

The gay and dashing Golden Eagle put in an appearance yesterday at 11 o'clock, with His Royal Nibs Capt. Dave Asbury on deck, and Alex. Havlin in the office. She cleaned up all the freight left by the Clinton and Northwestern, and at times drew 4½ feet of water, but came through without a balk. She also had a big trip of passengers, including a number of pilgrims bound for the Black Hills. The Golden bird has had new engines put in, and been repainted, and Capt. Dave pronounces her in the best running condition of any boat that ever left St. Louis. She left on her return trip at 2½ o'clock.

The Dan Hine came over the Rapids yesterday with a barge in tow.

The Eagle is doing a good business between here and Quincy. She leaves for that place this morning at 6.

The Clinton is due from below to-night and will leave for St. Louis in the morning at 7.

The Golden Eagle comes up again tomorrow, and will depart for St. Louis Monday morning at 7. Ceph. Gregg has been appointed first clerk, and will take his place on her shortly.

A new raft boat, called the Blue Lodge, has just been built on the Ohio river, and will pass up in a few days on her way to the lumber regions.

STAGE OF WATER.—The river at this point at 3 o'clock yesterday afternoon was 3 feet 11 inches; risen 1 foot 1 inch in twenty-four hours.

RIVER ITEMS.—On Saturday last the Skipper came in from Quincy, and the E. A. Ogden, Conewago, Oakland and Brazil from St. Louis, bringing large freights, among which were groceries for McGavie, Chittenden & Co. and for Hamill, Ralston & Co., and also a lot of printing paper. The last item is particularly interesting to our craft.

The Chippewa came down from above.—Rock River is reported at full banks. The river was rising at this point, and there was considerable floating ice. DEC. 4, 1857

Ordinance No. 134.

AN ORDINANCE amending Ordinance No. 111 "An Ordinance granting Ferry privileges to David White, from the City of Keokuk to Warsaw."

Be it ordained by the City Council of the City of Keokuk:

SECTION 1. That the time allowed said White to have a steam ferry-boat in operation, as provided by said Ordinance No. 111, be extended for the term of three months from the 15th day of April, A. D. 1858.

Passed April 6th, 1858.

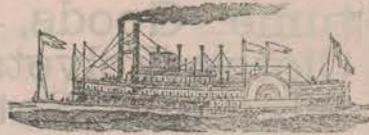
[Attest,]
E. S. MERRIAN, Clerk.

D. B. SMITH,
Prés't pro tem.

THE GATE CITY:

1857
THURSDAY MORNING, OCT. 5.

Keokuk St. Louis & St. Paul, Fast Passenger Packets.



GEM CITY.

Leaves Keokuk

Sunday at 8 a. m., Tuesdays at 2:30 p. m.
Thursdays at 2:30 p. m. Through Packets for

ST. PAUL

Leave Sundays Wednesdays and Fridays at 4 p. m. Through Packets for

ST. LOUIS

Leave Keokuk Mondays, Wednesdays and Fridays at 7 a. m.

A. M. HUTCHINSON, Supt.,
Keokuk, Iowa

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

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

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

FLORENCE MONEY.—\$30 of Florence money wanted at this office in exchange for scrip.

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

The Gate City

NOVEMBER 19, 1891
Entered in Keokuk Postoffice as Second-Class Matter

ROUGH ON RIVERMEN.

The Cold Snap Causes Damage to Steamers and Rafts and Frustration of Plans.

The A. J. Whitney Sunk at La Claire—The Vixen Sprung a Leak—Traffic Past this Port—A Captain's Reminiscences—Items.

Capt. Edwards brought the United States steamer Vixen into the canal with her tow of barges yesterday. She had a hard time of it coming down from Dallas City on account of the cold and the ice in the river. She sprung a leak but not a serious one. Her barges were gotten into the canal and were tied up just below the guard lock. The Vixen backed down below Sandusky where the government fleet usually ties up and then attempted to return through the chanel broken in the ice but the feat was attended with too much danger and had to be abandoned. Capt. Edwards is now at home in the city.

The government steamer Lucia has gone into the dry dock for extensive repairs. She will be pretty nearly a new boat next spring.

The government boat Fury and the dredge started down from Rock Island to go into winter quarters in the canal but have not reached the guard lock yet.

A raft which the Ravenna and her bow boat were bringing down the river has been tied up above Montrose and the boats are in the canal. Yesterday she backed down to the middle lock and tried to return but the trip was too dangerous and was given up.

The Julia, whose raft is just above the lower lock, wants to get back to Rock Island for the winter. Yesterday she tried to break her way through the ice which formed in the lower level the preceding night. She didn't get very far on her way and will wait until spring, at least until warmer weather.

The Jessie B. is also on her way up river to go into winter quarters in the canal.

Along the canal are several railway side tracks constructed for use during the ice harvest. The ice harvest in a favorable winter is something immense and hundreds of thousands of tons of the frigid commodity are taken from the canal. Much of this is shipped to St. Louis and other points south. Unless it should turn warm and continue so for some time so some of the boats, barges and rafts now tied up in the canal might

change their location, the harvesting of ice for shipment will be attended with much difficulty this winter. At every side track there is either a raft or boats and barges and the only way ice can be loaded onto the cars is by the construction of new side tracks. But, ten to one, there will yet be lots of warm weather before the ice becomes two feet thick.

The Keokuk and Quincy packet, City of Quincy, is in winter quarters at Canton. Capt. Parmalee claims that he can save \$400 by wintering his boat there.

With three barges in tow the steamer A. J. Whitney struck a rock below La Claire, Iowa, Monday and several large holes were knocked in her hull. She sank on the edge of a reef of rocks and lies on her side. Just below her the water is thirty-five or forty feet deep. If she should keel over she might sink and be so badly damaged that she never could be raised and made good again. One barge is also hard aground but the other two are all right. An effort will be made to raise her and put her on the ways at LaClaire. But if that is not accomplished she will be torn to pieces when the ice goes out in the spring. The Whitney is quite an old boat. She has been in use by Capt. Whitney for a number of years in his dredging and other operations in the river improvement work, and is well known here, having been engaged on river improvement in past years. She is worth about \$5,000.

FORTY YEARS ON THE RIVER.

Capt. Brolaski, well known in Keokuk, recently purchased the old side wheel steamer War Eagle and has her quartered in the Quincy bay where she will be completely overhauled this winter and put in the excursion business next season. Capt. Brolaski was born in St. Louis fifty-two years ago and at the age of twelve years engaged with the Keokuk Packet Line, as second clerk on one of their boats and at the age of twenty years was given charge as captain of one of their boats. The captain's first exciting experience was in '76 while he had charge of the W. Arthur. It was while on this boat that one evening just below Memphis the boilers exploded, killing several of the crew and passengers. Everything was in the wildest panic as the boat took fire and burned rapidly and it was only after the most extreme exertion that the remaining passengers were landed safely at shore. The boat was a total loss and was valued at \$40,000. Two years later the captain was running the Annie P. Silver, of which he was a third owner. This boat also proved a hoodoo, as it struck a snag and went down the same year, entailing a loss of \$75,000.

Two years ago he brought the ill-fated Oliver Berne up to St. Louis from New Orleans and ran it as an excursion boat the following year, when it was sold to the owners who suffered its loss by fire during the

last month. The captain in speaking to a Herald reporter of his present purchase of the War Eagle, said that they will spend some \$15,000 in repairs before leaving Quincy and it will be run as an excursion boat out of St. Louis. In speaking of river traffic he said, "There would be no better investment than the establishment of a packet line between Quincy and St. Louis, the boats to make daily trips between the two places." He is very enthusiastic on this subject and hopes to see it finally established. At present he has a force of fifteen men at work on the boat and is progressing rapidly with the work, and will make his initial trip to St. Louis sometime in January.

PASSED THIS PORT.

During the season now practically closed the draw of the Keokuk and Hamilton bridge was opened 1,209 times for the passage of steamers. Last year it was opened 1,597 times. The falling off 388 is accounted for by the unusually low water, which was a serious hindrance to navigation and practically caused a suspension for some time during the latter part of the summer, although a revival occurred later. The times of passage of steamers for the several months was as follows: March 8, April 140, May 247, June 169, July 175, August 153, September 108, October 124, November 85. Four hundred and twenty barges were towed through as follows: March 10, April 63, May 118, June 68, July 65, August 45, September 11, October 18, November 22. Of rafts taken down stream there were 165. By months there were: March 1, April 19, May 31, June 30, July 23, August 19, September 16, October 16, Nov. 10.

THE GATE CITY

NAUVOO FERRY RESUMES TRIPS FOR 55TH YEAR

APRIL 30, 1940
(Gate City Tri-State News.)

NAUVOO, Ill., April 30.—The ferryboat, City of Nauvoo, made its first regular trips of this season, Sunday.

The boat, which was built at Rock Island in 1885 for Captain Warren Dundey, who owned and operated it until after 1900, has made regular crossings between Nauvoo and Montrose each summer for the past 55 years.

Other owners of the ferry were John Weber, Charles Mulch and John Reimbold. Mr. Reimbold died in 1928 and his son, Leslie E. Reimbold is now captain of the boat.

Crippled Towboat Vicksburg Brought to Keokuk Drydocks

Damaged and beached in attempting a passage through heavy ice in Lake Pepin on March 9, the Diesel towboat Vicksburg was towed to Keokuk yesterday by its sister ship Cairo and placed in the government drydock for repairs.

A coast guard inquiry conducted near the scene of the accident on the coast guard cutter Fern, brought out that members of the crew were lucky to have escaped with their lives and praised the work of the skipper, Capt. H. C. Hanlin of Alexandria, Mo., in beaching the boat in shallow water.

Temporary Repairs.

After it had been grounded on a sandbar along the Wisconsin shore with its stern down and decks awash, the coast guard cutters Fern and Sycamore stood by until divers could be brought up from St. Louis to plug up the holes in the hull and permit the operation of pumps to refloat the ship.

The coast guard boats then towed it to Wabasha, Minn., to await the

Cairo which brought it down river with four empty barges yesterday.

15 Inch Ice.

Bound up river with a load of coal one week behind the Cairo, the Vicksburg found that the channel cut in the Lake Pepin ice by the other boat had frozen over. As a consequence Captain Hanlin returned to Reads, Minn., where he tied up the coal barges and picked up another, equipped with an ice plow, which had been left there by the Cairo.

About a mile above Roscoe's point on the Wisconsin side of the river,

the Vicksburg ran into solid blue ice, 15 inches thick. Progress was slow but by running forward and backing up a new channel was gradually being opened.

Rudder Torn Off.

While this was in progress the boat suddenly swung out over the ice pack and it was learned that broken ice passing under the ship had torn off its starboard rudder. In addition the stern compartments had sprung a leak and started to fill with water.

At that point in the lake the water was 45 to 55 feet deep and Captain Hanlin quickly maneuvered his boat into shallow water and was successful in beaching it on a Wisconsin sand bar. The stern continued to sink until the deck was awash and there were three and a half feet of water in the boiler room but it held in that position until salvage operations could be started.

The Vicksburg is one of the city series of towboats and was built in 1921. It is new to the upper river this year.

KEOKUK GATE CITY AND CONSTITUTION - DEMOCRAT

Steamboat Excursions Seem Even More Remote With Dismantling of Capitol

APRIL 2, 1945

Steamboat excursions on the Mississippi, which, like two-inch steaks and long automobile trips, have been relegated to the happy-memory stage since the outbreak of the war, seemed even more remote today with the announcement that the steamer Capitol, one of the most popular of the pleasure craft on the upper river, is being dismantled in St. Louis.

This leaves only two Streckfus boats in commission—the Admiral at St. Louis and the President at New Orleans.

Golden Eagle May Run.

At the same time, however, the Waterways Journal carries an article stating that the Golden Eagle, laid up for a couple of years after running afoul of a snag and sinking, may re-enter the passenger trade as a result of the dismantling of the Capitol.

Capt. W. H. and H. W. Leyhe hope to remove the two middle boilers from the Capitol and have

them worked over by the Nooter Boiler Works so as to comply with the butt-strap regulations. The Coast Guard has approved the plan in general if the flues and plates come up to requirements.

New Barge Line Boat.

The Gordon C. Greene, Cincinnati passenger steamer, which made two trips to St. Paul and back last summer, left for New Orleans Saturday with a capacity load. The Greene company doesn't plan to operate on the upper Mississippi this season.

Upper Mississippi valley river watchers will see a new com-

mercial boat this season in the L. P. Runkle of the Central Barge company. This is the old M/V Monroia which formerly operated out of New Orleans. Recently purchased by the Central company it is being repaired in St. Louis and is to be renamed the Runkle after one of the directors of the company.

It is scheduled to enter the coal trade between Alton and St. Paul this week.

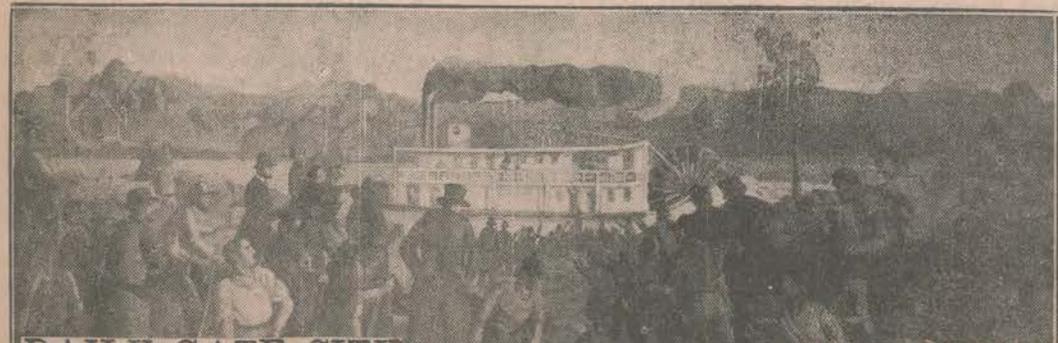
First Federal Line Boats Thru.

The Coast Guard tender Sycamore, first boat to reach Keokuk this year, was also the first to dock at St. Paul, arriving at that point last Tuesday.

First of the Federal Barge Lines craft, the Huck Finn was locked into the upper river here Saturday with five barges and was followed yesterday by the James W. Good with three loaded barges.

Two other Federal Barge Lines boats, the Mark Twain and Patrick J. Hurley, which spent the winter at Dubuque, came down the river light yesterday.

"AT THE IOWA CITY LANDING"



DAILY GATE CITY

SEPT. 19, 1934

"At the Iowa City Landing" is the title of the mural which shows the arrival of the steamboat Agatha, which ascended the Iowa river in the spring of 1844. The Agatha was the third boat to ascend the shallow and treacherous river, bringing a cargo from St. Louis.

THE GREAT DUST NEAR CALLED HISTORY
H. J. BICHE KEOKUK, IOWA

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.

Boats Are Modern But Their Names Recall Romantic Days

TUESDAY, JULY 22, 1947

Although the steam driven stern-wheeler has virtually vanished from the Mississippi river and "steamboating" is no longer an apposite term for use in the upper district at least, there is no lack of romantic flavor in the names of the boats now shuttling up and down the river.

The U. S. Engineer office at Rock Island, Ill., has compiled a book listing all of the boats on the upper river, showing their tonnage, carrying capacity, drafts, and owners as well as their names and the roster includes such appealing titles as Foxglove, Elinor and Evergreene in addition to such streamlined, uninspiring nomenclature as DPC 16, Lch. No. 18 and 45D351.

Town Names.

Recalling the old days when boats frequently were named for towns are the Bettendorf, Baton Rouge, Cairo, Fort Madison, Hannibal, King's Landing, Macomb, Memphis, Mobile, Montgomery, Natchez, New Boston, Niota, Port Louisa, Quincy, St. Louis, Vicksburg, Wabash and Wapello, while the states are represented by the Iowa, Illinois, Missouri, Ohio, Tennessee, Minnesota and others.

World War II is evident in such names as Casablanca, Coral Sea, Guadalcanal, Guam, Java Sea and Wake Island.

Romantic Titles.

On the purely romantic side are

the Alyce Mae, Aquila, Arcadia, Celeste, Celia, Clarendon, Dingle, Donna Lee, East Wind, Elaine, Jean Marie, Kathleen, Kildee, Lantana, Linda Rae, Lone Star, Margie, Mercury, Pipe Dream, Shamrock, Red and Blue Wings, Sweet William and any number of women's names.

The list includes a Bullfrog as well as a Tadpole with a Mud Robin and Bull Calf thrown in for good measure, and for a bit of humor there are the Stenwinder and the Jitterburg.

Mark Twain is well represented, not only by the boat bearing his own name but by his creations of Tom Sawyer and Huck Finn. Irving H. Cobb is another author whose name is carried by a boat.

KEOKUK, IA., GATE CITY THURSDAY, MAY 22, 1946

Eads Praised In Wreck of Golden Eagle

ST. LOUIS, May 22—(AP)—First Assistant Engineer H. D. Eads of the packet Golden Eagle today was credited with preventing possible loss of life when the ship hit a Mississippi river island Sunday.

Testimony before a coast guard inquiry into the crash revealed yesterday that Eads cancelled an order to back the ship off the island immediately after the wreck. He told the investigating board that he first thought they had hit a sandbar.

Eads testified that he remembered a similar accident in 1918 on the Illinois river in which 87 persons died when the river steamer Columbia sank after backing off a sandbar.

Eads said he shouted a warning to the Golden Eagle's pilot, Capt. Nathan Smith, who cancelled the order. During the testimony both Eads and Smith said there had been some confusion over signals to the engine room immediately after the crash.

Both officers agreed that locking of the steering gear and the swift current made it impossible to avoid hitting the island. There were 91 passengers and crew members aboard when the historic old river packet went aground near Grand Tower, Ill., six hours after leaving St. Louis.

The Golden Eagle has been abandoned by its owners and the insurance underwriters, who decided it would be too costly to attempt to salvage the veteran packet. Army engineers plan to salvage everything of value on board the ship, and then dismantle or blow it up. It remains a hazard to river navigation in its present position.

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.

Steamer Golden Eagle Runs Aground, Sinks Near St. Louis

MONDAY, MAY 19, 1947

Those who have been waiting with some eagerness for the projected race between the Golden Eagle and Gordon C. Greene from St. Louis to St. Paul June 10 lost the opportunity for that thrill early yesterday morning when the Golden Eagle crashed into Grand Tower Island, 100 miles south of St. Louis on its first pleasure cruise of the season.

All of the 45 passengers and 45 crew members were taken off safely in a fishing boat but officials of the Eagle Packet Co., owners of the boat, said that it would be a total loss. No plans were made to rescue her and this morning she was still aground at the island, rapidly breaking up in the strong current of the river.

Large Hole Forward.

In crashing into the island, a five-foot hole was ripped in the forward compartment which was flooded. The current swung the boat around so that it was headed upstream. Despite the fact that the accident happened at 2:30 a. m. and all of the passengers had retired, there was no panic.

Pilot of the boat, Captain Nathan Smith, said that the steering gear failed after having been set at

what is called "hard down." Capt. William H. (Buck) Leyhe, formerly of Warsaw and former owner of the boat, who was aboard, said that in his opinion the boat is gone for good this time.

Once before, however, the boat was given up for lost when it was grounded on an underwater dike near Chester, Ill., in 1911. In September of that year when the water rose the boat was pried off the dike and returned to service.

Worth \$20,000.

Now valued at \$20,000 the Golden Eagle was formerly worth \$250,000 and was purchased early this year by three officers of the St. Louis Shipbuilding and Steel Co. when a bill of \$11,561 owed to the Paducah Marine Ways went unpaid. The Eagle was built in 1904, at Jeffersonville, Ind.

While passengers and their luggage were being landed after the accident, Irvin M. Urling, news editor of the Waterways Journal and a companion from Minneapolis, used a yawl from the Eagle to seek aid. Some fishermen in a motorboat, put in a line to their boat and hauled them to Grand Tower, Ill., where they telephoned St. Louis for buses.

It Happened . . .
10, 25 and 50
. . . Years Ago
Files of The Gate City Reveal Old Days in Keokuk.

FIFTY YEARS AGO
May 11, 1903—John E. Miller marries Minnie Bell Fitz at Jefferson . . . Late April frost damaged plums 25-50 per cent, peaches 60 per cent and raspberries and strawberries 33 per cent . . . Calliope player on the Flying Eagle has learned a lot of new tunes including "Under the Bamboo Tree" . . . Tennis court is laid out on Blondeau street side of the high school lawn . . . Gallery of 250 follows golf match in Hannibal in which Dr. John R. Maxwell of Keokuk wins . . . Joseph W. Steiger has his excursion wagon gaily painted for the season.

Atlee Mill Spared From Fires Which Destroyed Others--Got Last Big Raft

Capt. W. L. Hunter, Pilot with the Streckfus Company Tells About Trip to Fort Madison on Ottumwa Belle.

JULY 14, 1934

The burning of the Taber mill here in July of 1911 and the fire in a big lumber plant at Dubuque in May of that year, left the S. & J. C. Atlee mills at Fort Madison, alone on the Mississippi in this section. To that company in 1915 came the last of the rafts, and the old Ottumwa Belle rafter and excursion boat, brought the big tow of logs. Capt. W. L. Hunter, now one of the pilots for the Streckfus lines, and with Captain Walter Blair, probably the last of the old school, was given the honor of bringing the raft down the river. His story of this feat is told in the Dubuque Telegraph Herald and is reprinted here, as of interest to river men and others who like to think back on the glories of the Father of Waters.

"When the draw on the railroad bridge at Dubuque swung open at noon Monday, Aug. 9, 1915, to permit the passage of the steamer Ottumwa Belle, her raft, and the towboat Pathfinder, the incident marked the end of one of the most important and profitable industries on the upper Mississippi river—rafting. For the Ottumwa Belle brought down the last raft of logs from the upper river woods to a mill at Fort Madison, Ia.

No Ceremonies.

"It is interesting to know that the captain of that boat, Captain Walter L. Hunter, is still in service and is piloting large excursion steamers on the river today. Captain Hunter recently took out an excursion boat from Dubuque and on the occasion recited many interesting facts in connection with delivery of the last raft down river and with rafting in general.

"There were no ceremonies of any kind marking passage of the last raft, the captain said, and only one unusual incident occurred on the entire trip. This was when the boat and its tow arrived at Keithsburg, Ill., and the operators failed to open the draw in response to the Ottumwa Belle's whistle. As a result, it was necessary for the pilot of the towboat Pathfinder to run his craft up on the fence sheer boom to prevent wrecking the raft. There was no damage excepting that the smokestack on the towboat was wrecked.

Minnesota Lumber.

"The last raft, which arrived at Fort Madison, Aug. 19, was taken out of Hudson, Wis., Aug. 5, 1915. Material in the raft had been cut and logged in northern Minnesota and was sent down river through the St. Paul boom. The lumber was consigned to the S. and J. C. Atlee company of Fort Madison.

"Captain Hunter recalls that the low stage of water at the time the last raft was taken down forced him to tie up every night and proceed only in daylight hours. He also recalls that when the raft reached the LeClaire rapids the government was constructing new locks and it was necessary to take his tow down the Illinois side of the river, the first time in history that this course was followed. Reaching the lower end of the rapids, the channel was so crooked it was necessary to split the raft into four sections in order to get it through. About 14 days were consumed in bringing the last raft down river from Hudson to Fort Madison, the captain said.

"Captain Hunter, who makes his home in Bellevue now, was born at Pine Island, Minn., about 16 miles from Rochester, Dec. 17, 1867. In 1881 he got his first job as deckhand on the rafter Penn Wright. After that he served on the following oldtime rafters: Night watchman on the C. W. Cowles, the Dexter, owned by McDonald brothers, of LaCrosse, Captain Peter O'Rourke; the Thistle, Captain George Tromley, Jr.; the Pauline, the Moline, Captain Ike Wasson; the City of Winona, Captain O. J. Newcomb; the Isaac Staples, on which he served as captain for 12 years; the North Star, Captain Van Sant with the towboat Harriet, the latter still in service here; the Clyde, and the Ottumwa Belle.

Served Many Mills.

"Among the sawmills along the river that Captain Hunter served included the Atlee mills at Fort Madison; the Taber Lumber company at Keokuk; the Standard Lumber company, Dubuque; the Dimock-Gould company, Moline; the Kaiser Lumber company, Muscatine, and the Dorchester and Hughey mill at Bellevue.

"One of the most stirring events in the life of Captain Hunter as a rafter pilot occurred many years ago when he served on the North Star with Captain George Tromley as second pilot. His boat and raft were caught in a fog above Burlington bridge and the raft was split on the east side of the pier. The boat, however, managed to get through the bridge with its tow, but efforts to tie up afterwards proved fruitless because of the high water and the low visibility.

"As the captain tells it, one of the mates was sent toward the shore-line in a skiff to advise the pilot as to his position. This procedure was carried out until the raft reached a position six miles below the bridge when the fog lifted. The situation was extremely tense so far as the crew was concerned because it was impossible to determine the exact course of the raft and the pilot were helpless in case another steamboat happened to be coming upstream. There was also the danger of ramming into the shore and wrecking the raft. However, nothing unusual happened and the

North Star with its tow proceeded to Keokuk where the logs were delivered.

Three Mills in 1911.

"In 1911 there were only three sawmills on the river. One was the Standard Lumber company at Dubuque, there was another at Ft. Madison, and the third was located at Keokuk. In May, 1911, the Dubuque plant burned to the ground and the logs that had remained were sold to the Taber mill at Keokuk. As a coincidence, the Taber mill burned in July of the same year. Destruction of these two plants left only one on the upper river and that was the S. and J. C. Atlee company at Ft. Madison, the firm that accepted the last raft of logs to come down the river.

"The last raft to come down the river contained approximately 3,500,000 feet of lumber. It was made up of eight strings, a string being described as containing 13 cribs. The raft was 128 feet wide and 1,152 feet long. There was a considerable amount of top loading consisting of timbers, lath and shingles. The raft was two cribs short, according to Captain Hunter, who said that a small steamer, the "J. M." property of the Ft. Madison concern, was placed in the vacant space and towed to Ft. Madison along with the raft.

Charles Brown was the mate on the Ottumwa Belle on its last trip and William Weir of Wabasha, Minn., was second pilot. There were 16 men in the crew.

Towboat Rebuilt.

"The Ottumwa Belle, following its last trip down the river, was taken to Rock Island where it was rebuilt and renamed the "Interstate." The towboat Pathfinder was sold down the Mississippi river and the smaller steamer "J. M." was sold to a Keokuk concern and later burned.

"Captain Hunter was operating the packet "Morning Star," when the last raft was scheduled to leave the northern waters and the Atlee firm offered him the honor of bringing the raft down. Captain Hunter accepted after arrangements had been made to provide other pilots for the "Morning Star."

"The captain also served as one of the pilots on the "General Ashburn," modern river towboat, and built in Dubuque, on its initial trip from St. Louis to Minneapolis. During the rafting days the captain lived at Pepin, Wis., but since then has made his home at Bellevue."

DAILY GATE CITY

**Same Boat, Just
It's Name That Is
Different Now**

An old-timer on the Mississippi is laid up in the Keokuk dry docks for repairs.

The Calvin E. Beach is the name under which the boat goes now, but old river men say it is the old Coal Bluff, long a familiar name and figure on the upper river.

SEPT. 5, 1934

THE WOODS COAST NEW CALLEZO HISTORY KEOKUK, IOWA

DECEMBER 4, 1901

RACING UPON THE MISSISSIPPI

A Struggle From St. Louis to Keokuk.

Race Between Two Boats That Has Become Historic—The Decline of Speeding.

The St. Louis Waterways Journal gives an account of some of the famous boat races on the Mississippi. Among them is one from St. Louis to Keokuk, of which it says:

"The famous race between the Hannibal City and the Ocean Spray occurred in 1859. Prior to this race the Ocean Spray had splendid records. The race was from St. Louis to Keokuk. The early part of the race was very close and the excitement was intense. When nearing Bissell's Point the Ocean Spray found the Hannibal City passing her. The mate on the Ocean Spray, one Davis, becoming desperate, ordered the head of a barrel of turpentine to be knocked in. His men were then ordered to dip wood in this turpentine before putting it in the furnace, the object being to quickly increase the steam pressure. The Ocean Spray was supposed to carry only 160 pounds of steam, but Davis thought that by 'putting another negro on the safety valve' he could run it up to 200 pounds and distance his rival. In carrying the dripping wood to the furnace the track became saturated with the turpentine, which caught fire from the open furnace. The flames quickly reached the barrel. An attempt was made to throw the barrel overboard, but it exploded and the burning oil being scattered all around, the boat was very soon a mass of flames.

Scot Mason was captain on the Hannibal City. He was a brave and generous man and in this instance these two qualities made his name famous. Notwithstanding the imminent danger he ran his boat alongside the burning one and rescued every person on board. Davis, the mate of the burned boat, was afterward convicted and sent to the penitentiary for such a gross violation of the rules of safety. He was afterwards pardoned.

The Hannibal City made the run to Keokuk in sixteen hours and twenty six minutes. This record was afterwards beaten by the Louisiana, which made the trip in sixteen hours and twenty minutes. This is the best time ever made from St. Louis to Keokuk.

Upon this same subject the St. Louis Republic writes:

"Very sad was the look on his face, and there was a droop of the shoulders indicative of dejection that plainly marked him as an ancient mariner. He sat on the 'blts' on one of the wharf-boats and gazed into vacancy. The representative of the Republic approached him and asked: 'Well, captain, how about that race between the Spread Eagle and the Dick Fowler from Cairo to St. Louis? Is it off for good?'

He turned his head slowly, and, after sizing up the questioner for nearly a full minute, replied in tones that were a mixture of grunt and growl:

"No good."

"Do you mean it will not take place?"

"Course it won't," was the reply.

"Didn't you see the piece in the Republic sayin' the boats wouldn't race?"

"What's the reason?"

"Reason! Why, reason enough. Rivermen now adays hain't got sand 'nough to run a race. People what travel now ain't like the old woman 't I had on my boat oncet. She had a lot o' bacon aboard an' as soon 's we got started she got worried about her meat. 'Now, cap'n, she said, 'that meat's all I got in the world, an' there mustn't nothin' happen to it.' The second day out we run up 'longside of 'nother boat, and purty soon we was tryin' to get ahead of her. Both boats kep' purty even, an' everybody got excited. That old woman with the meat she got 'way up. She cheered an' hollered; every five minutes she'd send to me to ask how the race was. I kep' saying' it was all O. K., until I saw we were droppin' back a little. Then I saw we was nearly out o' wood, and the nex' time the old lady asked me I told her what was the matter, and said I was afraid we'd get beat. 'Get beat!' she yelled 'Get beat! Not much! Durn the wood! Chuck by bacon in the furnace.' I chucked in the bacon an' we won the race."

Then he went on chewing tobacco and had nothing more to say. Inquiries elsewhere, however, brought out the facts about the Fowler-Eagle race that never was run. All the preliminaries promised a great contest of marine speed to take place on July 4. Capt. Hunter Ben Jenkins secured pledges from about twenty representative business men of St. Louis to raise a purse of \$3,000 to be given to the winner of the race. The Spread Eagle has a splendid record and the Dick Fowler has a record nearly as good.

Talk about this affair has brought out a flood of recollections of old-time races and fast time on the river. Said an old pilot: "Boatmen today are not what they used to be. We have no such men now as old man Leathers or Capt. Cannon. If we had the right kind of men the river would be all right. There is no reason why steamboats should not compete with the railroads for a fair share of the business for we can run as fast as locomotives, I know."

V.W. The New Boat Keokuk 4/15/83

Our friend Capt. Silas Height arrived yesterday at 1 o'clock, p. m., on board his new steamer Keokuk. He came through from St. Louis in about 23 hours, which, considering the strong current, is a very quick trip. The boat went on last night to Rock Island.

As she is owned principally by our own citizens, is intended to make daily trips between here and Burlington, and is named in honor of our city, we all naturally feel an interest in the craft, and the following details will be acceptable to our city readers.

She was built under the superintendance of Captain Adam Jacobs, one of the best boat builders on the Western waters. The hull was built at Brownsville, length 182 feet; beam 27 feet; hold 5 feet. The articles used in her construction were of the best description; she is extra timbered and fastened. The machinery was built by Messrs. John Snowden & Sons, of the "Vulcan" works; cylinders 20 inches in diameter, with 5½ feet stroke; 3 boilers 40 inches in diameter, 26 feet long; wheels, 27 feet in diameter, with 8½ feet buckets.

In her construction no expense has been spared to make her a splendid passenger vessel, and quite handsomely have her owners succeeded. She is not wanting in any of the latest improvements, while her furniture, cabin, &c., is tasty and elegant. She is built for speed as well as durability, and will doubtless make better time than any boat above the rapids.

Capt. Height is Master, and his well known energy and cleverness will win success if it can be won in such dull times. Mr. H. Hinsdale is in the Clerk's office, and is known to many of our citizens as a good business man, and for his obliging manners.

We hope the Keokuk will get the mail contract between this place and Burlington, or that the present contractors will be spurred up to greater speed. At present the mails are about 20 hours behind time. This is a great nuisance, which ought to be reformed.



Str. Sidney
Lvs. Keokuk for St. Louis
Every Monday and Friday
6 a. m.

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

For rates and information apply to
SEP 15 1899 JOHN McNAMARA,
Agent at Keokuk.
Or, ISAAC P. LUSK,
Gen. Pass. and Freight Ag't, St. Louis, Mo.

The Valley Whig.

KEOKUK:

MONDAY MORNING, APRIL 26, 1858.

Terrible Calamity.

The burning of the steamers Ocean Spray and Keokuk, three miles above St. Louis, is already known to our readers. The report was brought by the passengers on the Hannibal City on Friday night. Among the passengers were Mr. Timberman and Mr. Foster, (grocer) of this city, who witnessed the whole scene, and whose account we have heard.

The Ocean Spray, running between St. Louis and Peoria, was a fast boat, and it appears her captain was anxious to beat the Hannibal City. On Thursday last, she left St. Louis a little before the Hannibal City, which left at about 15 minutes before 5 o'clock p. m., and soon came up along side of the Ocean Spray. Mr. Foster says he then saw distinctly a fireman on the latter dip a pine knot in turpentine and attempt to force it into the furnace. It was too large to go in, but the flames flashed over it, and the fireman dropped it on the coal pile, which was (as is said) thoroughly saturated with turpentine. Almost instantly a cloud of smoke, like an explosion of gunpowder, rose up as high as the chimneys, and of course the boat took fire. The boat was running at a tremendous rate, against a high wind, and the fire flamed down the cabins and leveled them to the lower deck in about ten minutes. Fortunately she was running close to the western shore; the pilot headed her in, and she struck immediately below the Keokuk, which had been laid up there for some days. The captain, pilot, and some of the passengers jumped on shore; very few could have done so, as the fire spread from the western side, and most of the passengers were on the other side, watching the Hannibal City. Besides, the bank was very high and perpendicular, and it required a great leap to gain the land. A great many men and women were seen in the water, and the yawl of the Hannibal City was sent to their assistance, but it picked up only two men and two women. The deck hands of the Ocean Spray, being mostly in front of the fire, had time to lower their boat, into which they hurried and rowed off. The Hannibal City landed as soon as possible, above the Ocean Spray, took on about forty of her passengers, and returned to the city. It is not known how many were lost; she had on perhaps 150 in all.

The Keokuk was burned to the water's edge; valued at \$30,000, insured for \$15,000.

FURTHER PARTICULARS.—Shortly after the Spray struck the shore, her fastenings were burned, and she floated out in the river, with a number of passengers still on board, who jumped into the river. The burning wreck floated down past the city, a fearful sight, but was blown over to the Illinois shore,

where she was seized by the Safety Ferryboat, her fires quenched, and her hull driven on shore.

While the Keokuk was burning the flames communicated to the Star of the West, another boat which had been tied up there for safety, and which was destroyed; valued at \$28,000, insured for 16,000.

The number lost can only be guessed at. It is supposed not over 8 or 10 cabin passengers were lost.

THE OCEAN SPRAY DISASTER.—We understand that Capt. Marsh, of the Ocean Spray, returned this morning from a visit to the different landings on the Illinois river, and states that a number of passengers who were reported lost by the burning of his boat, are safe. It is probable that there were not more than five or six persons lost by the disaster, three of whom were of the crew.—[St. Louis News, 23th.

The Valley Whig.

KEOKUK:

MONDAY MORNING, MAY 3, 1858.

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

The two men and the girl captured on a scow opposite here last week, were taken before a Justice in Burlington on Thursday, and were discharged, no one appearing against them. One of the men, named Rankin, had enticed away the girl, named Hall, the sister of his wife. They all appeared together in the court.

Constitution-Democrat.

SEPTEMBER 16, 1899

THE GOVERNMENT TOW BOATS

Two Fine Vessels En Route Down the River to St. Louis.

Were Constructed at Dubuque for the Use of the Mississippi River Commission—Season's Traffic—Movement of Steamers.

10/15/1899. — *Con. Dem.*
The Sachem and Choctaw, two boats constructed for the government at Dubuque, passed here en route to St. Louis. They are in command of Captain E. M. Dickey. They will be turned over to the

Mississippi river commission on arrival there. The hulls are 167 feet, 30 feet beam, equipped with the latest and most improved marine machinery. The boilers, six in number on each boat, have double flues, and the arrangement is such that three or all can be used as required, and of 200 pound pressure to the square inch. The boats are lighted by electricity, with sixty incandescent lamps in the cabin of each boat. The searchlight is 4,000 candle power, with a 1,200 candle power arc lamp. The hulls are entirely of iron, of great strength and power of resistance in case of collision. The boats are fitted up with every modern convenience, offices, dining rooms, bath rooms, state rooms, and nothing is wanting that can contribute to the comfort of the officers and crews.

To guard against fire there is a pump for fire purposes with a capacity of 100 gallons per minute delivered at pressure of 125 pounds. There is a fire pipe line on each deck with three branches on each side running the whole length of the boat, and one on the hurricane deck. It would seem as if, with such precaution, fire would stand a poor chance to make headway, no matter where it might make a start on these boats. Each boat is equipped with three capstans and perfect steam steering gear. The height of upper from boiler deck is 11 feet 6 inches. For a complete, snug, tidy, up-to-date towboat these are about the thing, with O. K. stamped all over them. They are like the Irishman's twins, "so much alike ye don't know which ye are lookin' at." The cost to the commission completely equipped for service is \$45,000 each, making the handsome aggregate of \$225,000 for the entire five.

So far everything is of steel, a complete expression of strength, durability and exemption from fire so far as this part of the boat is concerned. Whatever risk is to be apprehended is in the upper deck, which, of course, for lightness, convenience and comfort, is composed of wood. In the forward end of the cabin are the state rooms, eight in number, officers, officers' mess room and quarters. Adjoining this and separating this part from the crews' mess room and quarters in the back part of the cabin are the kitchen, pantry, laundry, wash and bath rooms. Every inch of space has been utilized and every convenience of the most approved kind calculated to insure the comfort of officers and crew has been adopted. They are cosy quarters, no doubt. The cabin is lighted in the daytime by a skylight on either side running the full length, 14 feet apart.

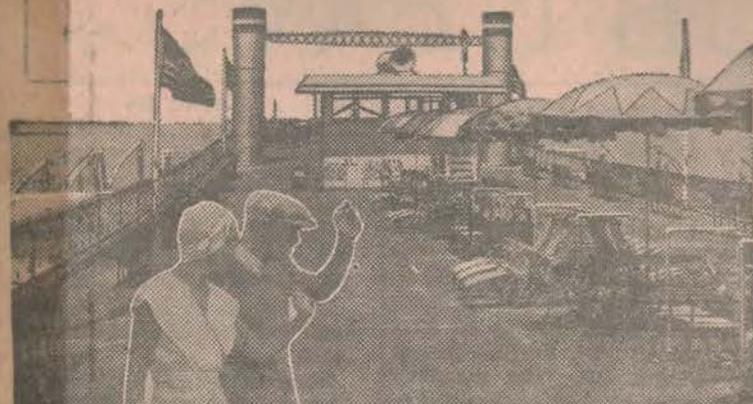
The Gate City.

FRIDAY MORNING, MAY 14, 1858

The steamer Tom Jones, Capt. Roberts commander, arrived yesterday with two barges in tow containing 32,000 bushels of Pittsburgh Coal for the use of the Keokuk Gas Works.

The coal is a splendid article of the best quality, and we expect to have a little the purest gas ever burnt in Iowa.

Ol' Man River Goes Sensationally Modern ³³



The Riviera Garden Deck, with its attractive setting of steamer chairs and beach "brellers"



Corner of the impressive Entrance Foyer on the boiler-free Main Deck

(Circle) One of the four attractive Hollywood powder rooms for lady passengers.

The Terrace Garden Restaurant Deck

WHEN the S. S. President set out of St. Louis for her maiden voyage up the Mississippi, Ol' Man River should have marveled at the ingenuity of man, for the gigantic steamer represents the last word in river boat construction, the zenith of design in vessels for inland waterways. Three years were spent in building the S. S. President and when the owners, the Streckfus Brothers, had finished they had expended a good sized fortune—on the finest excursion boat in the world.

Built Like a Sky-Scraper

The process of constructing the vessel was like building a skyscraper, starting with a steel hull and then a steel frame, steel decks and topping off with a steel pilot house. The President is the first passenger steamer on the Mississippi to be constructed entirely of steel, including framework and decks, a far cry from the wooden boats that plied the Mississippi when Mark Twain was a pilot.

The President is 285 feet long and 85 feet wide. The construction was a gigantic undertaking, the hull being built at Midland, Pa., and the super-structure at St. Louis. The steel hull has 42 watertight compartments and contains the six large boilers, fuel oil tanks, the auxiliary machinery and the turbo-generators for electric power, an entirely new departure in river boat construction. The main engines are of the compound type, each have a 22-inch high pressure cylinder and a 40-inch low pressure cylinder. They have a stroke of 8 feet and develop 2000 horsepower.

Main Deck Clear of Machinery

The President is the first passenger steamer on the Mississippi to have its first deck entirely clear of all machinery, except the main engines, and available for passenger use. The forward end of this deck contains the impressive reception

Coming of the new all-steel Steamer "President" introduces a new era in river excursions on the Upper Mississippi. A marvel of marine architecture, the new boat contains many new and unique features for the entertainment, comfort and safety of passengers. Largest and finest steamer ever to come up the river.

By HARRY F. WILD
In the Boston Evening Transcript

An outstanding feature of the new President is the four exquisite Hollywood powder rooms, two of which are located on the dance floor deck and two on the mezzanine. Luxuriously equipped and modernistically decorated to appeal to the finest of feminine tastes, these unique powder rooms have proved themselves one of the most sensational of the new steamer's attractions for excursionists of the fair sex.

Terrace Garden and Sun Decks

The fourth deck is the Terrace Garden, used exclusively for dining purposes, and is equipped with a large, modern sanitary cafeteria. A fine kitchen with electric ranges and under the direction of well-known chefs, prepares the food for the restaurant.

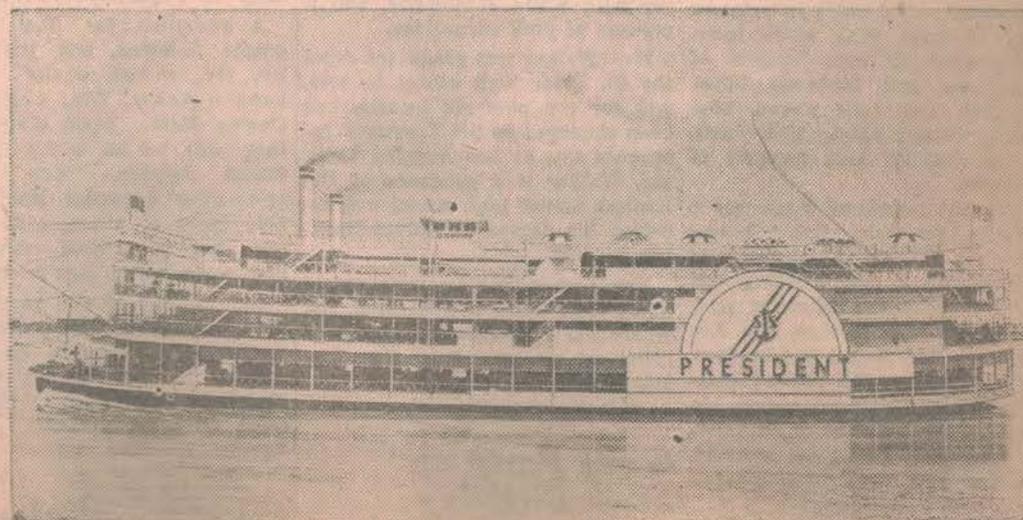
The fifth deck is known as the Riviera Sun Deck. Here a real beach setting with swings and umbrellas has been created. Since the President uses oil for fuel, there is no smoke or cinders to mar the pleasure of passengers enjoying their boatride on this attractive, colorful deck.

On top of the fifth deck is the pilot house which is all steel and outfitted with the most modern steam steering apparatus. The old type pilot wheel is missing and a Cory signal system connects the pilot house with the engine room. Two large battleship type search lights are manipulated from within the house.

Ocean steamship-type funnels have been installed on the President and it is the first steamer on the Mississippi to have double funnels all the way to the top. The outside funnel is 52 inches in diameter and the inside one 40 inches, with heavy insulation between them to prevent any heat from coming through.



This huge Rainbow Ballroom is lighted by a colorama



Luxurious new S. S. President, all-steel Monarch of the Upper Mississippi

lounge and is furnished with comfortable tubular steel chairs arranged like the drawing room on an ocean liner. To the rear is the Bridge Room and Palm Garden.

The second deck, or main salon, is another departure from the old type of river steamer, for it is two decks high with the "Club President" mezzanine all around. The center of the main salon is

the spacious Rainbow Ballroom, mammoth in size, with space 250 by 50 feet, where two thousand passengers may easily dance at one time. It is lighted by a unique rainbow colorama, unlike anything ever seen before on the Mississippi. The orchestra stand is located amidships on the starboard side and is equipped with microphones connected to 24 loudspeakers which carry the music evenly to all parts of the ballroom without distortion.

The capacity of the President is 5000 passengers but the owners limit the attendance on all trips to one-half the capacity to assure room and comfort for everyone. No finer boat has ever set out upon a finer river. The President and the Mississippi are each monarchs in their respective worlds.

**THE GATE CITY AND CONSTITUTION-
THOUSANDS SEE PALATIAL BOAT,**



TUESDAY, JUNE 25, 1940

—Gate City Stafffoto

Thousands of residents of this vicinity jammed the riverfront here yesterday to see the Streckfus Line's palatial Mississippi river excursion steamer, S. S. President, on its first visit here. The photo shows several hundred automobiles at the spacious boat landing as the steamer prepared to take out an afternoon crowd. Last night, the traffic situation at the riverfront became almost uncontrollable as thousands milled about to get a look at the new boat while others sought parking space before taking the moonlight ride.

**Cars Jam River Front as
Crowd Pours on New Boat**

A surging sea of automobiles, probably exceeded in numbers only once before, preyed upon the patience of policemen, drivers and pedestrians for more than two hours last evening as thousands of persons swarmed over the riverfront at Victory park for an initial view of the Streckfus Line's new S. S. President, or for a moonlight ride on the palatial excursion steamer.

Veteran traffic policemen said today that only once before in their memories has there been a greater number of cars gathered at the river front at one time. That was for the fireworks display on the night of July 4, 1938.

The crowd began to assemble shortly after the boat returned from its afternoon trip about 6:20 o'clock and an hour later the traffic had become so heavy that it was almost beyond control as a solid stream of cars poured down Main street hill and ganged up in the entrance to the parking area.

Narrow Lane Open.

Only by constant effort were police able to keep a narrow lane of traffic moving about the oval in a counter-clockwise direction.

Most of the difficulty arose from the thousands who drove into the area simply as spectators and intended to leave as soon as the boat

pulled away from shore. That some of these autos became marooned among cars parked by those who boarded the boat appeared certain to observers.

Hundreds of those who visited the landing merely for the purpose of admiring the boat, arrived early while those who intended to go aboard spent more time preparing themselves for the evening and did not reach the scene until nearer the sailing time. The former outnumbered the latter at least two-to-one.

With practically all available parking space filled by cars still occupied by their passengers, persons who came later and sought a place to leave their machines while they enjoyed the evening on the river were caught up in the last-minute rush. In many instances, they became so entangled in the congested traffic that it appeared that they would be unable to get away to find a parking space elsewhere before the boat pulled out.

Some Are Wiser.

THE GATE CITY AND CONSTITUTION

FIRST TIME at KEOKUK

**Coming
NEW ALL-STEEL WONDER STEAMER
FIVE-DECK**

S.S. PRESIDENT

WORLD-FAMOUS EXCURSION BOAT

Dazzling Splendor . . .
Breathless Beauty . . .
Surpassing Luxury . . .

TOPS IN SUMMER ENTERTAINMENT

Magnificent Dance Floor
with Gorgeous Colorama Lighting
Nothing like it anywhere.

See its many marvels
Enjoy its many surprises

- 5 Spacious All-Steel Decks
- A city block long -- 90 ft. wide
- Main Deck Open -- Boilers in the hull
- Uses Oil for Fuel -- No Smoke
- A Marvel of Marine Architecture

Huge RAINBOW BALLROOM
Lighted by a COLORAMA

Unique "CLUB PRESIDENT" MEZZANINE
Luxurious Lounges

4 Beautiful HOLLYWOOD POWDER ROOMS



MONDAY, JUNE 17, 1940

GOLFAX REBEKAH LODGE No. 4
GRAHAM HOSPITAL ALUMNI
AFTERNOON RIDE
Lv. 1:30 — Tickets 50c — Childrn. 25c

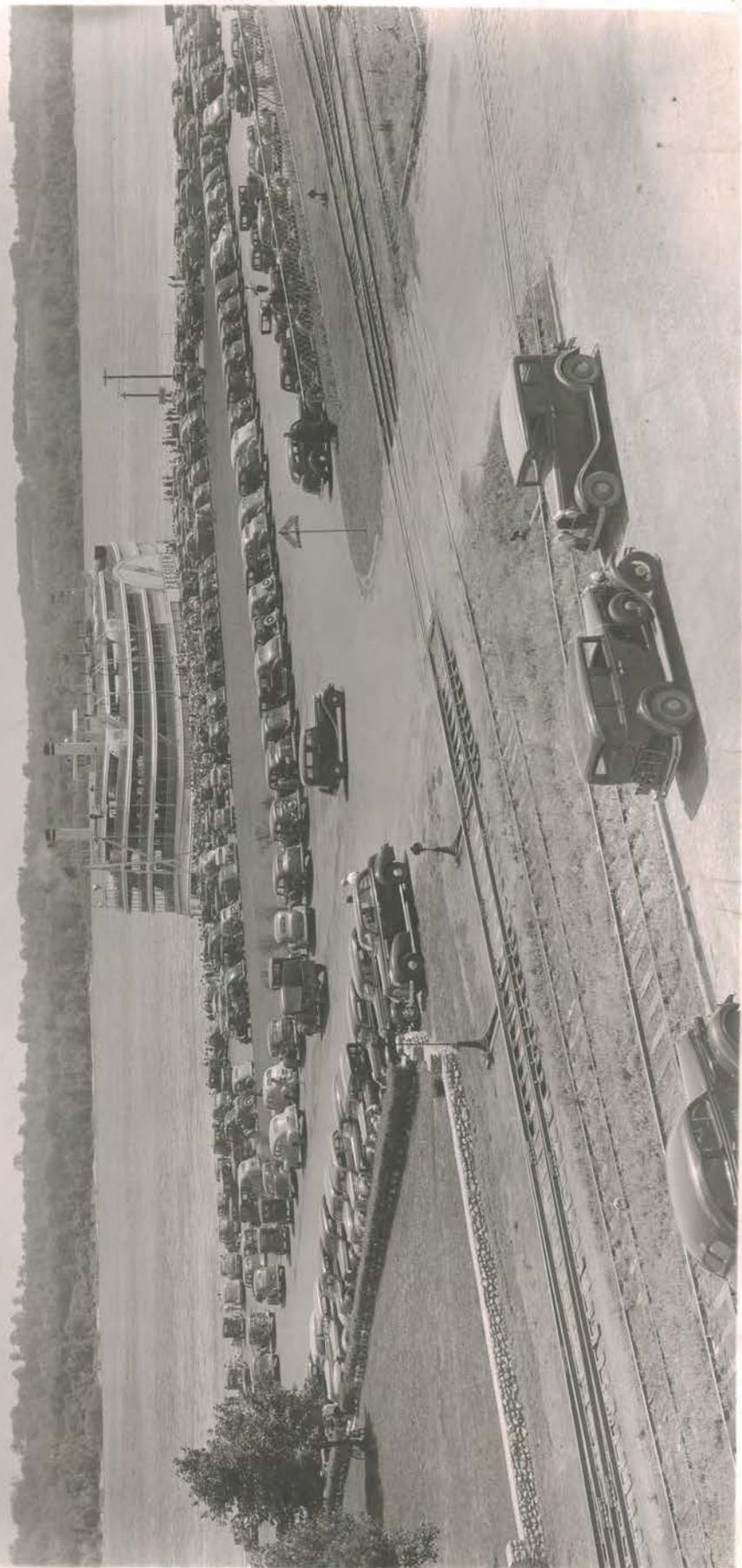
MON. 24 MOONLIGHT
JUN. 24 Lv. 8:30 pm — Tickets 75c

Many of the wiser patrons of the boat parked their cars on streets nearby and walked to the boat-landing. A much larger number, however, ventured too near until they were caught up in the snarl which at times seemed almost hopelessly tangled. These were wiser today.

Worries of the boat patrons were over when the ship left shore about nine o'clock and then came the task of working out the hundreds of cars belonging to persons who did not go aboard but had parked their cars in front-line zones. This was accomplished somehow and there was little trouble in clearing the area when the boat returned.

"THE GREAT DUST"
R. J. BICKEL

Excursion boat PRESIDENT at Keokuk, Ia. landing June 2⁵, 1940





S.S. PRESIDENT
the all-Steel
WONDER BOAT
with the Famous
RAINBOW BALLROOM

Glorious
**MOONLIGHT DANCE
 EXCURSION**

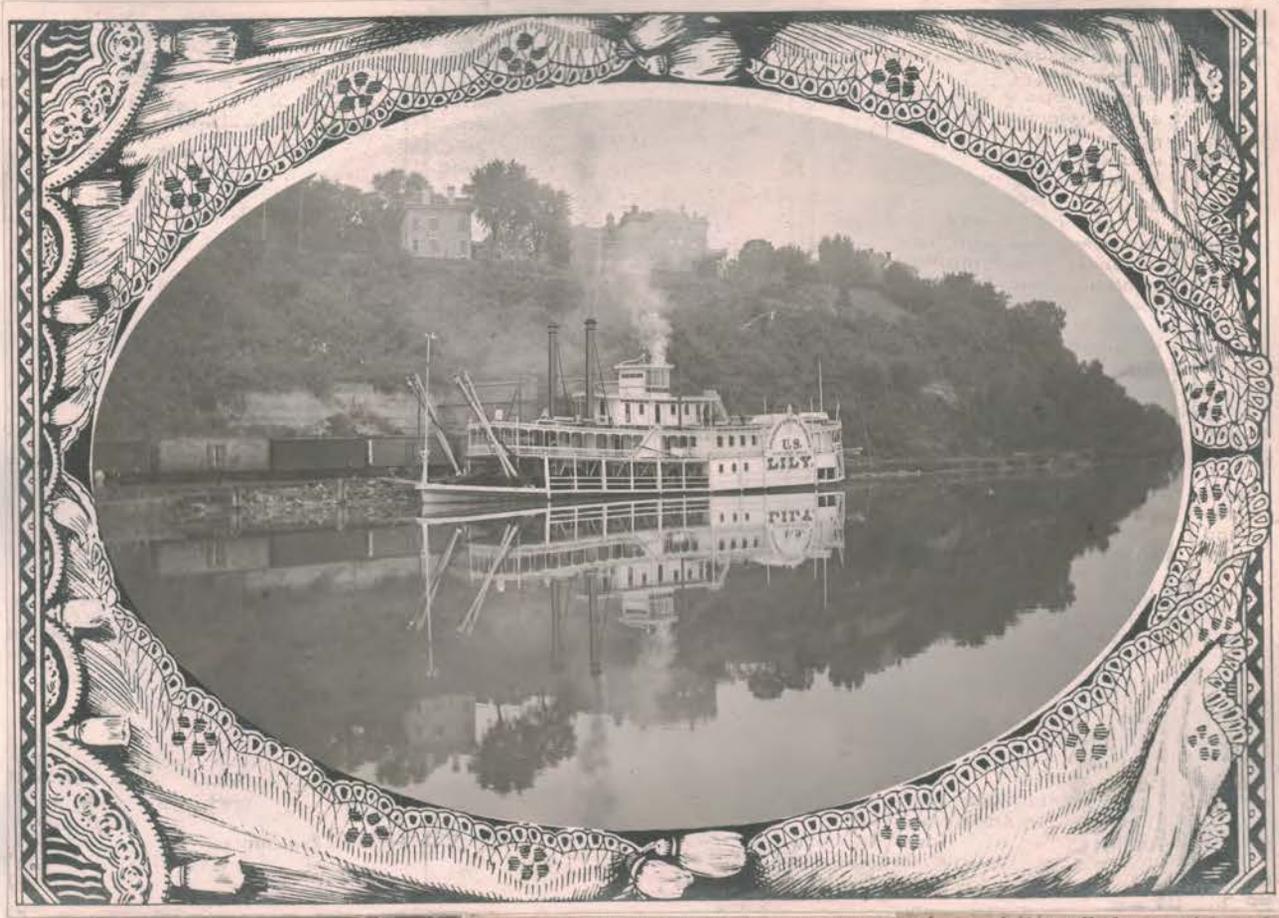
TUE. 4 (1938)
OCT. 4

Sponsored by
FORTY and EIGHT

Lv. Baton Rouge . . . 9:00 p. m.
 Public Invited

Join us for a night of thrills on the
S. S. PRESIDENT
Largest, Most Beautiful Steamer on the River
LAST EXCURSION THIS SEASON

R. L. BIRKEL KEDOKUK, IOWA



The Gate City,
JUNE 2, 1897.
Entered in Keokuk Postoffice as Second-Class Matter.

LIFE ON THE LILY.

Interesting Facts About the Light House Boat and Her Excursions on the Mississippi.

THE RIVER SIGNAL SERVICE.

Wickedest Man in the Business—Women as Light Tenders—A Rustic Beauty at Cape au Gris.

Davenport Democrat: Life on the Lily is a flowery sort of life to lead. The boat is actually a floating workshop, store-house, cash-box, and office. Its duties are many, and it has quite a force of men, but after all existence there is not the arduous struggle to keep body and soul together, and have enough at the end of the month to get drunk on, that the rooster on a packet leads, or that stretches uninvitingly out before the raftsman. The Lily is charged with the duty of

looking after the government signal lights along the river in the district bounded by Cairo at the southern end, St. Paul at the northern, and portions of the Illinois and Missouri rivers; in all 1,500 miles of navigation. Inasmuch as she has to cover this at least three, and oftener four times a season, build new signals and set them where they are needed, take soundings and relocate lights as the channel's shiftings may demand, dole out oil and wicks and matches and lamps and repairs and cash and other supplies to the 350 tenders of the 525 lights in this district, besides doing numerous other things between times, the Lily, with her modest force of men, is not altogether a loafer, even though she is something of a vagrant; as she might be called the comet of the Mississippi river system. Her visits are semi-occasional, and not to be predicted with certainty. She is on her way to St. Paul now, and she will make this port on her return in about ten days. Then she will not reappear in this harbor till some time in the month of July. By that time her presence here will be needed to keep things moving with more oil and money and repairs and supplies. Indeed it can hardly be said, even though she makes only three or four round trips a year, that her duties are light in their character. The men on the Lily, from Lieutenant Commander H. B. Mansfield, of the U. S. navy, inspector of this, the 15th light house district of the United States marine, on down to the man who shovels coal, are as affable and agreeable set of gentlemen as one could care to pass an hour with. They

enjoy a visitor off shore, with at least apparent zest, and they are courteous clear to the end of the gang-plank and up the bank, in spite of the ominous sign just abaft the jackstaff, "Don't come on." There is only one trouble with them, as material for a newspaper man. They dare not talk for publication. There is a federal statute, order, or iron-clad custom, or something of the kind, that hangs over their heads, and makes them suspicious of the very breezes when an interviewer begins to ask questions. They are all right as hosts, and to visit, but they are no good on earth for the man with the pointed pencils and questions. Of course that fact does not altogether prevent a good many things leaking about the boat. Perhaps some of them are exhausted with the steam. In any event they get washed ashore somehow, though they are never mentioned to any stranger, under any circumstances. Most of the light keepers are men, but not all of them. It is the rule that the man appointed is the owner of the land on which the light is located, but there must be many exceptions to this rule. The owner of the land, for example, may live in a distant city. In such a case the government does not demand that he come all the way from Chicago, or New York, or Boston, or even London or Berlin, every evening of the whole blessed season of navigation, just to light two or three kerosene lamps along the lonely reaches of the Mississippi river, and then come back again next morning to put them out, and take them home and fill them so as to have them ready for next

Showboat Churns Upriver Toward Clinton Welcome

By Gene Raffensperger
(Register Staff Writer)

CLINTON, IA. — This city's newly-acquired showboat was headed up the Mississippi River Saturday for Clinton, where a warm welcome and a new name await.

The showboat Rhododendron, 207 feet long, three decks high, possessed of a sternwheel and a 250-seat theater, now belongs to the Clinton Park Commission.

When she arrives here, she'll be christened with a new name — "Three-dollar Belle" — a name that tells something of the story of how Clinton acquired the showboat.

Former Towboat

The Rhododendron is a former towboat. The state of West Virginia converted her to a showboat and used the boat during the state's centennial in 1963.

When the boat was put on the sale block, Clinton's Park Commission bid \$21,165. When West Virginia stalled at acceptance of the offer, Park Commission member George Morris cried foul.

"It's as phony as a three-dollar bill," he said of the delay.

But West Virginia accepted. Then a contest was held in Clinton to name the boat. John

Des Moines Sunday Register
Oct. 9, 1966
Local Section **2-L**

G. Hultsch, Clinton, won with the name "Three-dollar Belle," a take-off on Morris' statement.

No Engine

The Rhododendron has no engine, so she left West Virginia as part of a string of barges and pushed by a towboat. She went down the Ohio River to the Mississippi and now is coming toward Clinton.

Clinton has no final plans for "Three-dollar Belle," but it is felt that the theater will be used in some fashion.

The Rhododendron is not expected to reach Davenport before Monday. Clinton officials plan to dock the boat at Davenport several days and will bring it to Clinton for a special welcome next Sunday afternoon.

Clinton's Park Commission bid on the boat using some of the approximately \$900,000 left the commission by the estate of Emma Lamb Young.

KEOKUK, IA., GATE CITY
— JULY 25, 1947 —

Capt. I. S. Spinsby, Retired River Pilot, Dies in LeClaire

Capt. Isaac S. Spinsby, one of the last of the old time river pilots, died at his home in LeClaire Thursday morning at the age of 83 years.

Born in St. Louis, he went to LeClaire at the age of 14 years and became a deckhand on the river at the age of 17. He was first made captain 50 years ago.

Captain Spinsby served on such boats as the Glenmont, Saturn, Wild Boy and Irene D., with ratings of deckhand, cub pilot, pilot and later master and had worked on the Rock Island district of the Mississippi for 35 years, serving on the U. S. S. Mac, U. S. S. Ruth, U. S. S. LeClaire and the U. S. S. Louise as captain.

He was instrumental in the building of the Hennepin canal, a waterway from Chicago to the Mississippi, and held a license to operate boats on any navigable river including the Mississippi, Wisconsin, Illinois, Missouri and their tributaries. He also served as superintendent of the LeClaire lock for 20 years before retiring 20 years ago.



THE LOUISVILLE TIMES

THURSDAY, SEPTEMBER 29, 1966

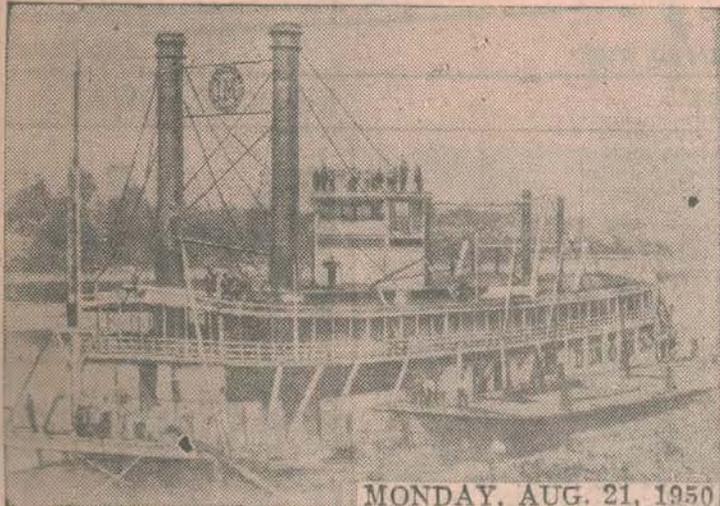
Showboat Heads for New Home

The showboat Rhododendron passes through the locks here yesterday in what probably is its last time in these waters. It was sold by the state of West Virginia and is en route to Clinton, Iowa, its new home. It was part of a down-

bound tow of barges being pushed by the towboat I. F. Freiburger. Originally the towboat Omar, the Rhododendron was rebuilt in 1962 for use in West Virginia's centennial celebration. It last appeared here in 1965.

MISSISSIPPI MYSTERY

Steamboat, Vanished in 1885, Never Found



MONDAY, AUG. 21, 1950

The Iron Mountain vanished somewhere in these Mississippi waters.

By JIM WALLEN

Central Press Correspondent

VICKSBURG, Miss.—One of the most fascinating mystery stories to be found among all the lore of the Ohio and Mississippi rivers is that of the unsolved disappearance of the big steamboat *Iron Mountain*.

It is a story that has been kept alive so long by record and by word-of-mouth report that its main points can no longer be doubted and, even now, during the long night watches in the pilothouses of these ultra-modern Diesel-powered towboats, rivermen still speculate on what might have happened to the *Iron Mountain*.

On a sunny day in 1885, the *Iron Mountain* steamed away from Vicksburg, headed up into one of those wide, wooded bends on the lower Mississippi, and was gone forever. Nor was any of her crew ever seen or heard of again, and to this day no one has been found who saw her in distress.

There were rumors, never substantiated, that some houseboaters saw her pass Island 102, approximately 25 miles above Vicksburg, but this was never definitely confirmed, and like most other statements about the fate of the *Iron Mountain*, passed into the realm of conjecture.

MOST SPECULATION among old rivermen seems to center around a point called Buckhorn Landing, located on the Louisiana side of the river, just 17 miles above Vicksburg by today's river charts.

A government light list published a few years after the *Iron Mountain's* last trip shows the distance from Vicksburg up to Buck-

horn Landing as 23.3 river miles, the difference being due, no doubt, to changes the river has made in its course.

Incidentally, the older government report lists the place as just plain "Buckhorn," leaving out the word "Landing," but nevertheless it was still the same point at which modern river tows load huge cargoes of crude oil for delivery to refineries far up the Mississippi and Ohio.

Conjecture seems to center around this point because, for some reason or other, most rivermen who discuss the story feel that the report of the *Iron Mountain's* having been seen at Island 102 was probably untrue. Anyway, Island 102 was only a few miles above Buckhorn, and it may be guessed that the *Iron Mountain* came to its end—whatever that end was—somewhere along this part of the river.

THE MYSTERY VESSEL, upbound from New Orleans, stopped at Vicksburg for stores, her mighty sternwheel thrashing the waters of the Mississippi into a seething coffee-colored foam as it rolled at full speed to get the boat and her big tow of barges under way again. The *Iron Mountain* was quite a boat, 181 feet long and 35 feet wide with five boilers.

She had been built at Freedom, Pa., in 1872 by Gray's Iron Line. As an Iron Line steamer she was a regular caller at such river industrial towns as Cincinnati, Iron-ton and Steubenville, O., Louisville and Ashland, Ky., Wheeling, W. Va., and Pittsburgh. However, at the time of the *Iron Mountain's* disappearance, she was engaged in the lower Mississippi trade.

It cannot be said, though, that the *Iron Mountain* left no trace of

her passing, for a very tangible remnant appeared, but it was one which did not afford any definite indication of what events transpired just before this majestic towboat steamed into oblivion.

An upbound steamer from New Orleans sighted a fleet of runaway barges drifting down the river with no one aboard. Recognizing them as a menace to navigation as they were carried along by the Mississippi's unpredictable current, this steamboat came alongside, took the barges in tow, landed them at a convenient spot along the shore, and made them fast.

THIS DONE, the rescuing steamer continued on its way toward Helena, Ark., its crew looking out ahead expecting to sight an oncoming towboat which would undoubtedly be pursuing its lost barges.

Tow lines on the drifting barges appeared to have been chopped loose with axes, but it was not unusual for a towboat crew, seeing its craft heading into trouble, to cut loose the barges and back the towboat out of harm's way. Swift current, a sudden windstorm, heavily laden barges which could not be stopped in time to keep from hitting the bank or a sandbar, or any one of a number of things might bring about such an emergency.

However, no pursuing towboat appeared around any bend that day, nor the next, nor any other day. All that could be reported by the crew of the steamer which caught the *Iron Mountain's* barges was their assumption that those aboard the stricken towboat must have seen danger descend upon them with such speed that there was no time for unfastening ropes in the usual manner.

AFTER THAT, many a passing pilot scanned shore and sandbar along that stretch of river with a trained eye, but to no avail. From then on there could be nothing but speculation.

Had a sudden hurricane, following a narrow path across an uninhabited part of the flat lowlands crossed the river right where the *Iron Mountain* was? Little else could be offered in the way of a suggestion, for the *Iron Mountain* was a wooden boat, and had she hit an obstruction hard enough to cause her to sink quickly, parts of her superstructure would certainly have broken away and floated on down the river.

In such an event the crew would have jumped to the barges instead of cutting them loose. There was no possibility that there had been a collision with another boat, nor does the hurricane theory have much merit, for had the superstructure been carried away by the wind, the pieces would have been found after they dropped to earth or after they were borne off

by the river's current.

This stretch of the Mississippi is wide, and the shores are heavily wooded, but a steamboat would always have been in sight from either shore, provided there was someone there to see her.

THE GREAT EAST RIVER CALLED HISTORY
WICKET KEOKUK, IOWA

Constitution-Democrat.

JULY 8, 1903.

RAISING THE EAGLE.

Sunken Steamboat is Being Raised From Bottom.

Captain Frank Adams still has a force of men here working on the Flying Eagle, says the Hannibal Post. It has not been possible to do much yet, as the water is 12 feet deep where the Eagle lies at the foot of Pearl Island, but he has made arrangements to secure the sand boat Hennepin to pump the sand away from the bow, and he hopes to be able to pass a chain under the bow and slowly raise the sunken steamer to the surface and then pump out the water. He has two barges engaged in the work, and if there should be any large holes in the hull the boat will be towed to Quincy between the barges. A diver was down four times yesterday, and found that the boilers are on the boat, and it is believed that the hull is in pretty good condition. The boilers are quite an object, as they are practically new. The barge Golden Gate was towed to Quincy this afternoon by the Jacob Richtman, where she will be placed on the ways. Mr. Adams stated to a Courier-Post reporter this morning that an attorney was investigating the case and that he and his brother would bring suit against the Hannibal Bridge company if the attorney so advised. If a suit is brought, it will be based on the bridge company's failure to put in such a protecting frame work and timbers as are reported to have been ordered by the war department at several different times before the accident. When the accident occurred the frame work protection on both sides of the draw pier was completely submerged by the water, whereas the law specifies that such protection shall be built so as to be a certain number of feet above high water. It is said that the Hannibal bridge is the only one on the river that is not provided with a sheer boom. If the Adams brothers should recover damages it is probable that the families of the victims of the accident will also bring action against the bridge company. Commodore Adams estimates his loss at \$20,000. He states that the excursions he had on his books would have brought in \$4,500, which amount is included in the \$20,000.

Constitution-Democrat.

OCTOBER 24, 1903.

THE EAGLE'S DEATH

SINKING OF THE TWO STEAMERS IN THE RIVER.

WAR EAGLE AT KEOKUK, GRAY EAGLE AT ROCK ISLAND.

One Struck the Keokuk Bridge While Carrying 750 Tons of Potatoes and 200 Passengers.

An old river man tells the story of the wrecks of the two steamers Gray Eagle and War Eagle as follows:

Never heard about the wreck of the Gray Eagle, did you? Old Bill White was captain of her, same Bill as lived at Pilot Knob and saw the Mississippi every day of his life. There's a rapids just above the bridge at Rock Island where the government has an arsenal now, and all the boats laid up rather than try the rapids run at night. The Eagle was loaded clean up to the hurricane deck and Bill was heading across the upper rapids. When she got down towards the bridge, there where the water is always boillin' and churnin' and St. Peter couldn't tell which way the currents run, the skipper showed signs of nervousness. The old girl bobbed round like a cork and it seemed like her rudder was hitting the sky. Captain Bill was in the pilot house and I was at the wheel. Bill got so nervous he finally insisted on taking her through the draw himself. He got the wheel and headed her for the outside draw on a run. She was headed right, that's certain, but with the bridge two lengths away the current caught her and just lifted her out of the water like. There wasn't any use trying to control her. She just took a header, and how she did hit that pier, head on! Crash! You could have heard it at Port Byron. She was split from stem to stern. Sank in ten minutes. No lives lost, but a good cargo of freight went to the catfish.

WRECK OF THE WAR EAGLE.

I think now when I look back that all the Eagles were fated to dash out their brains against a bridge. There was the old War Eagle. It was along in the early 80's that she hit the Keokuk bridge and it was no slouch of a wreck. It was the season the Gem City cut the river wide open and the last season of Commodore Davidson's steamboatin'. But he hasn't anything to do with this story. It was the War Eagle's last trip and everybody was feeling good. The water was spread out everywhere, and the old girl had the load of her life, 750 tons of potatoes billed for St. Louis, a passenger list of 200, and standing back at the rear guard were a lot of the finest thoroughbreds I ever saw. She came through the water was even with the locks. There's always dead water between the lower lock and the bridge, and the eddy under the shore pier was awful. When we got to the lower lock we started to drop through head first. We were doing well boxing her along and had got abreast of the long pier, when her head caught

the eddy on the shore pier. By the time we got her head out of the eddy her stern was kicking over in the pier to keep her from breaking in two.

The rapids began pushing her down and we started twisting her, that is, coming ahead on the starboard wheel and backing her on the larboard. The pilot gave her the gong, she was lashed hard down, and the pilot lit his pipe and waited. There she was, going out of the rapids fairly, bursting her boilers fighting to straighten herself up. But you might as well have tried to stop a cyclone as breast that water. She made a circle in the current, slow first and then whirling, and the rapids had won. The old girl went clear out two spans away from the draw and then she struck. And how she did hit! Banged right against the pier. A span of the bridge 246 feet long opened like a gate in a front yard to let the monster through. She hung onto that pier for ten minutes and it was lucky she did, for every soul on the boat except one passenger, who jumped into the river, climbed onto the bridge. I said every soul got off, but that was wrong. Enough of the crew remained to get her ashore. One of the wheels, split in two, dropped into the river. The span of the bridge in its fall cut the after guards away and took with it all the stallions. The pilot asked the engineer through the speaking tube how things were down there, and the reply came back that they were all right, but he didn't have a wheel. The stoker started away from his post because he saw she was going fast, but the engineer drew a bead on him with an old army pistol and the stoker went back. By this time she had swung off the pier and the loss of her larboard wheel caused her to list over and the water came in floods through her upper seams. They stuck to her, and just as she neared the Iowa side she went down—seventeen feet of water on one side and seven on the other—so you see she was listed somewhat. They raised her without much trouble later on and saved most of the potatoes. Commodore Davidson, summing up the cost one day, said it was the most fortunate piece of misfortune he ever had.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, JULY 29, 1876

K. N. LINE PACKET COMPANY, St. Louis and St. Paul,

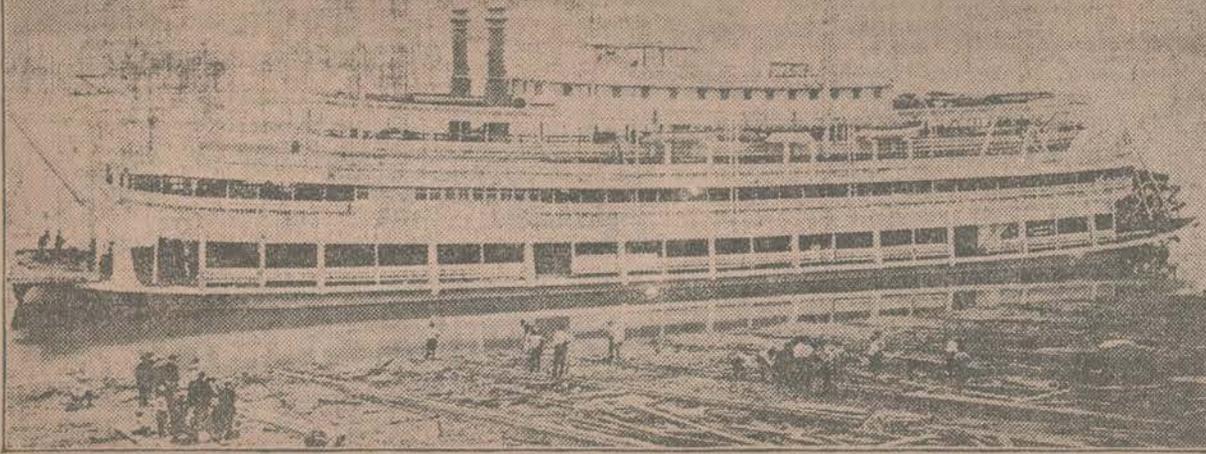
Daily Packet for St. Louis

at 7 a. m. as follows:

- Rob Roy leaves on.....Monday & Thursday
- Northwestern *Tuesday & Friday.
- Andy Johnson *Wednesday & Saturday

Tickets to all points west, via the H. & St. J. R. R. and all points east via the O. & M., for sale at the Company's depot, foot of Johnson street.

Special inducements in Round Trip Tickets. The Damsel will leave every day at 7:30 a. m. to connect with the boats at Montrose for St. Paul, may2-d6m. A. M. HUTCHINSON, Ag't.



New excursion steamer Washington, of the Streckfus Steamboat Line, at the Howard shipyards after the launching on Saturday, May 7, 1921.

New Super Steamer

Washington

CAPACITY 3500

MAIDEN VOYAGE
FRIDAY NIGHT, MAY 27

Under the Auspices of the
American Legion Post
Of Keokuk and Warsaw

Leaves Keokuk 8:15; Warsaw at 8:45 p.
m. Returns at 11:30.

The first Streckfus Line excursion of the season
and your first opportunity to ride this wonderful
new excursion palace—a sister steamer to the
"Capitol." You'll be surprised—marvelous dance
floor and music like you never heard before.

TICKETS 75c INCLUDING TAX
FAMOUS JOYLAND JAZZE BAND

MONDAY, MAY 23, 1921

STRECKFUS STEAMBOAT LINE - St. Louis

The Gate City.
THURSDAY, FEB. 10, 1921.-
Entered in Keokuk Postoffice as Second-Class
Matter.

**STEAMER HILL
OUT OF DOCK**

Wisherd Line Boat Is Rebuilt For
Season and New Steamer Ma-
jestic Will Operate in
Northern Waters.

The steamer G. W. Hill, of the Wisherd line, one of the popular excursion steamers on the upper Mississippi river, has been launched from the Keokuk dry dock practically rebuilt. The Hill was taken out of the dock last week. She was in the dock for a month and practically has been rebuilt and is now in the best possible shape for the season's business.

Besides the steamer Hill, the Wisherd company will operate the new steel hull steamer Majestic in the northern river sections this season. The Majestic is a steel-constructed boat and is said to be absolutely non-sinkable, due to the twenty-one separate water-tight compartments. The boat has five decks, and there are dance floors and cafeterias.

D. W. Wisherd, general manager of the line, says, "the docking and floating of a steamer in the month of January in the northern river is something very unusual, and is due to the mild winter which we have had."

Decoration Day

**EXCURSION
TO
QUINCY**

On STR. KEOKUK

Leaves Keokuk 8 a. m.; War-
saw 8:30

1921 Telephone 954

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

THE WAR EAGLE DISASTER.

Christopher F. Benning, of Douds, Lost His Life in the Accident.

No Other Deaths Reported as Yet—The Work of Raising the Sunken Steamer Will be Commenced Thursday—The closing span of the bridge beginning to show.

As yet but one victim of the War Eagle disaster has been reported—C. F. Benning, of Douds, Iowa, a brother of Mrs. G. W. Wilson, of this city. His friend and traveling companion, John M. Webster, of Douds, made substantially the following statement to a GATE CITY reporter: In company with C. F. Benning, of Douds, I embarked on the steamer War Eagle at Fort Madison, Friday night. The last I saw of Mr. Benning was just before the boat struck the bridge; he was then running directly toward the wheel house that was broken off by the collision. He appeared to be very badly excited and confused; I was excited myself and trying to escape. When the boat swung around and clung to the pier I jumped onto the bridge and the first thought in my mind was to look for Benning. I started from the bridge and walked down to the wreck, calling Benning's name at every step. I hunted for him nearly all night and went home (to Douds) early next morning. Finding that Mr. Benning had not been heard from I returned to Keokuk, thinking that as he had a sister living in Keokuk he would report to her if alive. I am now thoroughly satisfied that Benning was drowned. Just a few minutes before striking the bridge Benning remarked to me that if anything happened to the boat he would take a plank and jump into the river, and it is my opinion that he did so and went down to his death. I saw one other man in the water. Don't know who he was. Heard several shrieks for help. Benning is about 38 years of age, and owned the ferry at Douds. He weighed about 150 pounds, had blue eyes and light moustache, with somewhat of a growth of beard on his chin at the time he was lost. He was an Odd Fellow and wore an I. O. O. F. pin. He wore dark colored pants and vest, brown sack coat and soft black hat and carried an open faced watch.

Mr. Benning leaves a wife and three children to mourn his untimely death. His wife is a very weakly and nervous lady and the sad news of her husband's fate has not been conveyed to her yet.

Ceph Gregg, chief clerk of the War Eagle, informed us yesterday that he knew of no other missing passengers, and that the entire crew had reported to him and received their pay. Commodore Davidson, who is in the city, is of the opinion that no lives were lost other than that of Benning. Captain J. R. Jobin, of Salver No. 2, St. Louis, went down in a diving suit and examined the War Eagle, yesterday, and is of the opinion that she can be raised in a few hours after the wrecking boat gets here and gets to work. The War Eagle will be taken to St. Louis to be repaired and will not be brought out again this season.

—The bluff above the river where the War Eagle is lying was lined with people all day Sunday, and a large number visited the wreck yesterday.

—Harry Blaisdell, the second engineer of the War Eagle, who was at the wheel that was broken off, is a Keokukian and a trump. He stood at his post and persuaded his striker to do likewise.

—The span of the bridge that went into the river is beginning to show its location. It is just below the pier on the Illinois side.

—Hiram Beadle, pilot of the War Eagle, will take the wheel of the Alex Kendall, this morning, and probably run her the remainder of the season.

—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, chillun, 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 siep' 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 nebbber 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 RIVER. 1881

The White Eagle is now loading at St. Louis, for La Crosse. This will probably be her last trip north.

The Gem City is due up to-day.

The A. J. Whitney is at work at the bridge and the steamer Edith is at Quincy bay.

The Penguin will make regular trips between Keokuk and Hamilton until the bridge is repaired.

The Plough Boy will not go into winter quarters until compelled to do so.

The ferryboat is now being handled much better than at first

St. Louis *Republican*: A distressing and yet an encouraging sight was the wrecked steamer War Eagle when she landed at the Eagle Packet company's wharf boat at 4 p. m. yesterday, with one side torn nearly off her and one wheel gone. Distressing to all who had seen her when in the flush of her pride she left here for St. Paul on her last eventful trip as pretty a vessel as ever floated; encouraging because she was a living example of the pluck and determination of her owner, Commodore Davidson, who stood on her hurricane roof and landed the crippled though undaunted warrior at the foot of Vine street. How typical of the commodore his noble steamer seemed to be! Struggling as he has for years against such opposition as never other steamboatman has met with, he yet will rise superior to all obstacles, and, like the gold from the crucible, appear yet brighter for the fires through which he has passed.

—From Capt. Hutchinson and Ceph Gregg, first clerk, on the War Eagle, we learn that this famous old steamer which knocked a pier out of our big bridge, is not injured half so much as was first supposed. She was stove in considerably, but her timbers not much broken. She has been washed out thoroughly and looks as neat as a pin. The loss will be but \$15,000, instead of \$40,000. The work of repairs are going forward rapidly and the fine steamer will soon be as good as before the accident. Mr. Gregg has just arrived in Keokuk from a trip north and says the War Eagle is the most popular boat now on the river, and even away up at Lincoln, Nebraska, he found men who expressed a desire to take a trip on the boat which proved itself strong enough to batter down tons of iron and come through comparatively unscathed. She will not come out until next spring, however, notwithstanding the repairs will be completed long before that time.

TUESDAY MORNING, NOV. 22.

THE RIVER. 1881

The elegant passenger packet War Eagle is again afloat, and will be taken to LaCrosse to be repaired. After the leaks had been stopped it took twenty hours of pumping to raise her. Commodore Davidson displayed great endurance, remaining with and cheering and urging the workmen on in the work. The cargo is now being removed and what is not sold here will be sent to St. Louis to be disposed of. The War Eagle will go to LaCrosse on one wheel, with the Dan Hine to assist her, on the disabled side. She will be brought out next season as good as new. Commodore Davidson first thought of taking her to St. Louis to be repaired, but concluded it would be safer to send her up river than down river, owing to the difficulty of passing through bridges in her present disabled condition. An effort will be made to recover the beam and the wheel.

The Salvor No. 2 is now engaged at the bridge, endeavoring to raise the span thrown into the river by the War Eagle. A portion of the span can be seen sticking up out the water.

The Burlington Hawkeye says: "The United States steamer Vixen, now stationed at the Keokuk canal, passed up with a number of government officers aboard. She is a new boat, built expressly for the work of superintending river improvements, and is a fancy little craft and fast runner."

THE BOATS.

The Josie, of the Diamond Jo Line, will be the next boat down from above.

The Gem City came up Sunday evening and returned to St. Louis this morning.

The Laura L. Davis, with an immense trip, passed down Sunday, en route for New Orleans.

The Arkansas is due down.

The Minneapolis will leave for St. Louis to-day.

The Alex Kendall will leave for the south to-day.

WEDNESDAY MORNING, NOV. 23.

THE RIVER. 1881

Commodore Davidson has finally decided to take the steamer War Eagle to St. Louis instead of La Crosse, to be repaired. Steam was raised last evening, the War Eagle will be brought up to the wharf in the morning to be coaled, and before noon will depart for St. Louis on one wheel, without the Dan Hine, as was originally proposed. Commodore Davidson will be in command with the War Eagle's pilot, Hy Beadle, at the wheel. The Dan Hine has been loaded with the freight that was on the War Eagle, and will leave for the north to-day with her cargo. Speaking of the captain of the War Eagle, the Davenport Gazette says: Captain Jerry Wood is home for the winter. A more popular commander does not run the river than this same captain, and in hours of trouble he may be depended upon every time; his conduct in the War Eagle disaster showed that to those who didn't know it before.

The canal will probably be closed for the season December 1st.

THE BOATS.

The Gem City will leave for St. Louis to-day.

The Minneapolis left last evening for St. Louis.

The Dan Hine will leave for the north to-day.

The Alex. Kendall came up yesterday and went to Nauvoo in the afternoon.

The steamer Penguin is now transferring Wabash passengers and mail.

The B. F. Weaver will go north to-day. The Helen Mar passed up yesterday.

The Burning of the Lake Superior and Dubuque in Alton Slough.

(Special Dispatch to the Globe-Democrat.)

ALTON, Ill., March 4.—The Keokuk Northern Line steamers Lake Superior and Dubuque were burned to the water's edge this afternoon, at the winter quarters in Alton Slough. The steamers were lying at the main shore in close proximity to each other at the time the fire broke out. Several men were at work in the hold of the Lake Superior, under the direction of Captain Davidson. When they came out at noon they found the upper works of both steamers on fire. As near as can be ascertained the fire originated in a stove in the barber shop of the Lake Superior. The fire spread with great rapidity, and in the course of two hours both boats were entirely consumed. At this writing the fire is still smouldering in the holds. There was no fire apparatus whatever at hand to check the flames. The remaining steamers of the company in the harbor were laid up at safe distances from the burning boats, and were at no time in any danger. The loss is estimated by steamboat men here at \$40,000, and the company carry their own insurance. The Spread Eagle ran hard aground this morning on Maple Island bar and laid there until 5 o'clock this afternoon. The ferry went down to help her off, but could do no good and returned at 3 o'clock with part of her passengers.

THE NEWS AT ST. LOUIS.

The news of the burning of the Dubuque and Lake Superior was received at the office of the Keokuk Northern Line about 1 o'clock yesterday afternoon, and the loss caused a great consternation on account of the company having no insurance whatever on either of the boats. They were pretty old boats, but were very well preserved, and the Lake Superior's place in the short trade cannot be easily filled.

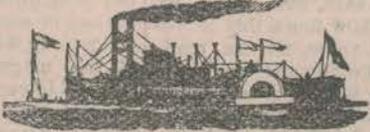
DESCRIPTION OF THE BOATS.

The Dubuque was built at Pittsburg in 1867, for the old Northern Line, since consolidated with the Keokuk and Northwestern Union Line. Her cost was \$55,000, but when she was last appraised, April 4, 1878, a value of \$19,000 was placed on her. Probably she was not worth more than \$15,000 when destroyed. She was 233 feet in length, thirty-six feet beam, and five feet hold. She had four boilers, twenty-six feet long and thirty-eight inches in diameter. She had two cylinders, seven feet stroke, twenty inches in diameter. She was a side-wheeler, working water-wheels thirty-six feet in diameter. Inspector Henry Adkins says she was when built and fastened, good for the Ohio and Upper Mississippi rivers. The

LAKE SUPERIOR

was constructed for the same line at Pittsburg, April, 1870, and carried 850 tons. She cost \$65,000 originally, but was not worth over \$15,000 as she stood in Alton Slough yesterday before the fire. Her length was 210 feet, 39 feet beam and six feet in the hold. She had five boilers, 26 feet in length and 38 inches in diameter. She had two cylinders, seven feet stroke, 22 inches in diameter, working two water wheels, 28 feet in diameter. She was a well-built but light side-wheel boat, well fastened, with good power, and good for the Upper Mississippi, Illinois and Ohio rivers.

ST. LOUIS & ST. PAUL PACKET CO.

Reduced Rates!  Reduced Rates!

Reduced Rates to the Saint Louis Fair,

On the Steamers Gem City, War Eagle and Minneapolis.

One of the above steamers leaves for Saint Louis daily, at 7 o'clock a. m.; returning leave Saint Louis at 6 p. m., EXCEPT TUESDAY EVENING, October 4th, the War Eagle waits at St. Louis until 12 o'clock, giving passengers an opportunity to witness the GRAND MARCH OF THE VEILED PROPHETS. A. M. HUTCHINSON, Sup't.

SEPTER GOODS.

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

MONDAY, JUNE 27, 1910.

J.S. TRAGEDY COST THREE LIVES

Two Women Drowned and Man Who
Was Responsible for Fire Was
Found a Charred
Mass.

REMARKABLE RESCUE

With 1500 Excursionists on Board, It
Is Wonderful That so Few
People Were
Killed.

LA CROSSE, Wis., June 27.—Three dead, five badly injured and scores, possibly hundreds slightly burned, while all the others of the 1500 excursionists on board the steamer J. S. escaped unhurt, is briefly the story as seen by the light of day of the burning of the historic old excursion boat in the Mississippi river at Victory, Wis., Saturday night.

The dead:
MRS. EMMA RANDALL, New Albin, Iowa; drowned.

JOHN PLANE, Waukon, Iowa; burned to death.

UNKNOWN WOMAN; drowned.
Seriously injured:

Joseph Coyle, Lansing, Iowa; both hands burned and severe injuries.

Mrs. Meier, Lansing; leg broken.

Mrs. John Joseph, De Soto; seriously injured about head and shoulders and possibly internally.

Mrs. Archie Bailey, Victory; ankle mashed.

Mrs. Gus Kaeppler, Victory; ankle sprained and severely bruised about the body.

That the hundreds of women were restrained from leaping to certain death in the waters of the river to escape threatened death in the flames, was due only to several men, who stationed themselves at prominent points about the boat and yelled to the passengers to keep quiet and to await quietly the efforts of the master of the steamer to save them from death.

It was nearly 9 o'clock Sunday morning before the last of the rescued were taken from the tiny island where they were marooned. By today, however, the country-side about Lansing, whence most of the excursionists hailed, heard the survivors tell their tale of horror.

The steamer was nearing Bad Axe Bend when the fire was first discovered, the survivors say. Earlier in the trip John Plane had been arrested for disorderly conduct and had been in the prison, forward of the engine and boiler. Locked up in a dark room, it is supposed he smoked a cigarette to while away the time, and set fire to the steamer.

Plane's charred body is undoubtedly in the river bottom, with the steamer, which sank after burning to the water's edge.

Norman Fox of Victory, Wis., who could not be found Saturday, and who was thought to have burned to death in the boat's jail, was located in La Crosse Sunday. He had missed the boat at La Crosse.

The loss to the Acme Packet Company is estimated to be \$60,000. Practically every passenger on the steamer lost clothing, bundles, money or other valuables in the mad rush for safety, and it is estimated this combined loss will aggregate \$10,000.

It is probable that other passengers are missing, although all people thus far sought by frantic relatives have been accounted for.

A detailed story of the fire was told by Miss Mrytle Oliver of De Soto, Wis.

"The first we knew of the fire," she said, "was when smoke began to come up to the upper deck, where we were sitting. Life preservers were buckled on, while the men tried to fight the fire at first with extinguishers. The captain headed for the Iowa shore as the crew tried to put out the flames. We neared shore, only to find there were rafts along the bank. Then the captain turned and headed for the Wisconsin shore. When the fire alarm was first sounded Mrs. Emma Randall of New Albin, Iowa, jumped overboard and was drowned. When the captain was unable to land on the Iowa shore another woman, whose name no one seemed to know, crazed to see the steamer leaving the shore for the middle of the river, jumped over the rail and drowned also. On the Wisconsin bank the water was also too shallow. By the time we reached the island it was too late for all to escape by the gangplank, so they began jumping into the shallow water. Only about 200 of the passengers left by the gangplank, the rest, about 1300, jumped into the river and waded ashore."

Sold FEB. 20, 1911
Take
tion. r constipation.

SIX PILOTS FOR THE "JO" LINE

Plans of New Owner Are Announced
—Capt. Burke Will Again
Command Dubuque.

With the passing of the ice and the remarkable rise in the river, steamboat owners and river men are talking of the outlook for the coming season of navigation.

Some information has been obtained during the week regarding plans of the Streckfus people, who have bought the Diamond Jo line. It has been decided to retain six of the pilots and the entire office force at St. Louis, with Isaac P. Lusk as general freight and passenger agent. Mr. Lusk is a walking encyclopedia on matters relating to river traffic and has long been identified with the Jo line.

It is understood the names of the Jo boats will not be changed, not even that of the Sidney to the J. S., as was first reported. There is a lot of red tape connected with changing the names of river craft.

Captain William Burke, the veteran, will again command the Dubuque, which will run in the St. Louis, Keokuk and Burlington trade. Capt. Maurice Killeen and Capt. "Con" McGee will have the St. Paul and Quincy. Capt. Streckfus himself does not expect to take command of any of the boats this season, but will be kept busy in the general direction of the service. It is said new masters will be chosen for the Sidney and the W. W.

It is the intention to start one of the big packets in the St. Louis-St. Paul trade late in May, and the second early in June. The Sidney is to go to Paducah, Ky., for alterations just as soon as the craft can be taken out of the Keokuk canal.

Repairs and alterations are to be made to all of the boats to meet the needs of an improved service.

WELL KNOWN IN KEOKUK.

Globe-Democrat: Captain G. W. Hill, one of the oldest and best known steamboatmen on the Mississippi river, will retire shortly and will sever his connection with the Eagle Packet company, of which he has been secretary and treasurer forty years. For twenty-four years he has been an agent at Alton, Ill., for the company.

Captain Hill has been connected with the Eagle Packet company since that corporation was formed, and first did business at Quincy, Ill., from which place he went to Alton. He was formerly a resident of Warsaw, where he made his start in the steamboat business April 1, 1843. Captain Hill says that he made his start in life with 25 cents in his pocket and a salary of \$10 a month. When the Eagle Packet company was started Captain Hill, with the Leyhe brothers, began to build up a prosperous business. From a very modest beginning they gradually increased the value of their holdings until they owned one of the most prosperous packet companies on the Mississippi.

Captain Hill will resign as agent for the Eagle Packet company at Alton and will devote all his time to managing the affairs of the Eagle Boat Store company, of St. Louis, of which he is a leading stockholder.

JANUARY 21 1902
THE DAILY GATE CITY.

STEAMER J. S. DESTROYED BY FIRE ON UPPER RIVER

SUNDAY, JUNE 26, 1910.

Well Known Excursion Boat Burned Last Night
Near LaCrosse, Wis., While 1500 People
Were on Board the Craft.

THE PASSENGERS THROWN INTO A PANIC

Burning Boat Was Beached on Battle Ax Island
and All of the Excursionists Appear to
Have Been Saved.

LA CROSSE, Wis. June 25.—The excursion steamer "J. S." carrying nearly 1,500 passengers was destroyed by fire on the Mississippi river, near the little town of Victory, Wis., tonight, and it is feared that several lives were lost. The steamer was beached in time for most of the passengers to escape, but a number of women, some of them with small children in their arms, are reported to have jumped overboard in the panic which followed the discovery that the vessel was on fire.

The steamer brought 1,500 excursionists from Lansing, Iowa, to LaCrosse this afternoon and was on the return voyage when she caught fire. The excursionists were thrown into a panic.

The pilot headed the vessel towards shore but the fire damaged the steering gear and the big steamer was helpless. When hope of saving the passengers had been abandoned, the steamer Star arrived on the scene and towed the ill fated "J. S." to Battle Island, two miles from Victory, where she was beached. The landing took place at a point which is practically isolated. Meager accounts received by telephone indicate that the

fire was started by a cigarette thrown carelessly into a gangway.

The "J. S." was the oldest steamer in service on the upper Mississippi river. She had been in service for 70 years. The Acme Steamship company of Quincy, Ill., owned her.

Among the passengers reported to have been injured was Mrs. Johnstone Melr of Lansing, Iowa, who is said to have been crushed by a falling timber.

All Are Saved.

At 1:15 o'clock Sunday morning the latest advices received by the police department here indicated that all of the passengers on the "J. S." were saved.

EXCURSION STEAMER.

EXCURSIONS 1886.

Steamer "Rescue" and Barge "Quickstep,"

Will take Sunday School Picnics and Other Excursions.
For Dates or Terms, Apply to

C. A. HUTCHINSON, TELEPHONE 130.

STEAMER BURNS TO WATER'S EDGE

FRED SWAIN DESTROYED BY FIRE
ON ILLINOIS RIVER.

DISCOVERY CAUSES A WILD PANIC

Majority of Passengers Were Women
and Children, but No Lives
Were Lost.

Peoria, Ill., Aug. 21.—The steamer Fred Swain, leaving Peoria for La Salle at 3 o'clock last evening with twenty-five passengers and crew of fifteen aboard, caught fire off Averyville at 3:20 and burned to the water's edge. No lives were lost, and but two people were injured, one seriously.

Injured: Joseph Casrider, of Paducah, Ky., engineer, seriously burned about the face and body; Charles Reischeberger, Peoria, Ill., right arm broken.

The loss is estimated at \$35,000.

The majority of the passengers were women and children and the discovery of the fire in a stateroom on the second deck caused a panic. To add to the excitement, the ropes supporting the gangplank, which had been lowered to enable those aboard to board a score of row boats that had been put out from shore, burned, letting about fifteen people, including several women and children, into the water.

All were rescued, however, and reached shore in safety. Others on the vessel were taken off by people in row boats and brought ashore.

Engineer Casrider, after attending to the boiler, guarding it against explosion, went to the pumps, remaining there until the flames scorched his face and body. He reached shore in a row boat and was taken to a hospital.

The fire was discovered by a cabin girl on opening the door of the stateroom. She gave the alarm, but all efforts to subdue the flames proved fruitless. Captain Swain, realizing that all hopes for the vessel were gone, ordered the pilot, Martin Huston, to beach the boat, and the crew dealt out life preservers. Swain was the last one to leave the steamer, which was totally destroyed, together with all personal belongings of the passengers.

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

The Gate City.

AUGUST 28, 1891.

THE VIXEN WRECKED.

She Lies in Seven Feet of Water Near Kiethsburg—River News.

The packet St. Paul is due down to-day.

The government steamer Success came out of the dry dock last evening and passed south.

The United States steamer Vixen, under command of Capt. Edwards, who is superintending the construction of brush dams at the head of Huron island, sunk near Kiethsburg, Wednesday, and now rests on her keel in seven feet of water. "The way it came about is this," says the Hawkeye: "The Vixen ran up to the Illinois side of the island opposite Kiethsburg, to get a load of brush, and as she did so struck squarely upon some of the piling driven for the winter bridge erected in 1883. About ten days ago the Vixen had lost a flat boat in the same manner at almost the same place. The boat did not sink immediately and she was able to steam over to the Illinois side, where she went to the bottom about six hundred feet below the draw-pier of the bridge. She lies cross-wise to the stream, her bow pointing towards land and her lower deck under water. The engine room is flooded and the waters rise to the top of the wheel shaft. The Lucia, also belonging to the government fleet, went to her assistance and has placed flatboats, one on either side of her. Efforts will be made to pass heavy chains from to the other under the Vixen, and by means of these and levers raise her to the surface and pump out her hold. Then, after bulkheading the aperture she will be taken to the government dry dock at Keokuk for repairs.

"There was no end of excitement aboard when the steamer sank, among the crew and also among the passengers, of whom there was a considerable party, guests of Capt. Edwards, out for a pleasure trip. In the party were a number of ladies and it is unnecessary to particularize concerning their behavior. Had the boat listed heavily to one side or toppled over entirely there might have been some casualties to record but fortunately she settled almost evenly on her keel. The disaster to the boat comes at a particularly unfortunate time as Capt. Edwards was bending all his energies to complete the work in hand within two of three days when he intended coming down to put in a brush and gavel dam a short distance above this city. The raising and repairing of the boat will entail a delay of at least two days, which cannot be well spared at this time of the season.

"Capt. Peel, of the Pauline, from whom the foregoing facts were learned, says the channel is shifting

so rapidly that navigation is rendered extremely difficult. He says he found it utterly impossible to follow the course he pursued last Saturday, as the sands have shifted and filled up the old channels."

THE GATE CITY:

FRIDAY MORNING, JAN. 11, 1878.

Eagle Packet Company.

At the meeting of the Eagle Packet Company in Quincy, Wednesday, J. M. Earel was re-elected a director, to serve for three years. The following officers were chosen:

President—J. R. Williams, of Warsaw. Secretary and Treasurer—Gran W. Hill, of Alexandria.

Superintendent—Henry Leyhe, of Quincy.

The officers of the different packets for next season will be:

Spread Eagle—Captain, Henry Leyhe; first clerk, N. Morehead, second clerk, Ed. Young; pilot, Frank Tessen; engineers, Jack Anthony and Jack Pierson; mate, Aaron Hall.

Grey Eagle—Captain and Clerk, D. M. Morris; pilot, Frank Ventross; engineers, H. Hyde and — Udney.

Eagle—Captain and Clerk, Gran W. Hill; engineer, Arch Pierson.

Little Eagle No. 2 and Barge—Captain and Clerk, William Leyhe; pilot, Frank Slayter; engineer, Charles Stoller.

Wrecked on the Rocks.

Quite an exciting scene was witnessed on the river Saturday night. A log raft which was coming over the rapids struck the rocks and went to pieces. Some of the logs stuck to the rock-piles, others came down and struck the piers of the bridge and the remainder scattered all over the river. Two raftsmen were rescued from a little group of five logs, one fellow narrowly escaped being dashed against a pier by jumping from one log to another, and seven others had very close calls. Two of them were knocked off the logs into the water and were rescued by some of our fishermen who went out in skiffs. The Plough Boy, Cricket and Minnesota all went to the rescue, skiffs and men were employed and the logs were nearly all towed ashore near Patterson's dyke. APR. 16, 1878

CONSTITUTION - DEMOCRAT.

TUESDAY, JANUARY 28, 1890.

Steamer Burned.

EVANSVILLE, Ind., Jan. 28.—It is rumored that the steamer DeSoto burned to the water's edge one mile south of Owensboro, Ky., this morning and that three lives were lost. A later report states no lives were lost although there were about twenty-five passengers aboard. The boat, which was a total loss, was valued at about \$15,000 and insured for \$10,000.

The Daily Gate City.

THURSDAY MORNING, OCTOBER 24, 1872.

New Arrangement!

TOW NO BARGES.

The old and reliable Keokuk and Northern Line Packet Companies have formed a daily passenger and freight line for Hannibal, Quincy, Keokuk, Burlington, Davenport, Galena, Dubuque and St. Paul, connecting with the various railroads on the route, and making close and prompt connections. Through tickets sold to all points on the line.

Boats will leave daily from Keokuk for St. Louis and for Davenport, Dubuque, Winona and St. Paul. The Andy Johnson, Rob Roy, Lucy Bertram and Clinton will run between St. Louis and Keokuk.

For freight and passage, apply to S. M. ARCHER, at Keokuk Packet Depot.

Tickets sold via St. Louis, over Ohio & Mississippi Railroad to all points East, and via Hannibal and Quincy to all points West. aug 14- m

The Daily Gate City.

THURSDAY MORNING, SEPTEMBER 10 1872

DISASTER ON THE RIVER.

Burning of the Steamer S. S. Merrill at Warsaw.

The Boat Entirely Destroyed.

LOSS \$60,000 --- NO INSURANCE.

The steamer S. S. Merrill, of the White Collar Line, was burned to the water's edge at Warsaw, last evening. On receipt of the intelligence, Capt. W. W. Kinnear, Superintendent of the line, ordered the "Mollie Mohler" which was lying at this point to fire up and proceed at once to the scene of the disaster. At the invitation of Captain Kinnear, we, in company with him and Mr. J. Ham. Davidson, went down on the Mollie, and, while there had an opportunity of viewing the wreck, as well as ascertaining all the facts connected with the unfortunate affair. The Merrill arrived at this place Tuesday night, from St. Louis, and remained here until one o'clock yesterday, when she went to Alexandria and Warsaw to take on some freight, expecting to return to this city to receive the freight and passengers from above the rapids. She had been at Alexandria and taken on about 800 sacks of grain and had gone over to Warsaw to receive a quantity of freight there. About half-past five o'clock fire was discovered in the after part of her texas. The flames had gained considerable progress before they were discovered, and although every effort was made to extinguish them, they spread rapidly and soon enveloped the cabin. When it was ascertained that it was impossible to save her,

the officers, crew and passengers went to work to save everything they could. The baggage of the passengers, a large part of the furniture and bedding of the boat, the books and papers and the live stock on board were all saved. The boat was burned to the water's edge and is a total loss. Eight hundred sacks of grain and two hundred bales of hay were destroyed.

The officers of the boat did everything within their power for the comfort of the passengers. They were taken up town and provided with supper, and were subsequently brought to this city on the Mollie Mohler and properly provided for. They will be sent down on the Northwestern, which is due here this evening. Fortunately nobody was hurt in the least.

The S. S. Merrill was built in the fall and winter of 1870, at Cincinnati, Ohio, and came out in the spring of 1871, this being her second season. She cost when new about \$80,000, and was named after S. S. Merrill, General Manager of the Milwaukee and St. Paul railroad. She was built and owned by the Northwestern Union Packet company. Her estimated value previous to the disaster was \$60,000, on which there was no insurance. She was commanded by Capt. Wm. Howard. Clerks, Della Stein, Ben Hunter, Jenkins and N. B. Rhodes. Pilots, Jo. Buchanan and John Murphy. First engineer, John Prettiman.

The affair created great excitement in Warsaw, that portion of the city lying on the levee being at one time threatened with destruction. A row of buildings, numbering four or five caught fire, but by prompt efforts, on the part of the Fire Department of that place, the flames were soon extinguished. Between two and three hundred bales of hay, which were lying at the whar were burned.

The origin of the conflagration is a mystery, there having been no fire about the Texas. The officers of the boat are unable to account for it with any degree of certainty.

The Daily Gate City.

WEDNESDAY MORNING, OCTOBER 23 1872.

TRICKS OF PILOTS.—The other morning we published an item about the sinking of a barge near the port of Louisiana, in tow of the Northwestern while that steamer was racing with the Lake Superior. The barge was heavily loaded with wheat and barley and empty pork barrels. The cargo was lost or damaged to the amount of from \$5,000 to \$8,000. The pilots of both steamers have filed their statements of the occurrence with the Inspector at St. Louis, who has ordered an investigation. These statements will be read with interest, as they show up the tricks of some of the gentry

in the wheel house when they are on a race, and are nice reading for people who are fond of steamboat traveling.

The statement of J. W. McGinnis, pilot of the Lake Superior, is as follows:

"I was on watch, and blew one whistle to pass on the starboard side of the Northwestern, which had two barges in tow. Said signal was duly answered by the Northwestern's pilot, who then endeavored to force the Superior into the bank. The Superior was forced into the bank, and caused the barge in tow of the Northwestern on the starboard side to come in contact with the Superior so forcibly as to cause the said barge to sink almost instantly. When I saw the endeavor to force the Superior into the bank, I rang the bell for the engineer to stop the larboard engine on the Superior, which was done at once, and I then rang the bell for the engineer to stop the starboard engine, which was promptly done. It is my firm belief that the pilot on the Northwestern did intentionally try to force the Superior into the bank to keep the Superior from passing the Northwestern and beating the Northwestern into the port of Louisiana, Missouri."

This is signed also by H. C. Tatum and Thomas Hoag, as witnesses, and indorsed by the signatures of a number of passengers.

Then comes the remarks of O. M. Ruby, pilot of the Northwestern:

I was at the wheel of the Northwestern at the time of the collision. Both boats were about to land at Louisiana. The Superior commenced to blow her whistle for the inside, and her wheel began running over our barge. She came alongside of us while both were under way, and McGinnis saw that he was about to strike us. I stopped the Northwestern. There was a space of about fifty yards between the two boats, the Superior being next to the shore. She signaled for the side she took, and I answered with the proper signal. It looked to me that she was run into us intentionally, as there was plenty of room and water for the Superior to operate in without touching us. The Superior's larboard wheel struck our barge Francis and broke its side and deck. The wheel stopped on the deck, and the boats and barge ran together some distance in that manner.

The barge is now lying at Louisiana, sunk in five feet of water. The grain was insured, but the barge was not.

The Daily Gate City.

FRIDAY MORNING, JULY 19, 1872.

A NEW STEAMBOAT COMPANY.—A new company known as the Northwestern Steamboat Company has been organized at St. Louis. It has recently purchased the steamers Northwestern and Belle of La-Crosse from the Northwestern Union Packet Company. Who is at the head of the company and what it is expected to do, we are not informed. The St. Louis Democrat, however, gives the reason for its formation. It says that the incorporating of steamboats in that port is increasing in popularity,

that several have been thus disposed of, that others are upon the eve of undergoing the process, and that a comparatively large number will follow suit. It gives the *modus operandi*. A well known gentleman in St. Louis undertakes the entire job, having made himself familiar with the subject. Application is made to the Secretary of State, and the certificate of incorporation is furnished. Then quickly follows the sale of the steamboat to the new company, by the united owners, or by the corporation which previously owned the steamer. The owners of the steamboats have much to gain by incorporation. What the gain consists of can be ascertained any day by those desirous of learning the facts. One valuable improvement in the system is this: The freedom of each owner from liability to creditors for all the boat's debts. Any industrious man of small income, who has saved a thousand dollars, can purchase an eighth or sixteenth in a steamboat. Within six months he may be appalled by the discovery that the boat is in debt \$30,000 known, and some more unknown, and that he is liable for every dollar of it. This would mercilessly sweep away his little lot and cottage, drive his family from their home, and keep them poor and needy for life. Now, however, anyone who may desire to invest in this risky property can get his one, two or five shares of stock in a steamboat at \$1,000 or \$100 per share, and it will be in his power to keep his losses within the bounds of his first payment.

The Daily Gate City.

THURSDAY MORNING, OCTOBER 24 1872.

THE STEAMER SPREAD EAGLE.—Of the new steamers recently built for the Eagle Packet Company, of Quincy, the St. Louis Republican says:

"Capt. Leyhe, of the Eagle Packet Line, has gone to Madison, Ind., to take charge of the handsome new boat just built at that place for his popular line. She has been named the Spread Eagle, and will be one of the handsomest boats on the river. Her dimensions are: Length over all, 175 feet; beam, 28 feet; width over all, 55 feet; depth of hold, 5 feet; length of main cabin, 136 feet. She has seventeen state rooms, a dining room separate from main cabin, pantries, and all necessary offices, all fitted up in handsome style. She will arrive here in about ten days, and will be taken up the bay, where she will receive her machinery and boilers, and will be ready by spring to take her place on the line running between this city and Keokuk. We are gratified to note this prosperity of the Eagle Company, and hope the new boat will prove as popular as the old favorites of the line."

High Twelve Hears Dr. Peterson On History of River Steamboats

A fascinating account of steamboating on the Mississippi river was unfolded here last night by Dr. William J. Peterson of Iowa City, superintendent of the Iowa Historical society, in addressing a dinner meeting of the High Twelve club which honored Clyde I. Inman, state president, in the Masonic Temple.

Steamboating, Dr. Peterson explained, can be divided into six eras starting with the lead mining period in 1823-1848. Others include the period of immigration, 1849-70; grain shipments 1870-90; a decline from 1890 to 1910; the excursion period 1910-1927; and the revival under the impetus of the Federal Barge lines which continues through the present.

Started with Indians.

Indian activity, he said, was among the first forces attracting steamboats to the Mississippi with groups coming up the river to their treaty grounds, delegations of Indians going to Washington, the delivery of yearly annuities and the eventual removal of the tribes to the West. Boats also delivered the supplies to the fur trading posts along the river as well as to the soldiers stationed at Fort Edwards, Crawford, Armstrong and Des Moines.

During these years the Mississippi river was the principal highway in the Midwest and records of boats on the river go back as far as 1600. The first steamboat known on the river was the Western Engineer which reached Keokuk in 1820 but was unable to negotiate the Des Moines rapids here. The first to reach St. Anthony's Falls, the fashionable resort in those days, was the Virginia in 1823.

4 Million Tons in 1848.

The Mississippi produced many famous characters, including Mark



Dr. W. J. Peterson

Twain, but this, Dr. Peterson said, is a story in itself, as is the account of lumber rafting. The two best known packet lines were the White

★ ☆ ☆ ☆

Collar and Diamond Jo lines and some of the boats operated by these and other companies were as famous in their day as the Natchez and Robert E. Lee although their races were never publicized.

In 1848 the tonnage on the upper Mississippi and tributaries amounted to four million and during the Mark Twain era of 1880 it reached 10 million. Even when the river was carrying 20 million tons, Mark Twain wrote that steamboating was dead but it reached its peak in 1896 with 38 million. The decline began soon afterward but was revived by the Federal Barge lines in 1918 when boats carried 41 million tons and by 1941 the figure reached 145 million.

Powerful Modern Boats.

Boats like the Alexander MacKenzie, Hoover and others, now haul more in one trip than the early boats carried in several seasons. From 1823 to 1848 boats made 7,645 trips to the lead mines at Galena and Dubuque carrying 236,000 tons.

Dr. Peterson showed slides to illustrate his talk, among them a remarkably accurate map of the Mississippi valley made by William DeLisle in 1718. Keokuk he said was an exceedingly important port on the river, particularly during the Civil war days when soldiers were shipped from here to the battle fields and the wounded returned to the hospitals.

As an example of the palatial excursion steamers on the river he cited the case of the Capitol which was built in 1879 as the Pittsburgh, almost destroyed during a St. Louis tornado and rebuilt as the Dubuque before being transformed into an excursion boat. The Admiral, one of the biggest pleasure boats at present, was originally the Albatross, a car ferry, which was rebuilt in the Keokuk drydock during 1928.

DAILY GATE CITY

"STEAMBOAT BILL" LOOKS BACKWARD

AUG. 13, 1938

"Steamboat Bill" Pawson, who has spent 50 years of his life on the river, receives quite a thrill at the return of boom days to the Mississippi. The many towboats and barges plying the river today bring back memories of years gone by when he was agent here at the Hutchison warehouse located near the foot of Johnson street in the old days.

Oldest on River?

Pawson claims to be the oldest man on the river front today, passing his seventy-fourth birthday last September, and has spent his entire life on the levee. He was born near where the refreshment stand is by the entrance gate to the lock and power house and until a recent illness sent him to St. Joseph's hospital resided in the pilot house of an old steamer in the shadow of the Mississippi river bridge. Pawson was a member of the crew on most of the old packets passing up and down the Father of Waters and knows the Mississippi from St. Louis to Duluth with exactness.

His recollection of some of the old chaff may bring back memories to many old timers as he includes in his list the boats most common to this vicinity in his time, War Eagle, Golden Eagle, Gem City, Rob Roy, St. Paul, Lake Superior, Andy Johnson, Harry Johnson, Minneapolis, Munnasola, Long Anne and the Central, were all members of one line hauling cargoes to and from Keokuk.

The Loggers.

The Dimond Jo line was another popular one at the time and included Sidney Josephine, Mary Morton, Libby Conger, Petersburg; others Pawson recalls are the Van Meester, Eloise, Keokuk, Helen Blair, Plough Boy, Crazy Kat, Rescue, Crestcent, Dan Winsor, and the following raft boats towed logs past Keokuk: Lumber Man, Lumber Boy, Kit Carson, Taber and the J. W. Viers.

"Steamboat Bill" has been devoting most of his time lately to the construction of miniature boats, but at present is confined to St. Joseph's hospital. He expects to build another model, however, after his dismissal, for some of the boys in the hospital.

Keokuk Constitution.

JUNE 5, 1884.

Fatal River Explosion.

EVANSVILLE, Ind., June 4.—About 6 o'clock p. m. the Rosa Belle, a small steamer plying on the White river, en route from Washington to Decker's Station with a cargo of corn, exploded her boiler five miles below Petersburg, instantly killing Capt. Charles Applegate and his son and John P. Hayne, the engineer, and making a total wreck of the boat. The boat was supposed to have been lying at the bank at the time of the accident. The owners, Bartlett, Kuhn & Co., grain dealers of this city, valued the boat at \$4,000. She was insured for \$2,500 in the Continental company of New York.

The Gate City.

WEDNESDAY MORNING, FEB. 1, 1871.

ANOTHER STEAMBOAT HORROR.

Explosion of the W. R. Arthur—Sixty Lives Lost.

MEMPHIS, Jan. 28.—The steamer W. R. Arthur, from New Orleans for Louisville, which left at a late hour last night, exploded her boilers about fourteen miles above here at 1:30 this morning, tearing away the forward part of the cabin and texas, then took fire and burned till the boat sunk. The night was intensely dark. After the explosion most of the passengers rushed down to the lower deck. Many in their confusion jumped overboard and were drowned. When the bow sunk the waves washed the lower deck, sweeping off all that were gathered there. Captain Harris Brolaski, the commander, says he had retired half an hour before; heard the explosion; felt himself lifted up, and knocked down by the debris of the texas, which fell upon him. He managed to extricate himself, got an ax, and cut his way out, having his wife and child, whom he took to the ladies cabin, and left in charge of Captain Frasier. The boat then took fire several times. He and a few others succeeded in extinguishing it. Had the cabin passengers remained there, all would have been safe; but owing to the fright nearly all rushed down stairs. Captain Brolaski's leg was badly twisted, and he had several contusions about the head. His wife and her little sister were seriously injured. Captain J. A. Frasier, of Cincinnati, who was a passenger, says that he and his wife were in bed, but not asleep, when the explosion took place. He heard a fearful noise, and ran out on the guards, after telling his wife that the boat had blown up. He saw the state of affairs, rushed back into the cabin, and found that the ladies had all left but his wife and Mrs. Brolaski. He then heard that some one had run off with the life boat. He then turned his attention to putting out the fire. His feet were badly frozen, but beyond this he and his wife both escaped.

This afternoon two tug boats and a steam ferry boat left here for the scene of disaster and on the way picked up several persons floating on cotton bales, most of them half naked and chilled, and a number badly hurt. All who could be found were brought to the city. About 75 persons are known to be saved. Five persons took life boats immediately after the explosion, and went ashore, then turned the boats adrift. When they were taken up by the ferry boat, the other survivors talked of lynching them. Among those saved, are Chas. Allen, of St. Paul, Minn., John Schultz, of Clinton, badly hurt, K. I. Sale and wife, of Leavenworth, Mrs. Ellen M. Ryan, of Atchison, Kansas, P. M. League, of Illinois, Lee Tollen, of Quincy. Mrs. Capt. Brolaski is hurt in the head and chest, and her little sister, Virgie had her arm sprained. Mary Miller, a nurse, was badly scalded. The pilots were badly scalded and bruised. Capt. Brolaski says he had 45 cabin, and forty deck passengers. He thinks at least sixty were lost. The boat had 130 tons of freight. The boat was valued at \$80,000. Insured for \$50,000. The Capt. thinks that Mr. Bowman, first clerk, was instantly killed, as he slept over the boiler. The second and

third clerk, saved. Hugh and Geo. Reid, engineers, of Carlisle, Ill., were saved. Geo. had both his hands badly scalded. There is a list of about forty known to be lost. The officers of the ferry boat who went to rescue the survivors, saw a number of dead bodies in the debris of the wreck, but the rescued were suffering so from cold that they could not stop to rescue the bodies.

The Gate City.

WEDNESDAY, OCTOBER 30, 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. Now, how long is this outrage to be tolerated? The boat had been in port but a short time, but the boilers must be tested this way or the owners are liable to a heavy fine. The Inspectors are not to blame for their duties are plainly made out. But the Congress man who voted for this murderous law ought to be —, we seldom swear except in the witness-box, but if these men die who is responsible? All who know the folly of this hydraulic pressure on boilers well know —. The Rob Roy was fully repaired, and left at 8 o'clock p. m.

The Gate City.

WEDNESDAY, NOVEMBER 6, 1872

—The report of the Steamboat Inspectors, McMirchy and Girdon, for this district of the Mississippi River upon the explosion of the tow-boat James Malborn, which occurred in July last, near McGregor, has been forwarded to the Treasury Department by the Supervisor of the district. The report, after reviewing the accident, by which eight lives were lost, says: "The circumstances which characterized this explosion, with the evidence of William Ross, first engineer, together with that of others, is sufficient to convince us of carelessness and recklessness on the part of W. Harney Pierce, second engineer, who was on watch at the time of the explosion, in carrying over-pressure of steam, and allowing the water to foam in the boiler, knowingly; and we have refused to renew his license as engineer."

JOSEPH BELKNAP having been appointed Supervising Inspector General of Steamboats, some Democratic papers have hastened to discover that he was a brother or something or other, to Secretary Belknap. Now, Joseph might be glad to be this something or other, and is a mighty good man if he is any where near as good as the Secretary. But the fact is that there is no relationship at all, unless the newspapers lie.

The Gate City.

WEDNESDAY, DECEMBER 20, 1871.

—The following is told at the expense of Keokuk and the steamer Rob Roy, by Ed. Morehouse, Clerk of the Andy Johnson: The Rob Roy has been running in the southern trade this winter, and Ed. says she landed at a point down south, a short time since to take on cotton, and while lying there, some of the denizens of that benighted region came to the landing, and giving a single glance at the word "Keokuk," mistook it for "Kuklux!" They rushed upon the boat and commenced rolling the cotton upon the forecastle, intending to burn the boat and cargo, until informed by the officers that they were not "Kuklux," but that the word upon the wheel house was the name of a town up the river. Then they desisted and went ashore, but not wholly satisfied with the explanation.

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

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa November 22, 1914

BRIDGE REPORT
FOR 1914 SEASON

E. S. Cushman, Engineer of Keokuk
and Hamilton Bridge Draw,
Issues 1914 Season
Report.

NO MORE LOG RAFTS

Gradual Disappearance of Log Rafts
is Completed—Ft. Madison
Water Level Remained
Uniform.

The report of boats that passed through the Keokuk and Hamilton bridge draw for the season of 1914 is given below. Five or six more boats are expected to pass through before the lock is closed. The report here given includes all boats that have passed through the draw up to yesterday. Several government boats now working down the river are expected to pass up through the draw within the next few days. The government boat Emily, which worked here through the season, passed through the draw more often than any other boat, making 521 trips up and 523 down. The Keokuk used the draw more than any other packet, making 123 trips each way. The W. W. lead excursion boats with twenty trips each way.

Slowly year by year the number of log rafts which pass down the Mississippi has been lessening for the last generation, and as each season saw the list of rafts grow smaller and smaller, the old rivermen, bridge engineers and tenders shook their heads in abandon and sighed deeply over the gradual disappearance of those rude floating homes of the hardy woodsmen, which told of the ending of the good old days. This year the downward climb has reached its limit, according to the report of E. S. Cushman, engineer of the bridge draw. A few rafters went down last year but not a one during the season just passed.

According to reports from Ft. Madison the trouble experienced there last year through frequent changes in the water level was not evident during the season just closed. It is said the inexperience of the men operating the dam here last year caused frequent changes in the water level above the dam that affected the level as far as Ft. Madison. The engineer of the Santa Fe bridge draw at Ft. Madison says the construction of the dam and the ensuing raise in the water level has made it necessary for him to swing his bridge for craft that before were able to pass under the draw without trouble.

Boats passed through draw of Keokuk and Hamilton bridge, season of 1914:

	Packets.		Boats.		Barges.	
	Up.	D'wn.	Up.	D'wn.	Up.	D'wn.
Keokuk	123	123				
Black Hawk	94	94				
Morning Star ...	3	3				
Dubuque	31	31				
Saint Paul	15	15				
Quincy	12	12				
Helen Blair	2	2				
	280	280				

Government Boats.						
Emily	521	523	388	397		
Coal Bluff	2	2	2	3		
David Tipton ...	6	6				
Goldenrod	3	3				
Keokuk (Dredge)	1					
U. S. N. 337	2	1				
H. S. Taber (dredge)		1				
Robert McGregor (dredge)		1				
Acorn		1		3		
Ellen	16	16	34	29		
	551	554	424	421		

Excursion Boats.						
G. W. Hill	19	19				
W. W.	20	20	19	19		
Majestic	4	4				
Sidney	15	15				
	58	58	19	19		

Miscellaneous Boats.						
Mary K.	3	3	7	3		
Marquette	1	1	1	9		
Silver Star		1				
Ottumwa Belle ..	1	1		8		
Vernie Mac	1	1	1	1		
Joe Fowler	1	1				
Eclipse	2	2	2	2		
Dixie	1	1	1	1		
Jewel	1	1	1	1		
Georgie S.		1				
Chas. B. Pearce..	1	1	1	1		
Wabash	1	1	1	1		
Frontenac		1				
Gardie Eastman..	1	1				
Oronoco	1	1				
Bearnhardt Steel Barge	1	1				
Clyde		1				
	18	21	17	29		

Total for 1914 ... 907 913- 460 470

AMUSEMENTS

Bartenders
Union, Local 535
Excursion
to
Burlington
On Str. Dubuque
Sunday, July 12, '14

MUSIC AND DANCING
Tickets 50c; Children, 25c.
Boat leaves at 9:30 a. m. All rights strictly reserved. By order of Committee.

Moonlight
Excursion

Given by
Agne's Orchestra
Fares: Ladies 25c, Gentlemen 50c.
Rights of Admission Reserved.
No intoxicating liquors allowed on Boat.

Steamer W. W. and Barge
Boat leave Keokuk at 8:15, Warsaw at 8:45. Cars will meet boat on return.

Thursday
Evening **Aug 13**
1914

NEXT MONDAY
June 14, is the
Date
GO WITH THE UNITARIAN EX-
CURSION TO

Quincy and Return
on the
Palatial Str. J. S.
AN IDEAL OUTING—A RESTFUL
TRIP.

Boat leaves Keokuk at 8:00 a. m.
Returning leaves Quincy at 4:30 p. m.
TICKETS—Adults 50 cents; Child-
ren, 6 to 12 years, 25 cents.
Rights of admission reserved.
Street cars will meet the boat on
its return to Keokuk. Nobody walks.

1909

ROMANCE LIVES— AUGUST 12, 1938

Odd Names Found in River Bulletins for Boat Pilots

A strangely fascinating bit of reading matter which rarely falls into the hands of anyone save steamboat masters and pilots, river engineers and occasional newspaper men are the regular bulletins issued from the St. Louis office of the Lighthouse Service in the form of notices to masters and pilots.

To the layman most of these bulletins with their uncommonly terse phraseology are almost unintelligible but the names of the many lights, points, bends and landings up and down the Mississippi river are literally jam-packed with romance which appears to be lifted bodily out of Mark Twain.

Southern River.

With no attempt at selection, here is one bit of information taken from the report of the Lighthouse Tender Willow for the river between Memphis, Tenn., to Vicksburg, Miss., August 1-9:

"Buck Island Bar, Idlewild Bar and Commerce: deep. From Swopes It. to two tall trees at Old Commerce Landing will show about 30 yds. open on Buck Island Bar It., deep. Till from corner of timber on Buck Island thd. to Commerce It., deep. Till from 150 yds. below Buck Island Bar It. to same distance open on Idlewild Bar It., deep. Then from Swopes It., will show well to open on Idlewild Bar It. to what will show half way between the two Commerce Its. deep."

Another Notice.

Or this from the report of the LeClaire for the river from Grafton, Ill., to Clarksville, Mo.:

"Sweden and Criminal Island:—12 feet. From club house at Cuivre Island will show 75 yards above Cuivre Island light to foot of bluff below Poppleton Quarry passing Sweden Island light 50 yards off

to right of two red and to left of four black buoys 13½ feet. Then from bunch at Poppleton Landing to Criminal Island light to left of one black and to right of one red buoy, 12 feet."

The names in themselves form interesting reading, as for example: Izaak Landing, Royal Landing, Mackers and Bolters Bar, Branch Island, Fruitland Landing, Peruque, Turkey Island, Dog Town Quarry, Sarah Ann Island, Sandy Island, Jim Crow, Maple Island, Schwanigan Island, Burr Oak Landing, Dago Point, Daymark, Rip Rap Landing, Coon Island, Slim Island.

Whiskey Chute

Clarksville Island Foot, Amaranth Island, Mulheron field, Vice President Island, Four Mile Bayou, Bauxippi, Horn Lake, Silver Rest, Josie Harry light, Armstrong Bar, Cow Island Bar, Coahoma light, De Soto Front, Harcklerodes light, Buck island, Star Light, Mark Twain light, Ashley Point, Rabbit Island, Fox Burns & Moon lights, Whiskey Chute, Dupuy light, O. K. Bend, Shoffly Bar, Prairie Point, General Pillow light, Modoc and Hughey lights, Big Tree, Queen City Bar.

Phamataha, Wood Cottage upper light, Magenta Point, Ebb Stephenson light, Australia light, Henrico Bar, Scrubgrass Bend, Little Red Light, Riverton Bend, Napoleon light, Indian Point, Caulk Neck, Calfish Point, O'Bannon point, Choctaw Bar, Little Boggy light, Shadyside Bar, Spanish Moss Bend, Sunnyside Upper, Walnut Point, Seven Oaks light, Worthington cutoff, Fanny Bullit light, Opossum Chute, Sarah Island Cutoff, Baleshed, Homochitta light, Only Bar, Shiiland light, Cottonwood light, Willowpoint cutoff, Illawara light, Terrapin light, Kings point and Omega light.

Sunday at his home in Davenport according to word received here. Capt. Blair was one of the best known pilots on the "Father of Waters," having spent more than a half-century on the Mississippi.

Captain Blair is best remembered in Keokuk for his work on the famous old packet Keokuk and the Black Hawk which plied between Keokuk and Quincy in the days when the Mississippi was virtually alive with traffic and during which the whistle of steamboats was a common occurrence.

Born Nov. 17, 1856, at Galena, Ill., one of the historic towns on the Mississippi, he had lived his

entire life on or within sight of the river and had become known along its entire navigable length as an able captain, business man, and boat owner. He was the son of Andrew and Margaret Henry Blair.

The family moved to Princeton, Iowa, in October, 1869, and there young Walter began to absorb the spell of the Mississippi of which he afterwards wrote at length.

Began in 1878.

After several years experience as a school teacher in Princeton, he took his first job on a Mississippi river boat, the LeClaire Belle as the season opened in March, 1878. He went back to school teaching for a time, but the fascination of the river had taken hold on him and he returned to steamboating.

He obtained his pilot's license in 1882 and bought his first boat, the J. W. Mills, in 1883. The purchase was the beginning of a line of river craft which he owned and operated or piloted during a long career.

At one time he entered a partnership with Captain Van Sant and they operated seven boats in the rafting business and with four other boats independently owned by Captain Van Sant did a thriving business.

In 1892, Captan Blair quit the rafting business and organized the Carnival City Packet Co., associating himself with a number of prominent Davenporters in the enterprise. The company owned nine different boats plying between Davenport, Burlington, Keokuk and Quincy. Their boats included the Helen Blair, Keokuk and Black Hawk and they handled 125,000 passengers and 15,000 tons of freight annually.

Faith in Mississippi.

Coming of the railroads put a crimp in the river business, but Captain Blair never lost faith in the ultimate recovery of water traffic. He believed, and lived to see his belief fulfilled, that the nine-foot channel development would bring back the boats.

The funeral will probably be held Tuesday in Davenport.

The Valley Whig.

KEOKUK:

MONDAY MORNING, MAY 14, 1860.

STEAMBOAT SUNK.—The steamer R. F. Sass, with 150 passengers, from New Orleans for Cincinnati snagged and sunk 50 miles below Memphis, on the night of the 10th. The boat and cargo are a total loss. Seventeen passengers are known to be lost; among these was Mr. Klingman, of Iowa.

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

DAILY GATE CITY

CAPTAIN BLAIR, VETERAN RIVER PILOT, IS DEAD

DEC. 26, 1939

WIDELY KNOWN
RIVERMAN DIES IN
DAVENPORT HOME

Capt. Walter A. Blair, 83, veteran Mississippi river pilot, widely known in Keokuk, died

Keokuk Merchants

INVITE YOU TO TRADE

With Them.

WHY?

1st—Because they feel that they can offer you better values than you are getting at other markets.

2nd—Because they want to get acquainted with you, and have you get better acquainted with them and Keokuk.

3rd—Because they will send and get you, and land you safe at your boat landing, giving a delightful river ride ABSOLUTELY FREE.

THE

Steamer Vanmetre

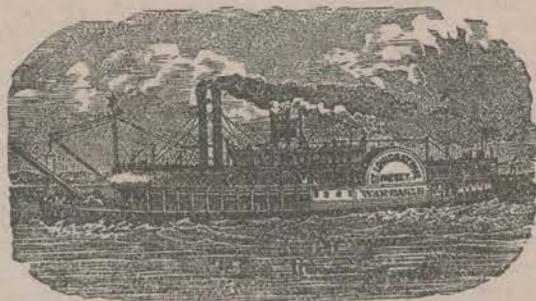
will make two weekly trips between points named below and everybody and their families are invited to come. Objectionable characters not permitted. Come and spend a day in Keokuk--have a nice boat ride and get acquainted with Keokuk merchants.

Montrose,
Nauvoo,
Sandusky,
Warsaw
and
Alexandria.

1896

DAILY GATE CITY.

Keokuk, June 6, 1884. Constitution-Democrat.



HIGH WATER AND LOW RATES.

During the Fair and Exposition at St. Louis, the ST. LOUIS AND ST. PAUL PACKET COMPANY have arranged to run their Elegant Steamers, "War Eagle" and "Gem City" daily between Keokuk and St. Louis, leaving Keokuk as follows:

Gem City, Sunday, October 5, at 7 a. m. War Eagle, Wednesday, Oct. 8, 2:30 p. m.
War Eagle, Monday, October 6, at 7 a. m. Gem City, Thursday, Oct. 9, at 2:30 p. m.
Gem City Tuesday, Oct. 7, at 2:30 p. m. War Eagle, Friday, Oct. 10 at 2:30 p. m.

Tickets will be sold at one fare for the round trip and are good to return on or before October 13. For further information, apply to C. A. HUTCHINSON, Agent.

DAILY GATE CITY.

WEDNESDAY MORNING, DECEMBER 24, 1873.

THE ST. LOUIS BRIDGE.

Its Obstruction to Navigation.

The controversy about the new bridge over the river at St. Louis, is one in which the people of the entire Mississippi Valley are concerned. The arches of the bridge have been completed, and it is found that navigation is not only obstructed, but that it is absolutely cut in two. The arches are so low that steamboats cannot with safety pass under them even with lowered chimneys. This necessitates the transfer of all through freight at St. Louis, and of course largely increases the cost of transportation.

The West is just now looking largely to the improvement of the Mississippi river for a partial solution of the transportation question. It will demand, therefore, that St. Louis shall not be permitted to obstruct navigation in this way. It will demand that the Mississippi river shall remain an uninterrupted public highway.

This a matter that should receive the prompt attention of Congress. A corps of competent engineers have examined the structure, under the direction of the United States authorities, and have pronounced it an obstruction. Let steps be taken for its removal.

In the St. Louis *Republican* of the 15th inst. we find a lengthy communication on the subject from Capt. John S. McCune, of the Keokuk Northern Line Packet Company, from which we make the following extracts:

I do not wish to occupy your space too far, and do not desire for the future to write further upon this subject. It is a subject of local importance as well as one of great national interest, and I shall leave it with the representatives of our National Congress, hoping they will carefully weigh the question, and decide whether any bridge company have a right to blockade national highways.

Would not a similar bridge, if built at Carondelet, Cairo or Memphis, be a serious obstruction to navigation? If so, why is not this one a serious obstruction to navigation from Quincy, Keokuk, Dubuque, Saint Paul, Kansas City, Omaha, Peoria or La Salle?

If the present movement in the interest of cheap transportation makes the Mississippi river the route to the ocean, what right have we to require the merchants of the above named places to break bulk or re-ship at St. Louis? Has the bridge company, by its mistake in construction, a right to demand that steamboats shall cease and the commerce of the country be carried in barges, something which will not answer the demands of trade, as they cannot do way business?

Have they a right to levy a tax, however small, on steamers or owners, requiring them to lower on hinges their chimneys, tear off their texas and pilot-houses, and

change the construction of their boats from the shape which is found to be most advantageous and profitable?

Is the opinion of an engineer in the interest of the bridge, or who never before built a bridge, worthy of more consideration for the public good than that of five engineers selected by the Government?—a board composed of men who have made engineering their life-long study and profession, and come here untrammelled and unbiased by either local interests or prejudice.

DAILY GATE CITY.

TUESDAY MORNING, SEPTEMBER 30, 1873.

—The Keokuk Northern Line Packet Company offer for sale the following steamboats: The two side-wheeled passenger packets Muscatine and Davenport, and the stern-wheel steamers Victory, Jennie Baldwin, Damsel, Keokuk, New Boston and Annie Johnson.

Constitution-Democrat. AUGUST 21, 1913.

W. A. Blair, Mgr. W. H. La Mont, G. A. General Office, Davenport, Ia.

WHITE COLLAR LINE STEAMERS

QUINCY TO BURLINGTON
Freight and Passenger Service.
Steamers leave Mississippi Coal and Ice Co. warehouse at foot of Johnson street at 6:30 a. m. weekdays, departing for Quincy and Burlington and return.

Call agent and inquire how to get special rates for parties of ten or more.

Steamer Keokuk leaves every Sunday at 1:30 p. m., locking through the new lock for a sail over Lake Cooper. Fare only 25 cents round trip.
J. B. HUTCHINSON, Agent.

NAUVOO-MONTROSE FERRY

7:15 A. M. to 6 P. M.
Runs On Signal
No Waiting
Lower Rates

Beer and Refreshments

Continuous Trips Sunday Afternoon

EVENING PARTIES
OUR SPECIALTY

Prices on Application

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.

400th Anniversary of Mississippi to Be Observed

SATURDAY, FEB. 3, 1940

The 400th anniversary of the discovery of the Mississippi river by Hernando DeSoto will be observed next year and several Southern states bordering the river have announced plans for celebrating the occasion. They have invited Northern states to join with them in marking the anniversary.

Letters telling of a general meeting for this purpose in Memphis, Tenn., July 29, have been received in Keokuk. Iowa is among the Northern states which has been urged to join in the program. The Southerners in advising Keokuk persons of the celebration, consider it a great opportunity for advertising the pleasure spots of cities and states along the Father of Waters.

The following is an excerpt from the Memphis Press-Scimitar regarding the proposed celebration. "The river gives—and for those who fail to heed its warning, it also takes away.

"When Hernando De Soto looked on the Father of Waters 400 years ago, he saw a clear stream flowing thru dense green forests. He saw the fertile lands of the valley, the abundant wildlife.

"Today the forests are gone—stark stumps and eroded hillsides mark their graveyard. Barren fields stand in mute testimony to the fate of verdant lands where once the bear, the deer and other wildlife roamed.

"Much of the rich topsoil has been washed into the Gulf.

"In 400 years, man has wreaked destruction on the valley.

"But now the residents hold a sacred trust.

"To them is intrusted the rebuilding of the fertile empire; the restoration and conserving of its forests; the reclaiming of its eroded hillsides, the preservation of haunts for game and fish.

"What better time to commence the program of restoration than at the observance next year thruout the valley of the 400th anniversary of De Soto's discovery of the river?

"The past 400 years have been years of waste, but the 400 years of the future shall be years of conservation and restoration.

"A valley-wide observance will be held in states bordering the great river and its tributaries in 1941. Our people must meet the challenge of the river—our common heritage—and prepare the way for reforestation to future generations of the valley's former abundance of rich natural resources.

KEOKUK, IA., GATE CITY Old 'Whistle Stops' On Mississippi Found In 1850 Geography

TUESDAY, AUG. 15, 1950

Memories of many, long-forgotten "whistle stops" on the Mississippi river during the old steamboating days of the 1850's are revived in an article by Ralph A. Miller in the August 12 issue of The Waterways Journal.

On pages 87-88 of George Van Water's "Poetical Geography," Miller found a complete list of these "whistle stops" from Horse Shoe C in Minnesota to the Gulf of Mexico, a distance of 2,092 miles.

"A factual data section," he says, "is replete with many of the olden day stage and railroad routes but the importance attached to the western rivers is evident by the thoroughness of the compilers work.

"Ol Mississippi leads the list, conjuring up visions today of the wood burning packet boats of that period like the Rob't. E. Lee, Grand Republic, and Western World; the U. S. Mail packets Memphis, Princess and America, and also of lesser and better known vessels like the U. S. S. Snag; the so-called ghost ship, the Maria Deming, always painted a sombre black and last, but not least, the Washington, the first recorded river side-wheeler."

From Davenport to Keokuk the stops listed are Andulusia, 11 miles from Davenport; Fairport, 8 miles further south; Muscatine City, another 8 miles; New Boston and the mouth of the Iowa river, 23 miles; Kiethsburg, 5 miles; Huron, 6 miles; Benton, 3 miles; Oquawka, 6 miles; Burlington, 18 miles; Dallas, 5 miles; Fort Madison 10 miles; Nauvoo 7 miles; Montrose 1 mile; Montabello, 2 miles; Keokuk 8 miles; Warsaw and Desmoine River, 1 mile; Alexandria, 4 miles; Hazelton, 6 miles; Tully, 11 miles; Lagrange, 5 miles; Quincy, 12 miles.

Romantic names carried by other "whistle stops" up and down the river were Carver's Cave, Maiden's Rock in Lake Pepin, Holme's Landing, Lynxville, Fever river, Glead, Chippeway, Herculaneum, Napoleon, at the mouth of the Arkansas river, Bruinsburg, Homochitto river, Point Coupee and others.

THE GREAT RIVER HEAR CALLED HISTORY
R. A. MILLER, KEOKUK, IOWA

Chicago Tribune.

MONDAY, MAY 1, 1865.

THE TERRIBLE STEAM-BOAT DISASTER.

Full and Interesting Particulars of the Heart Rending Affair.

[Special Dispatch to the Chicago Tribune.]
CAIRO, April 29.

Memphis papers of the 25th give further details of the Sultana disaster. Of those on board 786 have been found alive. The lost are placed at about 1,500. It is thought a number will yet be found to have escaped death. A soldier belonging to the 28th Indiana infantry, brought a woman and child ashore, although he had one leg very badly scalded, and was otherwise crippled.

The Bulletin says there are all sorts of wild rumors as to the origin of the explosion. Some suppose there was carelessness and incompetency or malicious intent somewhere; but there is no ground whatever for such reports. The officers of the Sultana seemed to have been faithful, competent men. That there was too large a number of passengers on board is true; but the boat was strong, and the engine had only recently passed inspection. A competent man who was on board, says the boat did not leak a particle, and that the officers did their duty most faithfully, both before and at the time of the disaster.

Every attention possible is being shown to the sufferers at the several hospitals. The conduct of the hospital doctors in the emergency is praised by everybody.

At Adams Hospital one of the passengers of the Sultana had his leg amputated.

It is said that among the sufferers by the accident was a Chicago banker who lost his trunk and several thousand dollars, and most of his wearing apparel. He borrowed some scanty reinvestment and applied for board at a third rate hotel, but was told that he couldn't board a person who had no baggage and looked as he did. He is now at the Wortham House.

One of the rescued states that the soldiers on board were from every State in the Union. Many of them had been two or three years in the Southern prisons, where, from February 24th, 1864, to March 26th, 1865, there were 13,504 deaths from illness and starvation.

The commission appointed by Gen. Washburn to investigate the late disaster, is examining witnesses, and will make an able report.

An unfounded report that the small boats going to the rescue of persons floating down the river had been fired on by sentinels at the forts, caused some excitement.

A Mrs. Hope, a passenger, was found dead, but holding fast to the limb of a tree that dropped to the water.

The Ohio and Indiana boys comprised about two-thirds of the whole number of soldiers on the vessel.

One soldier who was on board attempted to save the lives of two little girls, seven and nine years of age. He had a plank and thus was able to snare himself and the children until they floated nearly opposite the foot of Jefferson street, when a rope was thrown to him from the Sultana. In attempting to catch the rope the children slipped from his exhausted arms. The brave heart that had struggled so manfully, thought no more of seizing the rope, but made desperate and vain efforts, by diving, to recover the children that were hurried out of reach by the swift and treacherous current. When the soldier found that his efforts were in vain, he was too much exhausted to make further efforts to save himself, and was sinking without a struggle when the boat that had been sent out picked him up.

Among the lost is Mrs. S. W. Hardin, Jr. She has been recently married and with her husband, who is a member of the firm of Cushman, Hardin & Co., bankers, of Chicago, was returning home from her wedding tour. They remained on the wreck till compelled by the flames to jump overboard. The cabins fell in with a crash and simultaneously several hundred persons sprang into the river causing a confusion by which the husband and wife became separated. Mr. Hardin made every effort to find his wife, but was unsuccessful. He was subsequently found in an exhausted condition, and is almost distracted. He was formerly Adjutant of the 3d Illinois Infantry. He lost everything. Mr. Hardin states that upon being brought ashore he called at the Hotel on Adams street and asked for accommodations, but was refused, because he had neither luggage nor money.

One woman, who had a child in her arms, got hold of a board and floated five or six miles. She was rescued opposite Seal street; but the infant was dead.

One woman, whose husband was an officer on the gunboat, was on board with her sister, her husband and child. She was rescued, but was left alone in the world, as her husband, child and sister were lost. The officers and crew of the gunboat Essex made up a thousand dollars for the poor woman. None of the passengers on the Sultana saved their baggage or anything except what was on their persons.

Overton Hospital received about fifty patients from the ill-fated steamer, the greater part of them suffering from serious scalds and burns. One man had his head, face and body almost denuded of the cuticle from steam. Another was suffering from concussion of the brain as well as being badly scalded and burned. Many were badly contused and a few were cut and lacerated from being hit with fragments of the wreck. All were more or less injured from their long immersion in cold water, and were only saved by the prompt and judicious medical attention given them.

The greater part of the men had received kindly attentions from the agents of the Sanitary Commission before their admission into the hospital. All cases were interesting. The men had each his experience as a prisoner to relate, and his own version of the disaster. Two men who belong to the first wood-yard above the city, and whose names are R. K. Hill and William Boardman, had a small boat, and reaching the scene of the disaster before the Sultana did, they did most excellent service in rescuing the unfortunates. They were untiring in their exertions, and saved many lives.

The explosion was not heard on board the Boston, and when that steamer rounded the point the first intimation of the disaster was the discovery of the Sultana on fire. Capt. J. T. Watson at once appreciated the terrible state of affairs. Reaching the wretched people who were struggling in the water, he and all on board the Boston used their utmost endeavors to rescue the unfortunates. They threw overboard wooden staves, bales of hay, and everything that might save lives.

The Boston was placed in some peril by the efforts of her gallant officers to reach those who were drowning. The yawl was used to pick up many of those who were in danger. In some cases three and four persons were rescued from bales of hay, to which they clung. Some floated a long way on boxes, shutters and boards, before they were picked up.

In several cases the unfortunates were found chilled to death, but floating in the water with pieces of wood under their arms.

Three men were taken from trees, to which they swam and upon which they had climbed. Several men were found stiff, cold and dead on planks. Their long imprisonment had so weakened them that the shock of this terrible occurrence and their immersion for hours in the cold water proved fatal.

The Boston saved over two hundred lives, and throughout the whole affair Captain Watson, clerks Fisher and Lorenz, pilot C. Keating, mate Alvord, engineer McGwin and indeed all on board of her deserved the warmest commendations.

The picket boat Pocahontas picked up about one hundred and fifty persons, a number of whom died after they were taken out of the water. The body of a woman in her night dress was picked up by the yawl and placed in the picket boat.

The yawl of the picket boat was used with great success. It picked up some men before the picket boat could get up steam. One of seven thus rescued died within five minutes after he was taken from the water.

Mr. Boardman, of the wood yard, who, with Mr. Hill, made such heroic exertions to rescue the drowning and recover the dead, placed on ferry boats, and other places where they could receive proper attention, those who were alive, and, as the only alternative, placed the dead that were picked up a cross logs in the drift wood, so that they might be taken off below. Among the dead found by them was a man, apparently a passenger, whose body was placed on a ferry-boat, and afterwards taken to the Gayoso Hospital. He wore two blue shirts, and on them was marked J. D. Fontaine, Dallas City, Ill.

A man who works at the woodyard above the city was in the skiff, with two men, one man who had been rescued, but with both legs broken below the knee, the other one had only one arm. They found a girl seven years of age struggling in the water. She had on a life preserver, but it was so low that her head was thrown downward. Three men in a skiff attempted to seize her, and in doing so in their condition, came near upsetting the boat, and missed the girl, who sank at once and was seen no more. This girl had on a fine night dress and high heeled garters.

A sergeant in some Michigan regiment, immediately after the explosion, stripped off his clothes and jumped in to swim ashore. Three miles below he reached a tree, and being well nigh exhausted he stopped and managed to climb the tree, and perched himself securely on the branch and awaited to end for with his weight. It was 9 or 10 o'clock in the morning when he was taken off by the yawl from the steamer Pocahontas. When found he was whisking his body vigorously with brush to keep off the mosquitoes and buffalo gnats, who had covered him with bloody punctures. Under these most discouraging circumstances, he, in allusion to his own sufferings and the size of his insect tormentors, sung out as the boat approached to rescue him: "Bully, boys; here's your males. I couldn't have stood it five minutes longer. Lord, ain't the mosquitoes big."

One dead man, picked up by the ferry boat, was so horribly scalded that not the size of a half dollar of skin was left on his whole body.

STATEMENT OF THE CHIEF MATE.

Mr. Roseberry, chief mate of the Sultana, testifies as follows:—I was chief mate of the Sultana,

and at the time of the accident I had charge of the boat, and was in the pilot house with Cayton. We were about seven miles up the river when the boiler exploded, and I found myself in the river. I and five others got hold of a plank, and were picked up by the Boston. The boiler was tubed in St. Louis on her last trip and pronounced good, and the boat had the usual certificates. Mr. Schaffer, at St. Louis, was inspector.

There was a little patch put on the boiler at Vicksburg. I believe that patch was put on the larboard side of the larboard boiler. The patch was made necessary by the breaking of the boiler. There was not, to my knowledge, any fears expressed by the crew or passengers as to the safety of the boat. I have been on the Sultana about five months, and have been on the river with Captain Mason, Master of the Sultana, for about five years. He was a perfect gentleman. There was no quarreling on the boat among the crew or passengers.

Capt. Mason was in his room, the first engineer in his, and the second engineer on the watch. The boat at the time was running as usual, about nine or ten miles per hour. She was not running against time, and no boat left with us. The boiler leaked some twelve hours before we reached Vicksburg, and the engineer said he would go no further until it was repaired. It did not take thirty-three hours. Most of this time was taken up in repairing the boiler, and the engineer said it was a good job. It was done by regular mechanics at Vicksburg. We had no trouble with the boiler after leaving Vicksburg.

TESTIMONY OF THE PILOT.

George Cayton, pilot on the Sultana, being duly sworn, testifies as follows:

We left New Orleans on Friday last, officers and crew about eighty men. Landed at Vicksburg on Sunday evening, and remained about thirty-three hours. Left Vicksburg on Tuesday about one o'clock a. m.; took on board 1,986 soldiers, as I heard from the clerk. Don't know as this includes officers or not. Arrived here yesterday evening about seven o'clock, and left about two o'clock this morning. Went to the coal yard at two o'clock a. m. and took aboard 1,000 bushels of coal, and proceeded up the river about seven miles, when the boiler exploded.

I was at the wheel and fell on top of the boilers, and was wedged in by the wreck. The boat was full of passengers. I should say there was some twenty-two hundred persons on board. She was a large boat, but not the largest class, and about three years old.

I crawled out under the pilot house and endeavored to persuade the passengers from jumping into the river, telling them to hold on to the wreck as long as possible. The fire could then have been put out, but all the buckets, etc., were blown overboard. I got a plank and swam to the island called Hen and Chickens.

The boat was fully supplied with life preservers. Her boilers were inspected just before we left St. Louis, on her last trip. At Vicksburg one of her fires was out of order, and it was repaired; but the collapsing of the fire could not of itself have produced the accident.

The mate was with me in the pilot house, and had charge of the boat. Captain Mason was, I presume, in his room. The boat was running at her usual rate, about nine or ten miles an hour. I would have known if the boat was running against time or crowded. We had no cargo on board, except about sixty head of mules and horses.

St. Louis, April 29.—The officer in command of the paroled prisoners on the steamer Sultana, previously reported exploded above Memphis, states that all the eastern men were saved.

The Democrat's Cairo special says the Sultana was going at ordinary speed at the time of the catastrophe, the engineer was at his post, and all seemed well to him. The troops on board represented every State in the Union.

Chicago Tribune.

MONDAY, MAY 1, 1865.

FROM CAIRO AND BELOW.

The Ill-Fated Sultana—The Rebel Ram Blown up Below New Orleans.

[Special Dispatch to the Chicago Tribune.]

CAIRO, April 30.

The steamers Liberty No. 2 and Belle St. Louis have arrived from Memphis. Both steamers have cargoes of cotton for their respective destinations. The Belle St. Louis has about 300 of the survivors of the ill-fated Sultana.

On the morning of the 29th a report was brought to Memphis by some one unknown to us, that Capt. Mason of the ill-fated Sultana was alive and at a house on the Arkansas shore below the city. Capt. Curtis of the Quartermaster's Department and Pastal, of the Packet Company, procured the steamer Jennie Lind and made diligent search, consuming an entire day, going below the foot of President's Island, but unfortunately were unable to discover or hear anything of him.

38
We learn the rebel ram Webb passed New Orleans in broad day light with the stars and stripes flying, but hoisted the rebel flag after passing the city. When four miles above Fort St. Phillips her condensers getting out of order she was run into the bank and blown up. Could hear of her doing no damage further than destroying the telegraph line at various points. A portion of her crew had arrived at New Orleans, while the balance had left for parts unknown.

Chicago Tribune.

WEDNESDAY, MAY 3, 1865.

The Saved of the Burning Steamer Sultana.

The following is a list of a portion of the Western troops saved from the burning steamer Sultana. The balance of the list we hope to give to-morrow or next day:

- Josiah Watson, company M, 9th Ind. cavalry.
- W. T. Reed, B, 7th Ind. cav.
- Wm. J. Carlen, L, 9th Ind. cav.
- G. W. Aedington, 9th Ind. cav.
- Wm. A. Cout, 4th Ind.
- C. D. Berry, I, 20th Mich.
- Isaac W. Grubbs, H, 5th Ind. cav.
- A. Mayer, F, 32d Ind.
- John W. Gard, K, 7th Ind. cav.
- Francis Hart, I, 9th Ind.
- Jas. F. Quirk, K, 3d Mich. cav.
- Homar Wright, E, 15th Mich.
- David Petree, C, 93d Ind.
- Jesse Mallon, F, 5th Ind. cav.
- Geo. A. Clarkson, H, 3d Mich.
- Abraham Caswell, F, 15th Mich.
- John Y. Prince, C, 52d Ind.
- W. H. Hughes, 24th Ind. battery.
- U. J. Mavity, H, 9th Ind. cav.
- Wm. Thayer, 18th Mich.
- E. Burns, wounded in thigh, 18th Mich.
- W. H. Williams I, 18th Mich.
- Geo. Deuster, B, 18th Mich.
- Thomas A. White, 194th Ind.
- John C. Devendorf, I, 4th Mich.
- C. C. Yeatch, 38th Ind.
- William Phillips, 2d Ind. cav.
- G. W. Dagan, L, 9th Ind.
- Henry Windson, L, 9th Ind.
- Thomas Nash, 38th Ind. vet.
- James Doddard, C, 2d Mich. cav.
- L. C. Sullivan, K, 18th Mich.
- Samuel Poppard, K, 18th Mich.
- David P. Rowe, C, 7th Ind. cav.
- J. Barr, G, 15th Mich.
- Amos Green, K, 1st Mich. sharpshooters.
- M. Block, K, 19th Ind. cav.
- F. M. Phillips, M, 1st Mich. cav.
- Myron C. Tice, M, 1st Mich. cav.
- Isaac Vannuyer, 57th Ind.
- Benj. R. Finkle, M, 7th Mich. cav.
- C. G. Deland, 18th Mich.
- S. T. Sanders, I, 137th Ill.
- David Palmer, 126th Ind.
- N. M. Foglesang, 18th Mich.
- V. B. Jolly, 2d Lieut. B, 10th Ind. cav.
- J. W. Jones, 18th Mich.
- David Gardner, 5th Mich. battery.
- John E. Butler, 15th Mich.

OFFICERS' HOSPITAL.

- J. E. Earl, 1st Lieut. L, 1st Mich. Engineers.
- W. F. Dixon, 2d Lieut. A, 10th Ind. cav.
- S. F. Dickison, 1st Lieut. E, 2d Mich. cav.

OVERTON HOSPITAL.

- Ed. O'Donnell, B, 35th Ind.
- Hiram Tubes, B, 2d Mich. cav.
- S. J. Green, K, 9th Ind. cav.
- Martin Fryzer, C, 3d Ind. cav.
- Amos Randall, E, 15th Mich.
- J. W. Thompson, C, 4th Mich.
- Jos. Stevens, B, 3d Mich. S.
- Hiram Allison, G, 9th Ind. cav.
- Stephen Kiar, F, 14th Ind.
- Henry Warren, G, 5th Mich. cav.
- J. M. Norcott, D, 15th Mich.
- W. A. McFarland, A, 43d Ind.
- J. Mahoney, I, 2d Mich. cav.
- Thomas Lynch, B, 35th Ind. cav.
- J. K. Dickey, K, 60th Ind.
- Napoleon Doney, A, 18th Mich.
- L. C. Lindley, I, 99th Ind.
- Louis Scoghene, K, 1st Mich. cav.
- M. S. Baker, D, 4th Mich. cav.
- David Gaskill, M, 9th Ind. cav.
- L. W. Sloan, I, 40th Ind.
- Charles J. Labue, D, 15th Ind. cav.
- Andrew Smith, C, 57th Ind.
- Arthur Tremble, F, 4th Ind. cav.
- G. W. Dawson, G, 30th Ind.
- O. F. Spacy, M, 9th Ind. cav.
- H. C. Wood, D, 18th Mich.
- David Petree, C, 93d Ind.
- Wm. Conyers, B, 3d Ind. cav.
- E. D. Clerly, L, 5th Ind. cav.
- M. B. Simmeron, C, 86th Ind.
- Richard Peer, H, 23d Mich.
- H. C. Aldrich, G, 18th Mich.
- J. E. Norron, A, 5th Mich. cav.
- J. W. Gard, K, 7th Ind. cav.
- Josiah Watson, M, 9th Ind. cav.
- Lewis Strause, K, 2d Mich. cav.
- J. W. Milligan, B, 72d Ind.
- H. C. Wells, E, 8th Mich. cav.

- Henry Kline, G, 9th Ind. cav.
- John B. Lewis, K, 9th Ind. cav.
- T. A. Kester, K, 9th Ind. cav.
- Lawrence Loudenbacker, D, 8th Mich. cav.
- Lewis Johnson, G, 9th Ind. cav.
- H. A. Jonson, M, 17th Ind. cav.
- Thos. Rogers, G, 99th Ind.
- Jos. Gage, I, 2d Mich. cav.
- G. B. Henkle, A, 9th Ind. cav.
- J. S. Applegate, C, 6th Ind. cav.
- Adam Russell, G, 6th Mich. cav.
- Sanford P. Ames, H, 7th Mich. cav.
- Robert Rule, A, 3d Ind. cav.
- John W. Dunsmore, 1st Mich. Engineers.

GAYOSO HOSPITAL.

- David H. Douglass, G, 57th Ind.
- Thos. Fitzgerald, F, 14th Mich.
- Seymour Main, I, 19th Mich.
- Wm. H. Chance, M, 9th Ind. cav.
- David McNeil, H, 7th Mich. cav.
- Thos. J. Gieser, F, 57th Ind.
- Sampel Poupard, K, 18th Mich.
- P. S. Summerville, K, 7th Ind. cav.
- E. Jas. E. Hindes, A, 15th Mich.
- Chas. Olmstead, H, 2d Mich. cav.
- Felix Benson, K, 50th Ind.
- Robt. V. Armstrong, I, 6th Ind. cav.
- Geo. W. Safford, 10th Ind. cav.
- Chas. Evens, A, 9th Ind. cav.
- Thos. Demoss, I, 8th Ind. cav.
- Belya Smith, H, 17th Mich.
- Artemus Ward, A, 25th Mich.
- Jas. Grow, D, 63d Ind.
- Ja'oh Medester, A, 79th Ind.
- Jos. T. Elliot, 234th Ind.
- E. H. Swayne, G, 9th Ind. cav.
- Mrs. Anna Armis, citizen.

Chicago Tribune.

WEDNESDAY, MAY 3, 1865.

THE SULTANA DISASTER.

At any other time than during the past four years, the fearful catastrophe which has just occurred on the Mississippi river would have riveted the attention of the entire country to the exclusion of every other thought. But in no respect is the finite limit upon the human faculties more benevolently rigid than in our inability to expand our sympathies and sympathetic sufferings in proportion to the numbers included in a disaster so appalling and terrible. The Sultana disaster is wholly unprecedented in its frightful loss of life. At the loss of the Henry Clay, the Arctic and the Lady Elgin, each of which in turn sent a thrill of horror throughout the civilized world, the number lost was only from a fifteenth to a quarter of that by the Sultana. Even in many of the most important battles of this terrible rebellion the actual loss of life has been less than by this disaster. About sixteen hundred souls were launched into eternity almost in a moment, very many of them not even awaking from their midnight slumbers. More lives were thus sacrificed to a patched boiler and a captain's criminal cupidity than it cost us a few weeks ago to crush and capture Lee's army and terminate the rebellion. The victims were in great part those whom the nation could least afford to spare—the survivors of many battles for the Union, now returning, after long months of untold hardship and starvation in rebel prisons to enjoy the well-earned reward of their sufferings, their bravery, and their toll. From the thunder and smoke of many conflicts they had come forth in safety, leaving their fallen comrades to the soldiers' last slumber. From rebel prisons, "out from the jaws of death, and forth from the gates of hell," they had come, enduring more than death's agony, yet still spared to life's enjoyments, hopes and rewards. They had seen the light of heavenly peace dawn in the eastern heavens, and expand with the progress of Sherman the glorious achievements of Grant—growing brighter and brighter toward the perfect day. They were at last on their way home, with such joy and gratitude in their hearts as only citizen soldiers can feel on returning to their families and to peaceful occupations, after years of toll and danger away from all the comforts of domestic life. Oh,

how awful the sacrifice when sixteen hundred of such brave and true hearts are hurled in a moment into the midnight air, and out on the ruthless waters, maimed, mangled and dying, waking from their dreams of home to an appalling death of multiplied horrors and inconceivable agonies. And all this hecatomb of human life is offered up in order that a steamboat with a patched boiler, and whose utmost capacity is thirteen hundred may reap the profits of transportation on twenty-three hundred souls. Other steamers were accessible, and ought to have been employed to convey at least a portion of the cargo, and no vessel with a boiler which had required patching at the last port should have been permitted to carry the remainder. By what agency and through what inducements was this cargo secured by the captain of the vessel from the commandant in charge of the troops? What error of judgment caused him to stow 2,300 soldiers on a boat never fit to carry more than half that number, and unfit at that time to carry any human cargo whatever? The extent of this appalling calamity demands the most rigid inquiry into the facts. If these precious lives have been thus sacrificed to wanton cupidity, let such cupidity be punished.

Chicago Tribune.

THURSDAY, MAY 4, 1865.

The Sultana Horror--A Correction of Painful Rumors.

The Sultana Calamity--Cruel Rumors Corrected--Search for the Dead--Instruments--Names of the Rescuers.

[Special Dispatch to the Chicago Tribune.]
CAIRO, April 10.

The Memphis papers have learned from gentlemen worthy of the utmost confidence in that State, and having the amplest means for judging, that they are satisfied that the painful suspicious current for several days past in relation to the rifling of the dead of the Sultana are untrue, and do injustice to the worthy persons who have been active in the humane work of rescuing the bodies of persons drowned. These informants, who have themselves lost friends and relatives by the disaster, are intelligent gentlemen, have searched, and been familiar with the search as performed by Government officials and other persons. They say that, in their opinion, there has been no rifling of the pockets of the dead. Pockets have only been cut open and examined to discover papers or other means of identification. Most of the dead, being returned prisoners, had no money or valuables. When they had rings on their fingers these could not, in some cases be taken off, and in such cases were buried with the dead. This seems an oversight, as they should have been kept, or at least recorded, with the hope of such record leading to their identification. The same informants say that in a few cases of this kind the intention was to bury the dead bodies just as they were found.

Altogether about 170 bodies have been received. Of these about one in five have been found entirely naked, being those of persons who had stripped to swim ashore. Of these partially clothed nearly all were in their drawers and night clothes. Out of seventy-five picked up by the Pocahontas only one had a coat on him. The bodies of a man named Barnes and James Rutherford, Co A, 2d Illinois, of Oregon, Illinois, have been identified, and letters have been sent to the friends of the deceased. The steamers engaged in the search have been the Pocahontas, Little Giant and Jenny Hind. Some of the persons, who with small boats have saved the lives of many persons and recovered many dead bodies, are C. G. Thompson, Mr. Perett and Mr. Fogleman. Mr. Thompson saved the lives of about 175 persons. He is a poor man and is known to have given even his needle clothing to unfortunates. Mr. Perett and Mr. Fogleman are poor men, who have been untiring in their humane efforts.

THE GREAT DUST HEAP CALLED HISTORY'S
SUCKER--KEOKUK IOWA

2-4-N-1-735

Chicago Tribune.

WEDNESDAY, MAY 24, 1865.

The Great Steamboat Disaster on the Mississippi.

THE SULTANA DISASTER.

Finding of the Court Martial.

The following is an official copy of the finding of the court martial in the case of the Sultana disaster:

The steamer Sultana left New Orleans Friday, 21st of April, 1865; arrived at Vicksburg Sunday evening, April 23d. Remained at Vicksburg about thirty-three hours. The larboard boiler leaked badly. This boiler was repaired at Vicksburg. The work was well done, so far as it went, but sufficient repairs were not made. The neglect of not doing this, according to the evidence, did not materially endanger the safety of the boat, but should have prevented her from carrying a high pressure of steam. On Monday, April 24, 1865, eighteen hundred and sixty-six (1866) paroled prisoners, including thirty-five (35) officers, were put on board the boat bound for Cairo, Ill. She also had on board seventy (70) cabin passengers and eighty-five (85) employees. Arrived at Memphis, Tennessee, Wednesday evening, 26th inst., at about seven o'clock. Went to coal yard above Memphis and coaled, and left there for Cairo at two o'clock, a. m., 27th inst. When about seven miles above Memphis a boiler or the boilers exploded. Soon afterwards the boat caught fire and was totally destroyed. As near as can be ascertained, only about eight hundred (800) persons were saved. At the time of the accident the men were all, or for the most part, asleep. The boat was a staunch vessel, and well officered, the boilers had been satisfactorily tested just before the down trip from St. Louis. Good order prevailed, and the men were as comfortable as could be expected under the circumstances. The safety of the boat was not particularly endangered by the number of men on board, but as there was no military necessity for placing them all upon one boat, the Pauline Carroll, being at the same time at Vicksburg with the Sultana, the men should have been divided. The quartermaster's department at Vicksburg is censurable for not insisting on its rights, and for permitting others, without urgent protest to the General commanding, to perform its duties; and the Adjutant General of the Department of Mississippi is censurable for taking upon himself duties not properly belonging to him. There was no intention, however, on the part of the officers referred to, to do any injustice to the soldiers on board the Sultana or the Government. The cause of the explosion, from the evidence, was by there not being sufficient water in the boilers.

The evidence fully shows that the Government has transferred as many or more troops on boats of no greater capacity than the Sultana, frequently and with safety.

(Signed.) THOMAS M. BROWN,
Lieut. Col. 7th Indiana cavalry.
(Signed.) R. G. ROMBAUER,
Major 1st Illinois light artillery.
(Signed.) A. R. EDDY,
Asst. Quartermaster U. S. Army.

There being no further business, the Court here adjourned *sine die*.

(Signed.) THOS. M. BROWN,
Lieut. Col. 7th Indiana cavalry, President.
(Signed.) A. R. EDDY,
Asst. Quartermaster U. S. Army, Recorder.

This report reads very much like a studied attempt to conceal the guilty, and whitewash those who crowded 2,400 souls on a boat that ought not have received one-fourth of the number. The court martial evidently resolved to deal gently with the murderers, and not hurt their feelings.

Constitution-Democrat.

CONSTITUTION—Established 1847.
DEMOCRAT—Established 1833.
Consolidated March 25, 1855.
ESTABLISHED 1892.
Consolidated September 29, 1892

CITY NEWS.

NOVEMBER 16, 1903.

—One thousand dollars damages for the killing of Ellsworth Leonidas on the steamer Dubuque July 10, 1902, was returned by a jury in the district court of Davenport against mate Dan Breen and the Diamond Jo company. The defendants were sued by P. W. McManus, administrator of the estate of Ellsworth Leonidas, who with his father was shot and killed by Breen while the couple were en route from Rock Island to a point up the river. Breen claimed self defense on the trial of the criminal case against him and this was also pleaded in the present litigation. The jury found, however, that the company is liable through the act of its agent, Breen.

Constitution-Democrat.

CONSTITUTION—Established 1847.
DEMOCRAT—Established 1833.
Consolidated March 25, 1855.
ESTABLISHED 1892.

NOVEMBER 19, 1903.

PACKET COMPANY LOSES.

Verdict Against Diamond Jo Company at Davenport.

Davenport, Ia., Nov. 19.—One thousand dollars damages for the killing of Ellsworth Leonidas on the steamer Dubuque, July 10, 1902, was returned by a jury against Mate Dan Breen and the Diamond Jo company. The defendants were sued by P. W. McManus, administrator of the estate of Ellsworth Leonidas, who, with his father, was shot and killed by Breen while the couple were enroute from Rock Island to a point up the river. Breen claimed self-defense in the trial of the criminal case against him, and this was also pleaded in the present litigation. The jury finds, however, that the company is liable through the act of its agent Breen.

There is a rumor that the criminal side of the matter will be brought to the attention of the grand jury.

Constitution-Democrat.

DECEMBER 10, 1903.

DIAMOND JO WILL SETTLE.

Decides to Pay the Judgment of \$1,000 in the Leonidas Case.

It is practically understood among the attorneys who conducted the recent suit against the Diamond Jo

Steamboat company and Mate Dan Breen at Davenport, that the defense has given up the fight, and that the motion for a new trial which was filed and was scheduled for argument within a few days will be withdrawn and a judgment entry made. Attorney Chamberlin, who was on the defendant's side of the case, informed Attorneys Letts & Cooper, the plaintiff's attorneys, at Davenport, that he had received a letter from Judge Lenehan of Dubuque, stating that if the motion for a new trial had not been argued that the best thing to do was to withdraw it and drop the case. There is no probability of the case being appealed to the supreme court, and this action will undoubtedly mean that the defense has given up the fight.

The verdict of the jury awarded the plaintiff \$1,000 damages, but no judgment entry was made on account of the filing of the motion for a new trial. If this motion is withdrawn by the defense a judgment entry will probably be placed on the records within a short time.

"There is no reason," said Attorney Chamberlin, "for a corporation to carry a case into the higher courts for a \$1,000 judgment, and it is very probable that this is the way the Diamond Jo people look at the matter. The attorneys for the plaintiff look on this as a definite victory and expect that a judgment will be made immediately following the withdrawal of the motion for a new trial."

Constitution-Democrat.

OCTOBER 31, 1903.

THE ST. LOUIS BURNED.

Big Steamer Entirely Destroyed Last Evening.

The big steamboat City of St. Louis which was at this port several days last summer during August was entirely destroyed by fire last evening. The St. Louis Republic of today tells of the fire as follows:

The steamer City of St. Louis, which at one time held the proud title of "Queen of the Mississippi," was burned to the water line late last night in a fire which partly destroyed the St. Louis Marine ways at Carondelet. One man is thought to have perished in the flames and two members of the crew were badly burned before they could escape.

The steamer arrived from New Orleans Thursday, being the first boat to make the round trip to the gulf in three years. She was to have departed on the return this afternoon, and had been towed to the docks for a few repairs, when she took fire.

Jarvis Parnell of New Orleans, the bartender, is missing, and is believed to have been burned to death. He was seen going toward the steamer a short time before the fire.

The City of St. Louis was one of the old Anchor Line steamers, which form-

erily run between St. Louis and New Orleans. When the company suspended business in 1896 she was purchased by Captain Thomas Sims, owner of the steamer Lotus Sims, which burned Thursday morning.

She was later purchased by Captain Thomas Grasty, who last year sold her to two merchants at Greenville, Miss.

After being placed in the excursion business and making trips up and down the river she was placed in the New Orleans trade and was to have departed on her second trip this afternoon.

She was 320 feet long, with a beam, and had a freight capacity of 1,500 tons. Her cabin was at one time one of the finest of any steamer on the river. She was built twenty years ago at a cost of \$125,000.

MONDAY, SEPT. 8, 1930

Despite the stories that are being sent from certain river towns on the Mississippi, the old stream doesn't seem to be in such bad shape as these alarmists would seem to have one believe. The steamer St. Paul, one of the largest boats on the Mississippi river between St. Louis and St. Paul, negotiated the river from Hannibal to Keokuk without the slightest trouble. The big steamer was followed by the General Ashburne and its barges belonging to the Inland Waterways company, so it is evident that low water is not exactly cutting off this entire section of the world as these stories that are emanating from Quincy and published in a Chicago paper would indicate.

Local river men who talked with the captain of the St. Paul who was here yesterday with his boat for an excursion last night, learned that the big boat had no trouble in getting to Keokuk. Although the captain admits he saw formations of the river that he had not seen before in low water, he had no trouble in following the channel, and in fact was able to check his charts more accurately than ever in picking his route.

The General Ashburne followed the St. Paul through to Keokuk trouble. The towboat and her barges have been reported stuck on bars from time to time, and the reports from Quincy would seem unofficially at least to declare that river navigation is dead. But it seems that like Mark Twain's death report, it is very exaggerated.

The Stanton brothers gave their permission to open it, and the men fell to with a will. It may be that the quart of 20-year-old whiskey which had been reportedly discovered earlier in the day, led them to believe that they, too, would make a find of equal value.

Break it Open
At any rate their sledge hammers soon demolished the heavy door on the safe. As it fell to the ground there was a gasp of amazement and then a concerted rush on the safe.

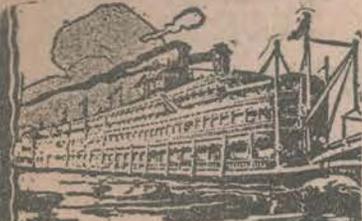
There inside stood a cotton sack of the types used in banks and, what was far more important at the time, its sides bulged out with the contours of a fat pumpkin. Their eagerness was short-lived, however, for as the glittering contents spilled over the ground, it was learned that the sack contained, not gold or silver, but a vast quantity of brass chips—and two corroded nickles.

Old Tickets
In addition to this phoney money and some steam boat records, the safe contained a number of old checks and boat tickets. The tickets carried the picture of a steam boat, identified as the "Jacob Rickman," a Nauvoo craft, and were good for one 25 cent passage, leaving at 8 p. m.

The safe, as closely as can be figured, was last used by the late J. E. Hutchinson, who operated the building as a steamer warehouse. The checks were payable to the Mississippi Coal and Ice Company, which was operated by Hutchinson.

The old building, a river front landmark, is being rapidly torn down, and the ground will be sloped to the edge of the water.

DAILY GATE CITY
SEPT. 6, 1930



Monday, 8
September
Moonlight
Excursion

Auspices
TOREADORS CLUB and
MOOSE LODGE NO. 704
Lv. Keokuk 8:15 P. M.
Rt. 11:30 P. M.
Tickets 75c

YOUR ONLY OPPORTUNITY
TO RIDE "THE WHALE"

And hear the 10-Piece Colored
Orchestra



Dewey
Jackson's
Musical
Ambassadors
Play for
Dancing

DAILY GATE CITY

BOATS HAVE NO
TROUBLE MAKING
TRIP TO KEOKUK

St. Paul and General Ashburne Negotiate Channel Successfully and Safely Despite the Stories That River is "Dead."

DAILY GATE CITY

WORKERS FIND
"TREASURE" IN
ANCIENT SAFE
DEC. 19, 1935

Old Strong-box Used by the Yaeger Bank Is Discovered in Diamond Jo Warehouse Which Is Being Razed—Contains Two Nickles.

Relief workers employed in razing the old Diamond Jo warehouse on the river front stumbled on what they took to be a buried treasure trove yesterday afternoon, when they discovered an old safe which was at one time the property of the Yeager bank.

As it happened the treasure was found to consist of two nickles, a quantity of brass chips, and a number of old steam boat records, but the thrill of anticipation was almost worth the effort it took to crack the ancient safe.

Beneath Rubbish
Buried beneath a pile of rubbish in an unused portion of the old warehouse—the Stanton Fish Market has occupied most of the building in recent years, and is now being moved further down the river—the workmen found the rusty safe, a large square box constructed many years ago.

The Gate City.

WEDNESDAY, MAY 17, 1976.

River Kipples.

The Davenport Democrat says: "A flat boat containing 300 barrels of lime was sunk at the foot of Perry street yesterday afternoon, with the evident intention of saving the boat. The heavy waves came washing over the sides of the boat and the lime began to slack, and it was thought that by scuttling and sinking her the boat could be saved. The water was not deep enough at that point, and the cargo subsequently caught fire and partly burned her. Loss about \$600."

The McDonald was towed Thursday to the eddy below the bridge and is now anchored at the foot of Main street. The Jennie Brown started her, with the aid of her "nigger" engine and capstan, and the Little Eagle towed her the balance of the way. The shaft of the McDonald is now out of the water and her guards are within two feet of the surface. Her cabin is a complete wreck and will be removed. Her smoke stacks will also be taken down. The work of pumping her out will be commenced in a short time.

THE GREAT DUST HEAP CALLED HISTORY
—HICKEL—KEOKUK TOWNSHIP

Cornelia Meigs recalls girlhood on river



MAJOR MONTGOMERY MEIGS, a U.S. civil engineer, was in charge of work on the Mississippi river in the Keokuk area for many years and is shown here in two poses familiar to old timers, with his pipe at the right and on the bow of one of his launches at the top. The launch is probably one of the old naphtha powered type described by his daughter, Miss Cornelia, in the accompanying article.



Editor's Note: With the U. S. Army Corps of Engineers celebrating its centennial on the upper Mississippi next month, Miss Cornelia Meigs, noted Keokuk-born author and daughter of Montgomery Meigs, long time engineer at the Keokuk office has written the following recollections on life in the Keokuk area during the 1890's and early 1900's.

Actually the first government exploration of the Upper Mississippi was made by Zebulon Pike, then, I think, a Lieutenant in the U. S. Army, but later General Pike. He was killed in the War of 1812 at what was then called York, Canada, which is now Toronto. In 1805 he was sent out by President Jefferson just after the dispatching of the Lewis and Clark expedition which explored the Missouri river. Pike was to do the same thing for the Mississippi and to find its sources.

His expedition started from St. Louis and went as far north as Leach Lake in Minnesota, which he mistakenly concluded was the original source of the

river whereas Lake Itasca has since been agreed upon instead. His Journals were published and are most interesting. Both his difficulties and his valiant perseverance were great. He was also to challenge the British fur-trading establishments, illegally operating on United States territory. His journals may be in the Rock Island or the Davenport Library; I know they are in the State Library of Iowa, at Des Moines, for I have borrowed them several times. They are well worth reading.

A little girl

My personal memory goes back to the middle 1890's when I was a little girl growing up in Keokuk where my father was by that time in charge. He had succeeded Major Stickney, and people seemed to think that the man who held the office must be a Major, so he was always called Major Meigs, a purely courtesy title. As United States Civil Engineer he had no such military title; he never spoke of himself as Major Meigs, but popular usage was hard to argue with, and Major Meigs he remained. He

had a long, and I am glad to say, very happy connection with the Government work at Keokuk. He had always had a special interest in boat building — one would call it now, marine architecture — and he superintended a great deal of the building in the dry-dock which was from the first attached to the system of locks and canals which bypassed the Des Moines Rapids. Their title is a little misleading. They were so called because they were just above the mouth of the Tributary Des Moines river.

As you know, of course, the canal was not a dug ditch like other canals, but a section of the river itself, cut off by an embankment seven and a half miles long, built before cranes and concrete were available, and faced on both sides by blocks of cut sandstone. When the canal was finally submerged by the power dam, some of this stone was brought away to build a house for the local government officer. My father lived in it, renting it from the Government, for about five years before he retired.

Lumber rafts

The early commercial activity on the river had passed by at the time when I can begin to remember, but the rafting of lumber was still very much in the ascendancy. Almost every town had its sawmill, and its lumber yard along the river front, where tall piles of yellow cut lumber stood in endless rows drying and waiting to be purchased and shipped. It was a feature in the history of nearly every such town that at sometime or other the lumber yards burned in terrific and unforgettable conflagration.

Rafting was a form of navigation entirely peculiar to itself. As of course you know, a log raft is nothing but a frame work of logs pinned together and with the whole cargo of logs floating loose within its confines. For a man to walk from one side to another was a special accomplishment for each log, when stepped upon, immediately ducked under water and an instant's pause meant being submerged. Some rafts had a solid platform aft with a

flooring of bricks upon which a fire could be made and cooking could be done.

A raft was, of course, an extraordinarily awkward thing to handle in the river currents, and, before the canal was built many of them went to pieces on the rapids. With the coming of the canal such hazards were eliminated, although it took an immense length of time to get the clumsy structures through the canal and the three locks. The rafts were built in sections, each just the size to be held by the lock, and thus had to be taken apart and re-assembled when it has passed through the final one. The lower lock ended some hundred feet above the Keokuk bridge and, since the current here below the rapids was swift, there was still danger even after the great reassembled craft had left the lock. To make this next part of the passage safer there was a large floating boom reaching from the lower lock gate to the bridge. This was built in sections and had to be taken in for the winter after navigation closed, for when the ice in the river went out toward spring it could sweep away the boom, snapping like packthreads the heavy chains that held it together and hurling the whole structure against the piers of the bridge.

The big raft boat which pushed her great tow downriver usually had a small steamboat as a tender, which helped to separate and reassemble the sections of raft when it went through the locks. Sometimes when the water over the rapids was higher than usual some raft boat captain would seek to save time by running the rapids, which, if luck failed in the slightest degree, could end in disaster. I myself have seen the whole river dotted with little piles of logs, caught on the various reefs after the ill-started raft had gone to pieces.

Dazzling ice

In spite of the swift current, the whole river could freeze over in winter a mile-wide expanse of ice rough and uneven, but dazzlingly white. The ice in the canal

was smooth, splendid for skating and readily lending itself to the cutting into blocks and storing in the dark ice-houses, smelling of wet sawdust. When warm weather came on, the rough and varied white of the river ice would begin to change. One could realize that it was softening and growing rotten, and then some day, all of a sudden, the whole vast surface would break up, bright blue water would appear, and the whole mess would go sailing downstream, an enormous jostling and tumbling mass to disperse finally in the wider reaches of the water below.

For the removing of what was a great hazard to navigation the Rock Island District office had its own snag boat, which served the whole upper river. The first was the General Barnard, succeeded by the General McKenzie. A great tree or a ragged stump, carried down in a flood and caught by some rocky crevice in the river bottom could be a fearful menace to passing boats, appearing suddenly and splintering the shallow-draught wooden bottoms. Some snags were so big that they could only be dislodged by dynamite. Their final elimination after long effort was a great service to navigation.

Snags and rapids, however, were not the only threat to the safe passage of the river. Islands would come into being, rapidly and totally uncharted. A big tree might lodge against a shallow bar, silt would wash up against it and make a patch of solid soil, birds would drop seeds and willows and underbrush would grow up. Then with a sudden flood or a roaring storm of wind and angry water, the whole would wash away.

Shifting sand bars

Sandbars were constantly forming and shifting their shape and extent, the twisting channel would alter without warning and what was once a safe crossing would be safe no more. It is an unrecorded part of my father's work that he had the whole picture of the river channel so fully in his mind, with his almost day to day information as to what the mighty Mississippi was about that he felt himself able, where other men would be in doubt, to take the wheel of

the big passenger and cargo boats, carrying several hundred people, and pilot them himself down through some treacherous reach of the channel, often rising from his bed at night to do so. He was accepted as a welcome aide by the regular pilots who must know the long stretches of the river but could sometimes not be quite sure in the particularly difficult and rapidly changing channel.

The boat-of-all-work under the command of the Keokuk office was the Lucia, built under the incumbency at Rock Island of (then) Major Alexander McKenzie and named after his daughter. A small, rear-wheel steamboat, she was capable of every task in the administration of her section of the river. She moved dredges and barges, she got in the boom in winter, always a precarious task. She brought in the quarter boats, she transported bargeloads of sandbags in time of floods to raise the level of submerged levees or to close some roaring crevasse in a broken one; she carried distinguished visitors. In that period of the river's history floods came often and with devastating results. The northern stretch of the Mississippi is in many places bounded by bluffs, but just below Keokuk, was the Des Moines, a wicked little river running through fertile bottom lands and bringing down flood and silt and refuse into the Mississippi.

Alexandria flood

At Alexandria, the small town at the mouth of the Des Moines, many houses near the water were built on pilings in resigned recognition to the fact of what the Des Moines and the Mississippi between them could do in flood time. Every household owned a boat, moored ready in the back yard to be at hand in such time of need. It is quoted concerning a not very highly educated visitor that he declared the scene reminded him of "Venus, with its little goldarners everywhere." But I remember sitting on the Lucia's deck near a house where people were still living and seeing the building teetering on its piling, just ready to float away. Nor could I ever forget seeing, a few moments later, a rowboat go by with a little white coffin laid across the stern. A child had died, probably

with scant chance of any medical attention, and was being rowed away to some spot dry enough for burial.

In times of flood, appalling as they are, people are singularly

reluctant to leave their homes. There is always the hope, uncertain but obstinately pursued, that the rising waters will stop when it reaches their own doors. Women are unwilling to leave their household goods to the mercy of the muddy waves, farmers are brokenhearted over leaving their stock to possible drowning. Horses are not difficult to rescue. A long line of them, headstall fastened to the tail of the one ahead, will follow, swimming as a boat leads them to safety. Cows are, however, a very different proposition. They thrash from side to side when tied behind a rescuing skiff or, if at a shallow point, they chance to get their feet on the ground, they immediately attempt to climb into the boat.

Lucia to rescue

The little Lucia was at the height of her usefulness as she would go up and down the inundated area, rescuing people from windows or the tops of their houses or from the roofs of sheds. Rowboats would follow and bring their refugees to her safe but very crowded deck. She had as tender a very early power boat, a "naphtha launch," which sputtering away, could stem currents and reach difficult places where an oarsman alone could not stem the fierce current. Once my father, in this small boat, came across an elderly farmer and his wife, who had been obliged to abandon their house, shaking on its foundations, and to take refuge in a huge tree in the dooryard. The tree was a locust of the variety that bears enormous thorns on its trunk and branches, but in spite of these the two had clambered up to scarcely comfortable safety. When my father came below and wanted to rescue them, the woman flatly refused to get down and her husband would not leave her. The reason, she pronounced, was that "them kind of boats ain't safe." At night, when darkness came down on a great waste of waters with every landmark obliterated the Lucia would lie as close in as was safe and would turn her searchlight straight up to sky as a beacon

THE GREAT WESTERN CALLETON
J. J. BICKEL, KEOKUK, IOWA

to those little boats which were going about here and there doing their rescue work in the blackness.

The Lucia was of such moment in the work of caring for this section of river, that she came to be greatly beloved and almost assumed a personality of her own. Her pilot-captain Billy Adams and her engineer Tom Noonan, had served faithfully for 20 years, but without speaking to each other in all that time for they were sworn enemies. In one of the very few tornadoes which ever hit Keokuk, the Lucia was capsized just above the bridge. Billy Adams happened to be safely absent, but Tom Noonan died at his engine trying to keep up power enough to get her to the shore.

Dam changed picture

The building of the power dam at Keokuk finally changed the whole picture of that stretch of the river. There had been long talk of such a scheme, since the rapids were a very obvious source of possible hydroelectric power. Nor were there any great physical obstacles in the way of construction. But there had been much resistance to the idea, on the ground that it would fatally obstruct river navigation. Opposition, therefore, was very great, even though, by that time, the old glories of the early river traffic had waned and the amount of transport was of no large proportions. The Power Company made faithful undertaking that navigation would not only be not harmed, but that it could go on steadily even during the construction of the dam. The largest problem was the building of the new lock which was to supersede the old three which would be submerged. It would have to be carried through in one winter, between the closing of the navigation of one season and the opening of the next. For building the power house the whole surface that it was to cover was laid bare by a great cofferdam, which at one terrifying moment was furiously threatened by ice and flooding and had to be built up several feet higher with sandbags. It was curious to see

that bare base of smooth limestone, planed by a glacier and scratched where harsh boulders had scraped along it. When construction had proceeded far enough the cofferdam was blown up with a tremendous eruption and the river bottom disappeared into ancient history again.

In the end the Power Company paid damages to one of the lines of river packet boats for a week's delay in the opening of the lock. Reducing the process of three lockings to one, even though it meant a far higher and lower lift and descent, made, however, for much greater simplification of the whole process. And presently after the dam was built and operation had begun there emerged another quite unheralded advantage. If, in a season of low water, a steamboat got stuck on a sandbar downstream, a message of distress to the operators of the dam would open extra sluiceways and release a wave of water which, after a few hours, would reach the vessel in trouble and set her afloat.

Hugh Cooper

The carefully arranged provisions to insure the non-interference with steamboat traffic were fully obeyed. Mr. Hugh Cooper, the very distinguished engineer who had not only designed the dam but had promoted the whole enterprise, was faithful in carrying out the agreements. It was my father's not very easy responsibility to see that this was done. In spite of some reasons rather to the contrary, he and Hugh Cooper became fast friends. There were some occasions when the hazards and unexpected complications of construction made for delay and for problems in performance but they were all brought under control in the end. There were consequently a few hot moments of criticism and insistence on one side, and vigorous protests on the other. But the friendship did not falter, and when my father died in 1931 Hugh Cooper and Mrs. Cooper came all the way from New York to attend his funeral.

Many changes have followed this very great one. The

Middle West was just coming into a period of prosperity unknown before. It became apparent that, as business on the river increased, the freight rate for railroad carriage north and south in the Mississippi Valley was considerably less than east and west across-country, owing, obviously, to the competition of water traffic. New ideas, new experiments burgeoned. The old raft boat model gave way to something more adapted to general traffic. The diesel engine succeeded the old steam boilers with their constant stoking. But there have been lost nothing of the dignity and majesty of a great boat breasting all the forces that Old Man River can bring against her.

THE DAILY GATE CITY.

WEDNESDAY, JULY 13, 1910

SEES END OF STEAMBOATS.

Prominent River Captain Says Deep Channel Will Not Revive Trade— Pictures Stream as Pleasure Boat Course.

St. Louis Globe-Democrat: The usefulness of the Mississippi river from the viewpoint of the steamboat is at an end, according to Capt. William Leyhe, president of the Eagle Packet company. Captain Leyhe, after hearing of the wreck of the steamer Cape Girardeau, owned by the company of which he is president, declared that the few remaining steamboats were fast disappearing, and that the steamboat trade was absolutely doomed. He believes there will not be another steamboat left on the Mississippi river within another twenty-five years.

"The last big river steamer, the Alton, declared Captain Leyhe yesterday, was built about three years ago, and as I know of no big boats being built at present, it would be safe to assert the Alton will be the last of the steamboat race."

Captain Leyhe said the railroads were driving the boats off the river, owing to the quickness of freight and passenger delivery by them.

He said the railroads could deliver freight much more expeditiously than the steamboats and at satisfactory rates. Captain Leyhe thinks the river will never be useful any more from a commercial viewpoint. He said he did not believe the river trade of old times would be revived, even if a fourteen-foot channel were built. He thinks the river will be used only for small pleasure boats and as a big drainage canal.

Montgomery Meigs, father and son, cover 90 year span on Mississippi

The Daily Gate City

KEOKUK, IOWA

MONDAY, JUNE 27, 1966 — 3

Fort Montgomery built at the outlet of Lake Champlain, and was in charge of the construction of the wings of the capitol building, its iron dome, and of the halls of the capitol.

Rebuild Ft. Pickens

In April, 1861, with the outbreak of the Civil War, Meigs was ordered by President Lincoln to plan and organize an expedition for relief of Fort Pickens, Pensacola, which was then threatened by Confederate troops. Meigs was able to save Fort Pickens and secured to the United States the important harbor of Pensacola.

On May 15, 1861, Meigs was commissioned as Quartermaster-General of the Union Army. His duties in charge of the vast business of equipping and supplying the large armies kept him principally confined to the offices of the Quartermaster's Department at Washington. However, as Quartermaster-General, Meigs was present at the first battle of Bull Run and during the siege and battle of Chattanooga.

Meigs' military career during the Civil War was climaxed on July 5, 1865, when he was made a major-general. Subsequent to the Civil War, Meigs remained in Washington, except for two European tours, and inspected the workings of departments under his supervision.

Meigs was a regent of the Smithsonian Institute and an early member of the National Academy of Sciences (founded 1864), before his retirement in 1882. Meigs died on January 2, 1892, in Washington, D. C. and was buried in Arlington National cemetery.

The younger Montgomery Meigs was born February 28, 1847, in Detroit, Mich., while his father was supervising the construction of Fort Wayne. The son received engineering degrees from Harvard University and the Royal Polytechnical School at Stuttgart, Germany. This was during the period when German schools

were known throughout the world for excellence in the field of engineering.

Railroad survey

The younger Meigs also had a distinguished career in several fields of engineering. From 1870 to 1873 he surveyed and supervised construction of the first route for the Northern Pacific Railroad from Minnesota through the Dakotas and into the Pacific Northwest.

He began his long career with the Corps of Engineers in 1874, when he made the first detailed survey of the river from St. Paul, Minn., south to La Crosse, Wis. Following this survey, Meigs recommended the construction of wing dams to divert the flow of the river into the navigation channel. This proposal was adopted and was the principal method used by the Corps of Engineers to maintain the Upper Mississippi river navigation channel for the next 55 years, until the present Mississippi river locks and dams were authorized in 1930.

In 1875, Meigs was appointed a United States Civil Engineers office at Rock Island, Ill. He was one of only four men who ever held this post in the history of United States government service.

In Keokuk 44 years

Meigs distinguished himself in many fields of engineering while heading the Corps of Engineers office at Keokuk, for 44 years from 1882 to 1926. During this period he supervised operation and maintenance of the Des Moines Rapids canal and locks during most of the life of that project. This was the first project built by the Rock Island District of the Corps of Engineers. The Corps of Engineers office was established at Keokuk, August 1866, to supervise construction of this project.

The Centennial celebration

of the Rock Island District of the Corps of Engineers will be held August 20-28, 1966, to mark the 100th anniversary of the founding of this office on the Upper Mississippi river.

Meigs served as chief inspector for the Corps of Engineers during construction of the drydock and the 358 foot long navigation lock that was built as part of the construction of the hydroelectric power dam across the Mississippi river at Keokuk from 1910 to 1913. This lock and hydroelectric power dam replaced the old Des Moines Rapids canal, which had been completed in 1877. The 358-foot-long lock completed in 1913 served the constantly increasing Mississippi river traffic until it too was replaced by a new 1,200 foot long navigation lock that was completed in 1957.

During this same period, Meigs supervised the construction of many wing dams along the area of the Mississippi river which he supervised, which extended from Burlington, Ia., south to Hannibal, Mo. This was the method he had first recommended in 1875 as the best and most economical way to provide a navigation channel for river traffic.

Canvas coffer dams

The younger Meigs was recognized for having made important contributions to advancements in design, operation and maintenance of navigation structures. He invented a canvas cofferdam that was used to keep water out of riverbed areas during foundation work or similar construction.

Meigs designed and built many steamboats and steam

CLOCK TOWER BUILDING, Rock Island, Ill. — A father and son both named Montgomery Meigs were among many U. S. Army Corps of Engineers who worked in the past to improve navigation on the Upper Mississippi river. Work by the father and son on the Mississippi spanned almost 90 years between 1837 and 1926.

The first Montgomery Meigs was born on May 13, 1816, into an already prominent early American family of intellectuals and patriots. His grandfather, Josiah Meigs, graduated from Yale in 1778, and became president of the University of Georgia, and later Surveyor-General of the United States. His father, Charles, was a well-known physician and professor in Philadelphia.

In West Point at 16

Meigs began his education at Franklin Institute and the University of Pennsylvania, and entered West Point Military Academy when he was 16 years old. Upon his graduation, he ranked fifth in his class, and in 1837 was commissioned as second lieutenant in the Engineer Corps.

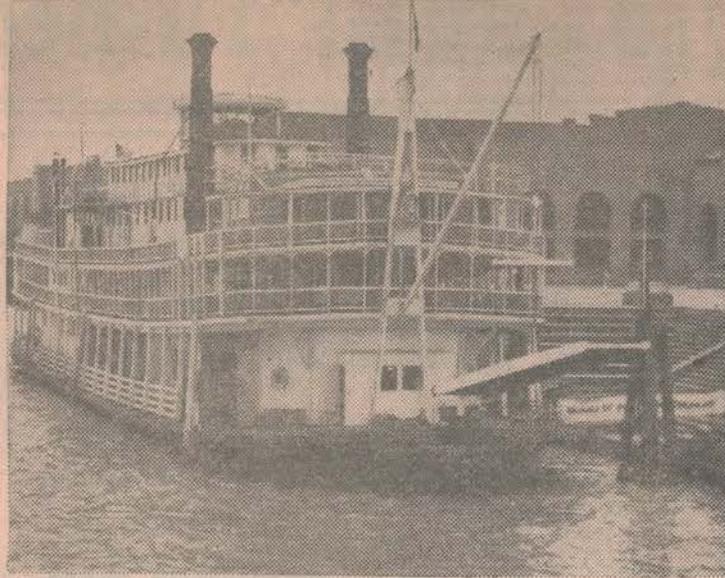
Meigs' service on the upper Mississippi was rather brief, lasting for approximately one year. In 1837, Meigs, then 21, worked in conjunction with Lieutenant Robert E. Lee in surveying the harbor at St. Louis, and the rapids of the Mississippi at Keokuk and Rock Island.

The work and findings of these men led to the early excavation of the major obstructions blocking the waterway, and as the basis for later excavation up to the beginning of the Civil War.

Probably the most notable of Meigs' engineering accomplishments was the surveying, planning and construction of the Potomac aqueduct in Washington, D. C. The aqueduct, built in 1857-1859 was then the longest stone-arch span in the world at 220 feet, with the conduit carried 100 feet above Cabin John Creek.

Meigs was also the superintending engineer of construction projects which saw Fort Wayne built on the Detroit river and

CAP'N MARY GUIDES "LAST PACKET" THE KEOKUK GATE CITY



MONDAY, NOVEMBER 3, 1941

The romantic days of the old-time Mississippi river packets, participants in many famous races and scenes of many stories, are not yet gone—quite. Mrs. Mary Greene, for half a century a steamboat captain and pilot, still guides the old paddlewheeler, George C. Greene, down the Ohio and Mississippi rivers from Cincinnati to New Orleans and back, carrying passengers who are in no great haste or who may feel a slight nostalgia for days gone by. The George C. Greene is pictured, top, and, below is Cap'n Green at the wheel of her craft, "last of the packets."

boats in the 1929 season and two and a half times the number of barges.

A total of 504 boats passed up the river, the bridge report shows, with 505 going down stream. There were 1,337 barges passing up stream and 1,465 down stream. Compared with 1929, the boats upward bound were 290 and downstream traffic was 296, a total of 586. Barges upstream were 570 and downstream numbered 579, a total of 1,149.

Packets made twenty-one trips through the draw, the Golden Eagle making two round trips and the Bald Eagle, nineteen. There were seventeen excursion boat trips recorded, nine going north and eight south. The Washington made one trip each way, the J. S. went up twice and returned once, the Capitol made five round trips and the St. Paul one trip.

Barge Line Report

The bridge draw was opened 140 times for boats of the barge line, with 425 barges in their tow. The John W. Weeks made 39 trips with 120 barges; the General Ashburne made 48 trips with 139 barges. The Wynoka passed through the draw 21 times with 58 barges. C. C. Weber made two trips, with seven barges. The James W. Good in nine trips conveyed 30 barges and the Patrick J. Hurley with 21 trips, towed 71 barges.

Government boats made a total of 332 trips up the river and 330 down, with 1,077 barges on the up-trips and 1,139 on the trips down the river. The Muscatine made 133 round trips with 1,253 barges. The Nauvoo was next with fifty-six round trips with 449 barges. The Mamie S. Barrett was third with ninety-four trips and had 320 barges in tow. The Grace made sixty round trips with 54 barges. Other government boats logged were the Sny with twenty-one round trips, the Marion with nine; U. S. Dredge No. 561; U. S. Engineer Boat No. 655 and U. S. Drill No. 462, Wakerobin with six trips, LeClaire, Minneapolis, Ellen, Robert McGregor, Elinor, General Allen which made three trips with official parties on board, one trip carrying Patrick J. Hurley, secretary of war, and on another trip Major Gen. Brown and his party. Fort Armstrong, Taal and Apex were other boats logged.

One show boat, the Grace Deners was listed and two gas boats were logged. Of the miscellaneous boats, the Alarm was the most frequent visitor; the Blue Wing next and the Red Wing third. In all there were 143 miscellaneous craft with 161 barges.

DAILY GATE CITY

BOAT TRIPS ARE DOUBLED LAST SEASON

Report of the Number Passing Through Draw of Keokuk and Hamilton Bridge Shows Big Increase.

FEB. 26, 1931

During the navigation season of 1930 1,009 boats passed through the draw of the Keokuk and Hamilton bridge and 2,802 barges were checked in passage of the bridge. This is double the number of

The Gate City.

NOVEMBER 18, 1891.
Entered in Keokuk Postoffice as Second-Class Matter.

CAUGHT BY THE COLD.

There is a Great Scurrying of Steamers to Get into Winter Quarters.

65

NAMES OF STEAMBOATS PLYING ON THE RIVER,
FROM 1837 TO 1862.

- THE AGATHA, Captain J. M. Lafferty, with two keel-boats, bringing a cargo of government supplies from St. Louis, Mo., and soldiers and equipage at Fort Sanford, near the present city of Ottumwa, Iowa, to Fort Des Moines, in May, 1843. (See "Story of W. C. Morris").
- CALEB COPE, Captain Joseph Price.
- ADD HINE, Captain Gault.
- KENTUCKY, Captain J. C. Ainsworth.
- JOHN B. GORDON, Captain W. H. Farris.
- GLOBE, Captain C. F. McCune.
- LUELLA, Captain Charles Morrison.
- COLONEL MORGAN, Captain Peter Morgan. This boat was owned by Des Moines men, under the corporate name of "The Fort Des Moines Steamboat Company," capital stock \$200,000, divided in shares of \$100.00 each. (See articles of incorporation of year 1854).
- DE MOINE BELLE, Captain Tisdale, Joseph Farris, pilot. Built in Des Moines in the winter of 1858. Launched in the spring of 1859. Made one trip to Fort Dodge that year. Was sunk near Ottumwa in 1860; was raised by Grant W. Hill, and was re-named "The Little Morgan," and thereafter was commanded by him.
- CHARLEY RODGERS, Captain F. E. Beers, Frank Davidson, pilot. This boat was built at Manchester, a suburb of Alleghany City, Pa., during the spring and summer of 1858. She left Pittsburgh, Pa., October of the same year, arriving at Keokuk, Iowa, October 28th. There had been a sudden rise in the Des Moines river, and she stayed until the next day noon, and started for Des Moines with sixty tons of freight at one dollar per hundred pounds. Two trips were made to Des Moines during the autumn of that year.
- FLOBA TEMPLE, Captain W. Farris. The Flora Temple was a "side wheel three decker," and was the largest steamboat that ever reached Des Moines. She was visited by hundreds of people during her two arrivals in 1859.
- DE MOINE CRY, Captain Robert Farris. This boat was built at Pittsburgh, Pa., expressly for the Des Moines river trade.
- BADGER STATE, Captain D. C. Shebble; clerk, J. P. Dixon.
- THE ALICE, Captain W. H. Farris. This was a favorite boat and carried much freight and many passengers.
- DEFIANCE (captain unknown). She was owned by men at Red Rock, and made a few trips in charge of Captain Gaskell.
- JULIA DEAN, Captain Lyon.
- JENNY LIND, Captain J. C. Ainsworth.
- ED. MANNING, Captain Davis, of Ottumwa, Iowa.
- THE SKIPPER, Captain Russell. This boat carried home a portion of the General Assembly of 1858, as the roads were in a bad condition for stage travel at the time of the adjournment. (See year 1858).
- THE MICHIGAN, Captain J. W. Johnson. This was one of the smallest freight and passenger-carrying boats ever reaching Des Moines.
- THE NEVADA, Captain W. H. Farris. She was a "side wheeler."
- DES MOINES VALLEY (captain unknown).
- LITTLE MORGAN (formerly the De Moine Belle), Captain Grant W. Hill.
- THE LEVIATHAN (a keel-boat), Captain T. C. Coffin. Built at Ottumwa, and loaded with corn, wheat, pork, &c., for St. Louis and New Orleans.
- N. L. MILBURN, Captain N. L. Milburn. Built at Iowaville by the "Des Moines River Steamboat Company," in 1853. (See year 1853).
- SANGAMON (captain unknown).
- REVENUE CUTTER, Colonel McQuiggan, owner; Captain W. H. Harris.
- GEORGE H. WILSON (captain unknown). Said to be the most powerful boat on the river.
- TIME AND TIDE, Captain Charles Morrison.
- S. B. SCIENCE, Captain S. B. Clarke. This is the first steamboat mentioned in the history of steamboating on the Des Moines river, and was brought up by Aaron W. Harlan, in 1837, loaded with goods for Keosauqua, and going as far as Iowaville. (See Captain Harlan's reminiscences).
- ALEXANDER RODGERS, Captain Wilson.
- THE PEARL (a keel-boat), (captain unknown).
- PROVIDENCE (captain unknown).
- THE MOVESTAR (captain unknown).
- THE MAID OF IOWA, Captain William Phelps. This is the only boat in the list which made "Soap Creek" famous by navigating it for a short distance. (See 1851).
- LIGHT, Captain Richard Cave.
- LIGHTER (captain unknown).
- JENNIE DEANS (captain unknown). She was a big St. Louis packet and in 1851 made a trip as far as Croton, but fearing she would be caught by a falling river, sought the widest place for turning, and hastened back to the Mississippi.
- PANDORING, Captain Sweazey. The boat was a homemade affair, and was built somewhere on the river between Keosauqua and St. Francisville. The captain, craft and crew afforded considerable sport to steamboatmen. (See 1853).
- NEW GEORGETOWN (captain unknown).
- JESSE CAVE built a steamboat at Bonaparte, Iowa, about the year 1840. She was taken to St. Louis and finished up there, and made her trial trip to her birthplace in 1841, early in the spring. Name of boat not remembered.

THE GATE CITY.

KEOKUK, IOWA, 1862
WEDNESDAY MORNING, MAY 15.

Great Fire at Carondelet—Steamer Jeannie Deans Burned.

There was a destructive fire in Carondelet near St. Louis on Saturday. Among the property destroyed was the steamer Jeannie Deans, belonging to the Keokuk Packet Company, and by which the company is loser to the amount of some sixty thousand dollars.

The Democrat gives the following account of the fire:

At twenty minutes before 6 o'clock in the afternoon of Saturday last, flames were seen issuing from the moulding room of the works of the Carondelet, Marine and Dock Company, in the southern part of Carondelet, on the bank of the river just below the Union Iron Works and beat yard of Captain Eads.

Notwithstanding the large number of men who were at work in the yards, the efforts to extinguish the flames were unsuccessful, owing to confusion, negligence and bad management. A good supply of gutta percha hose was brought out, but there being no water in the tank or water barrels, the hose was dropped and left to be melted by the heat.

In a few minutes the long line of wooden sheds covering the machinery, &c., was in flames, and the steamer Jeannie Deans, lying on the ways for repairs, caught fire, and was soon reduced to ashes. She belonged to the Keokuk Packet Company, and was valued at \$60,000. She was not insured. In 1860 another steamer Jeannie Deans, owned by the same company, was put on the same way for repairs, and shortly after being dropped into the water she took fire and was destroyed.

The steamer Schuyler was on the cradles, nearer the water, on Saturday, and was saved from destruction by the untiring and well directed efforts of her crew. The Captain should give his men an extra month's pay.

The hull of the steamer Leviathan, destroyed by fire last winter at the foot of Market street, was lying in the water just below the ways, having been fitted up as a wharf boat, and narrowly escaped a second burning. The men of the yards worked hard to save her, one of them abandoning his chest of tools to destruction in order to assist in getting the Leviathan out of the way.

The steamer Clara Dolson was lying a short distance below, and escaped injury. The keel of Captain La Barge's new boat was on the stocks just above the ways, and was not injured.

In addition to the destruction of the sheds, the saw mill and planing mill were burnt. Four of the cradles were greatly damaged; the others, from being in the water under the Schuyler, were not damaged. The new saw mill at the south side of the yards escaped entirely.

The damage to the machinery, etc., is estimated by Mr. Emerson at \$120,000. There was no insurance on anything.

The works belong to five packet companies and Mr. Emerson, the Superintendent, viz: Keokuk Packet Company, Atlantic and Mississippi, Northern Packet Line, Illinois Packet Company, and the Johnsonville Packet Company.

While the fire was raging one of our ferry-boats went down, but after getting there only one short section of hose was found on board, and she returned without doing any good. With an adequate supply of hose, she might have saved a considerable amount of property from destruction.

Mr. Emerson is satisfied that the fire was the work of an incendiary. He had received

an anonymous letter, warning him to look out for torpedoes and explosive missiles, and the probability is that some enemy of the company set the building on fire.

The yards gave employment to a large number of men, a majority of whom will be thrown out of employment for a short time. The works will be rebuilt without delay.

The Daily Gate City.

SATURDAY MORNING, DECEMBER 14, 1872.

MEETING OF STEAMBOAT OWNERS.—The head men of the Northern Line, Northwestern Union Packet Company, People's Line and other interests on the Upper Mississippi, with representatives of steamboat lines on the lower river, held a meeting in St. Louis on Wednesday last, for the purpose of an interchange of ideas concerning legislation in regard to the navigation of the western rivers. The chief result of the meeting was embodied in a resolution that the steamboatmen in the various Congressional districts shall make it a point to explain to their members of Congress the great disadvantages which the commerce of the rivers labor under on account of the manifold obstructions to navigation that have existed for an indefinite period, and still exist, especially in the Mississippi. The remarks made at this meeting were of great interest, showing that navigation between St. Louis and Cairo has been suspended for thirty days on account of obstructions easily overcome; that the loss to commerce thereby has been immense; that the owners of tonnage have been subject to immense individual loss. That Congress should make liberal appropriations to remove these obstructions was plainly shown and it was suggested that there should be a government wrecking boat constantly in the river, to raise sunken vessels, or annihilate them if they could not be raised. The remark was also made, that no statements ever yet made as to the losses "by disasters on the Western rivers ever approached the truth as to the amount of loss caused by the obstructions." It is likely that the matter will soon be presented to Congress in a shape that will command the attention that the importance of the question demands.

The Gate City.

FRIDAY MORNING, SEPT. 17, 1873

Steamer Burnt.

By the steamer Belfast news was brought yesterday of the burning of the W. H. Denny, bound for St. Paul, about five miles below Quincy. The passengers were all saved, but the cargo lost. The Belfast rendered assistance and took the passengers to Quincy.

The Daily Gate City.

TUESDAY MORNING, AUGUST 2, 1870.

NEWS BY TELEGRAPH

Terrible Steamboat Accident near Memphis--Many Lives Lost.

FROM MEMPHIS.

MEMPHIS, Aug. 1.—Another terrible railroad accident occurred at Pacific Place, thirty miles above here, at twelve o'clock last night. The stern-wheel steamer Silver Spray, from New Orleans for Cincinnati, exploded her boilers, killing and wounding a number of her crew and passengers and setting fire to the boat. The boat was wrapped in flames almost in a moment. The survivors had nothing left but to plunge into the river. Owing to the darkness of the night it was impossible to render assistance to the wounded.

As books and principal officers were lost 'tis impossible to obtain a full list, but 'tis known that at least eleven persons were lost including captain, first clerk, and a number of other officers, and as many more were scalded more or less seriously. Mr. Singleton, second clerk, who was severely scalded but was saved, believes twenty-six were lost. The steamer City of Cairo came up about two hours after the explosion and rendered every assistance possible to the survivors taking them aboard and bringing them back here where the wounded are receiving every attention.

MEMPHIS, Aug. 1.—It is now ascertained that there were forty-five persons on the Silver Spray. Of these twenty-six have been found, two of whom have since died. Out of the nineteen roustabouts, only seven have been found, five of whom are in the hospital severely wounded. Four white ones, who shipped here, were also lost. A German who got aboard here by mistake and refused to go ashore, two cabin boys and the chamber maid, are also known to be lost.

The City of Alton arrived here at noon. She brings no additional particulars, save that the wreck of the barge was still burning when she passed.

Shortly after their arrival here, Edsford and Meredith, engineers; James Carcian, mate; Wade, carpenter; E Patterson, pilot, went before Captain Washington, local inspector, and made written statements to the effect that while she lay here her boilers were examined and flues cleaned and everything was in good condition. While at New Orleans a new sheet had been put in to replace the defective one, but all worked well on her passage. At 6:30 the engineers changed watch. Asford tried the water in the boilers, and the steam gage indicated 14 pounds. The supply worked as well as it had on the trip and he was oiling the crank wrists when the explosion occurred. In an instant all was darkness, and until the boat took fire nothing could be seen. Debris of the

wreck was so piled up on the furnaces that the fires could not be extinguished.

Meredith testified to having tried the water before going off and that everything was in good condition.

THE CONSTITUTION.

THURSDAY MORNING, MARCH 20.

The Keokuk and Warsaw Packet.

It is now six years since I commenced running a skiff between Warsaw and Keokuk, and after two years I built the little Eagle and wore her out in the trade. I then built the new Eagle, which continued in the trade until I found it did not answer the demand, when I sold her out of the trade, and bought the Menomonee, which I have fitted up in good style, and think she will please the public better than anything that has run in the trade. Believing that the business will not justify the running of two boats, I respectfully ask the public to bear in mind my efforts to build up and accommodate this trade, and while returning thanks for past patronage, I respectfully solicit a continuance of public favors.

J. H. BRANDOM,
Capt. of the Menomonee.

THE OTHER SIDE.—In an advertisement of J. H. Brandom, in your paper, he says he built the Young Eagle for the trade between Warsaw, Alexandria and Keokuk, and finding she would not answer for the trade, sold her out of it. This is false. Brandom sold his interest to us for a round price. The Young Eagle was built jointly by Henry Leybe and Brandom and placed in the trade between Warsaw and Keokuk, at a time when Brandom had withdrawn his boat and left the trade altogether. Capt. Brandom was the owner of the old Menomonee long before the new Eagle was built, and, strange as it may seem, he never discovered that the new Eagle was not adapted to the trade till after he sold her to us. We are sorry, but in justice to ourselves we are compelled to correct a few of the many mis-statements of the "pioneer captain."

H. Leybe, one of the builders of the boat, still holds an interest in her, and would respectfully solicit a share of our friends' patronage.

HENRY LEYBE
WM. LEYBE,
ALBERT WENTNER,
J. W. BISHOP,
G. R. SMITH.

mar31-d1m

The steamer Eagle, Capt. E. M. Amsden, has now been running between this point and Warsaw and Alexandria ever since the river opened; and as soon as the ice has all run out, so as to allow her to make regular trips, she will leave each end of the route three times daily.

The Eagle has been materially altered since last season. She has an entire new hull, giving her largely increased capacity for freight, and enabling her to carry teams.— She has also a snug little cabin for passengers, and take her altogether, she is in much better condition for the business than she was last season.

DROWNED.—While the Clara Hine was lying at the wharf yesterday morning, the first mate fell from the boiler deck, struck on the side of a barge, and fell into the river. His body had not been seen since. The mate's name was Conner; he had been on the Hine only a few days, and it is supposed had no family. He had complained of being unwell and was doubtless taken with a fit.

D. W. HIGGINS, MAR. 22, 1858

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

Ol' Man Riber at Work . . . Running Wild

FRIDAY, DEC. 27, 1946



THE KEOKUK, IA., GATE CITY AND CONSTITUTION-DEMOCRAT

Shown above are two radically different scenes on the Mississippi river this year. In the upper panel, securely harnessed and hard at work, the stream provides a broad

highway upon which a towboat is approaching the lock at Keokuk after breaking its huge tow of coal for that purpose.

Taken in January of the current

year the lower picture shows the same river on the loose after breaking through a levee in Louisa county near Wapello.

—U. S. Engineer Photos

River Tonnage Tops All Previous

Two Boats Share Honor of Biggest Tow, 15,600 Tons

Commercial traffic on the upper Mississippi river through the Rock Island Engineer district has reached an all time high. The total tonnage handled during the season just closed was 3,317,199 tons according to Colonel W. N. Leaf, district engineer. This is an increase of approximately 30 percent

Records

over the highest previous year. The honor for the largest tow of the season was shared by the "Mackenzie" and the "Vicksburg" each having 15,600 tons of coal. The cargo brought in one of these tows if hauled by rail would require 390 cars or eight trains of 50 cars each. The total tonnage of coal carried through the district was 949,814 tons, representing 29 percent of the total tonnage.

Opened by Whayne H.

The "Whayne H" with three

★★★★
barges of petroleum products opened the navigation season by reaching the Bettendorf oil terminal on March 10, the earliest any tow has passed Davenport since 1934. This long navigation season extending into the forepart of December before ice conditions halted traffic on the upper river enabled the oil tows to transport 1,875,219 tons of petroleum products an equivalent to 500,000,000 gallons. Petroleum products constituted 56 percent of the total traffic through the district. Undoubtedly one of the chief reasons for this great acceleration in barge shipment of oil was the reduced transit costs. The mile-

cost of barge facilities is about one-half of the pipe line cost.

Grain Increase.

During the war years the exporting of grain from the port of New Orleans curtailed the movement of this commodity on the upper river to a very great degree. This traffic is again increasing. More than 75,000 tons of grain were shipped from such grain terminals as Muscatine, Iowa, New Boston and Dallas City, Ill. This represented an increase over the 1945 season.

The general increase in the Mississippi waterway traffic has justified its construction. The middle-west now has a well developed, diversified transportation system, similar to the coastal and Great Lakes area.

KEOKUK GATE CITY APRIL 10, 1942

U. S. Steamer Ellen Up For Auction Here

The U. S. steamer Ellen, one of the most elaborately equipped craft on the river, has been offered for sale to the highest bidder by the U. S. district army engineer. Bids will be opened at the Rock Island offices of the corps at 11 a. m. April 18.

As the flagship of the engineer fleet, the Ellen was completely modernized several years ago when it was expected that President Roosevelt would make an inspection trip on the river. At that time air conditioning units and an elevator were installed. The elevator has since been removed but the air conditioning remains.

Built in 1926, the ship has been given a new all-steel hull. It is 158 feet overall with a 129 foot hull, a beam of 31 feet 2 inches and a depth amidships of five feet two inches. Its speed is rated at 10 miles per hour light and four to seven loaded.

It may be inspected at the boat yards here.

The Ellen is the last of the steam powered craft in the engineer fleet which is going modern through the use of Diesel engines.

WARSAW POST EXPECTS BOAT ON SCHEDULE JULY 22, 1936

Officers of Ralph Parker Post of the American Legion at Warsaw state that they expect the Steamer J. S. here as scheduled on Friday for their excursion to Quincy. The low stage of water started a rumor that the boat would not be able to reach Warsaw and Keokuk, but the post officials say they have no word to that effect, and plan to take out their excursion on Friday.

THURSDAY, JUNE 24, 1948

80 in St. Paul Sunday—

Mrs. Mary Greene Brings Her Steamer Down River Yesterday

Capt. Mary Greene, only licensed woman pilot on the Mississippi river, took her steamer, the Gordon C. Greene, through the Keokuk lock at 6 o'clock last night, after celebrating her 80th birthday in St. Paul last Sunday.

The Greene, which is making its first round trip between St. Louis and St. Paul, had only 47 passengers on the up-river voyage but had picked up 10 more for the return journey.

Baby Is Christened.

Mrs. Greene is the wife of the founder of the Greene Line boats in Cincinnati and when she observed her birthday in St. Paul received many flowers and cards from friends along the Ohio, Tennessee and Mississippi rivers.

In another ceremony at St. Paul Sunday, Daniel Robert Drake, six-months-old son of Mr. and Mrs. R. Taylor Drake, of Moline, Ill., was christened. He is a great grandson of Capt. Daniel Smith Harris, who operated a fleet of 22 packet boats on the Mississippi in pre-Civil war days. Mrs. Greene and Capt. Edward Maurer, of Louisville, Ky., were godmother and godfather at the christening.

Eighteen Boats Through Lock.

Eighteen boats, incidentally, have gone either up or down the river through the Keokuk lock since Saturday.

Seven went up with barges carrying

24,200 tons of gasoline and 13,500 tons of coal while the other towboats went down with empty barges.

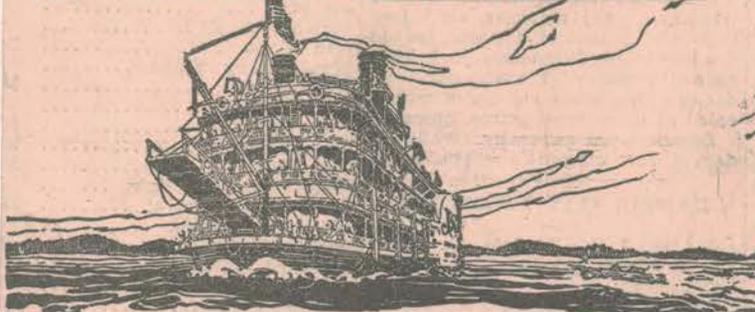
The list includes:

Mishawaka and Cherokee with three barges, 3,600 tons of gasoline; Twin Cities, four barges, 4,800 tons of gasoline; Floyd Balaske, 10 empties down; Hugh C. Balaske, five barges, 5,600 tons of gasoline; Midwest Cities, two empties down.

Vicksburg, six barges, 7,000 tons of coal; Tri-Cities, two empties down; Frank L. Balaske, six barges, 6,500 tons of coal; Inca, three empties down; Cape Zephyr, four empties down; A. H. Truax, 12 empties down; National, four empties down; Mishawaka and Cherokee, three empties down.

Minnesota Husky, three barges, 5,000 tons of gasoline; E. B. Warner, two empties down; Tri-Cities, three barges, 4,800 tons of gasoline, and Hugh C. Balaske, three empties down.

THE KEOKUK DAILY GATE CITY



Here It Is!

The Ever Popular

LEGION EXCURSION

DON'T MISS IT!

FRIDAY, JULY 24th

Keokuk and Warsaw to Quincy and Return

Boat Lvs: Keokuk 8:30 a. m., Warsaw 9:30 a. m.
Returning to Warsaw 10:30 p. m., Keokuk 11:30 p. m.

Adults 75c Children 6 to 12 Years, 35c

Outings J. S. De Luxe

1936

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

Constitution-Democrat.

CONSTITUTION—Established 1847.
NOVEMBER 25, 1892.

NAVIGATION.

The River Season For 1892 Practically Closed.

The Number of Boats, Barges and Rafts That Have Passed Through the Draw of the Keokuk Bridge—Season's Business of the Canal.

The season of navigation is practically closed and the table given, below furnished through the courtesy of Jas. L. Wilson, head engineer, will show the number of boats that have passed through the draw of the Keokuk and Hamilton bridge since navigation opened in the spring.

The total number of times the draw was opened this season for the passage of river craft was 2,735, against 1,209 in 1890, an increase of 1,526, or more than double. This big increase is accounted for by the fact that the season this year was a long one and there was a good boating stage of water nearly the entire season, while in 1891 just the opposite state of affairs existed.

BOATS.	March.	April.	May.	June.	July.	August.	September.	October.	November.	Totals.
Pittsburg.....	0	0	1	6	6	6	6	4	0	31
Sidney.....	0	0	0	0	0	0	0	0	0	0
Mary Morton.....	0	0	0	0	0	0	0	0	0	0
Gem City.....	0	0	0	0	0	0	0	0	0	0
Libbie Conger.....	0	1	1	0	0	0	0	0	0	2
City of Quincy.....	0	1	0	0	0	0	0	0	0	1
Josephine.....	0	0	1	0	0	0	0	0	0	1
J. C. Atlee.....	0	0	0	0	0	0	0	0	0	0
Matt F. Allen.....	0	0	0	0	0	0	0	0	0	0
Park Bluff.....	0	0	0	6	10	0	0	0	0	16
Patience.....	0	0	0	0	0	0	0	0	0	0
Gen. Barnard.....	0	0	0	0	0	0	0	0	0	0
Coal Bluff.....	0	0	0	0	0	0	0	0	0	0
Success.....	1	54	46	0	0	0	14	5	0	121
Iris.....	1	20	0	0	0	38	97	28	0	255
Lucia.....	0	24	10	44	14	0	0	0	0	106
Fury.....	0	4	0	374	120	0	0	0	0	498
J. G. Parke.....	0	0	5	3	0	0	0	0	0	8
Patrol.....	0	1	0	0	0	0	0	0	0	1
Lily.....	0	1	1	0	1	0	0	0	0	3
Vixen.....	0	0	0	336	106	0	0	0	0	442
Stella.....	0	0	0	0	0	0	0	0	0	0
Edith (gasol'e).....	0	0	0	0	0	0	0	0	0	0
Charlotte.....	0	0	0	0	0	0	0	0	0	0
Boeckeler.....	1	3	0	0	5	1	0	0	0	10
Ravenna.....	0	0	0	0	0	0	0	0	0	0
Prescott.....	0	20	32	22	18	78	0	0	0	158
Abner Gile.....	0	5	8	0	4	0	0	0	0	17
Mountain Belle.....	0	4	7	5	0	0	0	0	0	16
Lumberman.....	0	0	0	0	0	0	0	0	0	0
Inverness.....	0	4	4	8	0	0	0	0	0	16
Thistle.....	0	0	0	0	0	0	0	0	0	0
Helene Schu-lenburg.....	0	1	5	6	4	12	0	0	0	28
Satellite.....	0	5	5	2	2	0	0	0	0	14
R. J. Wheeler.....	0	0	2	0	0	0	0	0	0	2
Jessie B.....	1	0	0	0	0	0	0	0	0	1
Lizzie Gardner.....	0	0	0	4	13	14	0	0	0	31
Bella Mac.....	0	0	4	5	5	0	0	0	0	14
Lumberboy.....	0	0	0	7	8	0	0	0	0	15
City of Winona.....	0	0	2	0	0	0	0	0	0	2
Bart E. Lineh'n.....	0	0	0	2	10	0	0	0	0	12
Louisville.....	0	0	0	8	7	0	0	0	0	15
Julia.....	0	0	5	7	7	0	0	0	0	19
Scotia.....	0	0	0	0	0	0	0	0	0	0
Kit Carson.....	0	0	0	7	8	0	0	0	0	15
Cyclone.....	0	0	0	0	0	0	0	0	0	0
J. S. Keater.....	0	0	0	2	2	0	0	0	0	4
Henretta.....	0	0	0	0	0	0	0	0	0	0
Reindeer.....	0	0	0	0	0	0	0	0	0	0
Dan Thayer.....	0	0	0	0	0	0	0	0	0	0
Saturn.....	0	0	0	0	0	0	0	0	0	0
Daisy.....	0	0	0	0	0	0	0	0	0	0
Mollie.....	0	0	0	0	0	0	0	0	0	0
Pauline.....	0	0	0	0	0	0	0	0	0	0

Dolphin.....	1	0	0	0	0	0	0	0	0	1
George Lysle.....	0	0	0	0	0	0	0	0	0	0
Eagle.....	0	0	0	0	0	0	0	0	0	0
Polar Wave.....	0	0	0	0	0	0	0	0	0	0
Percy Swain.....	0	1	1	0	0	0	0	0	0	2
Freddie.....	0	0	0	0	0	0	0	0	0	0
Jo Long.....	0	0	0	0	0	0	0	0	0	0
Geo. L. Bass.....	0	0	0	0	0	0	0	0	0	0
Atlanta.....	0	0	0	0	0	0	0	0	0	0
Lota.....	0	0	0	0	0	0	0	0	0	0
Hannibal Eag.....	0	0	0	0	0	0	0	0	0	0
Lotus.....	0	0	0	0	0	0	0	0	0	0
Eagle (War-saw Ferry).....	1	2	0	0	0	0	0	0	0	3
Warsaw (ferry).....	0	0	1	0	0	0	0	0	0	1
Cantonina (ferry).....	0	0	0	3	23	0	0	0	0	26
City of Nauvoo (ferry).....	0	0	0	0	0	2	0	0	0	2
Island Belle (gasoline).....	0	0	0	0	40	8	4	1	1	54
Never Tell (gasoline).....	0	0	0	0	0	0	1	0	0	1
John Taylor (ferry).....	0	0	0	0	0	0	0	0	1	1
Totals.....	30	195	193	913	475	293	298	273	65	2735

In connection with the above it will be noted that the total number of boats that passed through the draw was 2,735, from which 57, the number of times that gasoline engine boats, which are not classed with steamboats, must be deducted, leaving a total of 2,678.

BARGES AND RAFTS.

The number of barges towed through the draw, given by months, is as follows: March, 14; April, 122; May, 129; June, 1508; July, 519; August, 87; September, 81; October, 133; November, 53. Total 2,636.

The rafts that passed down through the bridge during the season, are given below, by months: March, 2; April, 13; May, 23; June, 36; July, 36; August, 32; September, 25; October, 24; November, 4. Total 200.

CANAL BUSINESS.

The very cause that served to make the bridge business heavy the past season, operated to make the amount of work done by the Des Moines Rapids canal correspondingly light, for in high water, boats and rafts run in the river outside the canal, thus saving the time of locking through the canal. From May 5 to July 16, the water in the river was so high that the gates of the lower lock were kept constantly open during that time. Following is the statement of traffic passing through the canal, together with a comparative statement of other years:

Month.	Boats.	Barges.	Passengers.	Tons.	Grain, Bush.	Lumber, Ft.	Logs, Ft.	Shingles, No.	Lath, No.	Lockages at one Lock.
1885	6534	116	11,623	30,025	37,525	57,968,708	16,607,300	36,175,849	26,368,730	1,347
1886	920	458	17,015	51,259	396,654	108,774,435	34,636,420	54,195,620	52,755,249	2,000
1890	3930	890	15,227	75,225	504,625	152,132,450	23,093,150	65,128,500	43,991,900	1,843
1891	7139	814	13,325	29,883	211,451	182,286,724	32,549,000	88,897,397	63,757,034	1,570
Total 1885-1891	25,823	3,558	90,825	300,000	39,521,020	60,357,260	1244			

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

NOVEMBER 23, 1888

RIVER TRAFFIC.

The Close of Navigation on the Upper Mississippi.

A Fairly Profitable Year for the Packet Companies—Prevalence of the Great Flood—Golden Age of Steamboating.

Yesterday the government canal was closed for the season and the beacon lights along the Mississippi from Keokuk to St. Paul, which guide the weary mariner at night, were extinguished. Navigation for 1888 has ended and with the exception of the St. Paul and a few rafters the boats have gone into winter quarters. The St. Paul made her last trip south Wednesday and will pass up in a day or two for Rock Island, where it is understood she will be wintered. Considering all circumstances the season has been a fairly profitable one for both packet companies, the agreement relative to a division of territory early in the spring have resulted in pecuniary profit to both. During April and May the operation of raft boats was greatly retarded by the floods, the unwieldy rafts becoming unmanageable in the swift current and few captains or pilots being willing to assume the risk of having their tow carried off through the woods several miles from the river bank. In September, October and November the packet companies operated their boats at a decided disadvantage, owing to the prevailing low stage of the water, making navigation slow, uncertain and at times dangerous. Notwithstanding the improvements conducted at various points along the upper Mississippi the channel has been variable and in some localities shifted so frequently that extra precaution had to be exercised by mariners. No marine disasters of consequence, with the exception of the Inverness explosion near Hannibal, have occurred on the upper Mississippi. On the lower river several boats have been sunk or burned.

This year will be remembered because of the great flood, equalling that of 1851, which prevailed in the spring. For weeks several hundred thousand acres of farming lands in Missouri and Illinois bottoms were submerged, inflicting great loss of property on the farming community. Damage was inflicted by the inundation in towns and villages along the river, crops were destroyed and levees were washed away. The breaking of the levees of the Indian Grave district and the Sny entailed vast losses. The Warsaw levee has been rebuilt and the others will be reconstructed and improved, so that

the dwellers in the low lands are reasonably safe from a similar disastrous visitation for many years to come.

The golden age of steamboating on the Mississippi comprised the years from 1845 to 1862. An immense business was carried on and the steamboat crews contributed materially to the life of the levee. Possibly between 1853 and 1857 was the period of the greatest river traffic. A writer in the Pioneer Press says that in one day he counted twenty-four steamers at the St. Paul levee—and he remembers seeing other days fifteen to twenty moored at the landing. That was just before the panic, and emigrants were pouring in from the east in streams, bringing along their cattle, horses, wagons and household goods with them.

Steamboating paid about that time. In 1855 it is said that one packet company declared dividends amounting to \$100,000 on the season's business; that the steamer War Eagle, which cost \$50,000, cleared \$44,000 profits, and that the City Belle, which was built at a cost of \$35,000, cleared \$30,000.

Some idea of the extent of the steamboating business of the day may be obtained from the statistics of the season of 1857. In that year the number of different boats that landed at St. Paul was seventy-eight, while the total number of arrivals was 338—212 from St. Louis and Keokuk, twenty-eight from Fulton, 228 from Galena and Dunleith, 136 from Dubuque, 216 from the Minnesota river, and eighteen from the head of Lake Pepin. During the two or three years following the arrivals were equal to if not greater in number than the arrivals of 1856.

The Gate City.

MARCH 25, 1899.
THE GATE CITY COMPANY,
KEOKUK, IOWA.
AGAIN IN TROUBLE.

The Hock White's Tow is Aground Near Liefer's Landing.

The stage of the water last evening was 6.8 feet above low water mark, a fall of .8 of a foot as compared with the stage the preceding evening.

Isaac P. Lusk of the Diamond Jo line was in the city yesterday afternoon, looking after the company's boats in the canal. The Sidney is expected to leave Dubuque Monday. The Dubuque, which is in the canal here, will be taken to St. Louis next week for the purpose of being refitted with new boilers. She will enter the through trade as soon as the improvements are completed.

The Hock White is in trouble again. People who came up yesterday on the Silver Crescent report that she is in a difficulty down below Liefer's Landing. She was towing a barge of lumber or

wood and at the present stage of water, which is a little above the normal, attempted to run over a bar. As a result, the barge got hard aground and the water is falling. The boat was taking the cargo of the barge to land in installments in the hope that the barge could be floated.

Captain Meyers of Warsaw was in the city yesterday making arrangements to put the ferryboat City of Warsaw in commission soon.

Davenport Democrat: Capt. C. McD. Townsend and his assistants at the river engineer office are planning for the beginning of the season's operations in the continuation of the improvements in the Mississippi from St. Louis to St. Paul—over which territory the office here has control. The several fleets stationed at different points along the streams are receiving repairs and will soon be in readiness for service. Work in the river will be begun about the middle of April. Engineer A. L. Richards has already joined his fleet, which is located near Alton.

Davenport Republican: The Verne Swain, one of Captain Streckfus' packets in the Davenport-Clinton run, has been launched at the Rock Island boat yards and will probably come up some time today, ready for her first trip. She will be followed in a short time by the Winona.

Fort Madison Democrat: The trade between Captain Wisherd and Samuel Atlee for the steamer Ottumwa Belle is off, they being unable to agree on a price.

Dr. Winnard, the popular Warsaw physician, is having a siege of bad luck. Thursday while hunting, his skiff was overturned and he had a narrow escape from drowning. Yesterday morning his handsome launch, the Wellington, sank at the Warsaw dock.

Quincy Herald: The Flying Eagle, Commodore Adams' patial excursion craft, is being enhanced in appearance by the addition of fancy tops to its smokestacks. They branch out like the circular-feathered headgear of an Indian chief. Some of the lower river boats have these ornamental tops. The Eagle will hardly be recognized as the same boat when the decorators finish their work. It easily takes the palm over all excursion boats on the upper Mississippi.

The Crescent brought down a large number of teachers, said yesterday's Quincy Herald, and Captain Doda was wearing an expansive smile over the liberal patronage he received. Among the party were: Prof. Baker, superintendent; Mrs. McArthur, Misses Lottie Jones, Georgia McElyoy, Mattie Doud, Mabel Gordon, Lenora and Jessie Lamont, assistants, of the Hamilton school; Prof. Fairfax, superintendent; Prof. Cook, Mrs. McDougal, Misses Lottie McKee, Giobbie Hunt, Lydia Jotter, Ella Roth, Gussie Cress, Brewink, Backenseck, Nellie Loudon, May Floto, of the Warsaw schools. Among the other passengers were Mrs. Dr. Parker, Miss Perry and the Misses Clara and Emma Miller.

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.; 3:30 p. m.; 3:45 p. m. and 5:15 p. m. 1899

THE GATE CITY:

THURSDAY MORNING, APRIL 14, 1899

THE NEW PACKET COMPANY.

The St. Louis and St. Paul Passenger and Freight Line.

The Packet Company that will succeed the Old Keokuk Northern Line—
The Officers and Boats.

The GATE CITY was first to announce the organization of the St. Louis and St. Paul packet company, which succeeds the old Keokuk Northern Line. The organization has been fully completed, and the headquarters will be in La Crosse. Following are the officers of the new company.

- President—P. S. Davidson, of La Crosse.
- Secretary—Lafe Holmes, of La Crosse.
- General Manager—W. F. Davidson, of St. Louis.
- General Superintendent—A. M. Hutchinson, of Keokuk.
- Assistant Superintendent—John Shethar, of Clinton.

The following boats will comprise the line:

- Grand Pacific.
- White Eagle.
- Arkansas.
- Flying Eagle.
- Victory.
- Alex. Kendall.
- Maggie Reaney.
- Three others, names not known.

These boats are all light-draught and heavy carriers and are well suited for the work before them. The new line boats will be nicely fitted up for passenger travel and promise to make river travel once more popular. These boats can run between St. Louis and St. Paul in all stages of water, and it is designed to run four boats a week each way.

The details of the organization have all been perfected by the Messrs. Davidsons and as soon as the river opens the new line will be in operation.

The line means business and the season now opening promises to be a lively one.

It is believed that the Northern Line litigation will keep the boats of that line at the bank all the season.

THE GREAT DUST HEAR CALLED HISTORY
R. HICKEL KEOKUK, IOWA

A DAY ON THE RIVER.

The time—Monday last.
The place—the Mississippi river from Keokuk to Quincy and return.
The boat—the Keokuk.

There is no more delightful outing for a summer day within the reach of practically everybody than a trip from Keokuk to Quincy and return on the trim, inviting, speedy and safe craft Keokuk, officered by Captain Dipple, Pilot Hugh McKenzie and Clerk Swanson. These gentlemen seem to vie with each other in contributing to the comfort and pleasure of the patrons of the boat and their laudable efforts are invariably crowned with success. To all intents and purposes they play the part of agreeable and successful hosts to the passengers who make the trip with them, and all who are their guests for a day promise themselves that they will repeat the delightful experience at the first opportunity. Unless one is fond of promiscuous company one should make the trip when the boat is not crowded with excursionists, in order to derive the most pleasure from the outing. There is then opportunity for visiting with the officers of the boat whose courtesy and kindness are unailing.

Captain Dipple comes by his love of the river and his boating proclivities naturally enough. His mother was a Leyhe, a sister of the Leyhe Brothers who operate so extensively out of St. Louis in a steamboat way. This recalls an interesting bit of local history as to how the original Leyhe Brothers got their start as steamboatmen. They weren't always the kings of the St. Louis wharf that they are now. Many years ago, when steamboating on the Mississippi was in its prime, they operated a small saw mill on the banks of the river a short distance below Warsaw. During the winter season of a certain year in pioneer times they accumulated quite a stock of sawed lumber. With the advent of spring the problem of transporting it to market presented itself. A dinky craft had sunk in the river in the vicinity and the Leyhe boys bought it for a song. After raising it they equipped it with the boiler from their saw mill, and with the transportation facilities thus secured conveyed their lumber to market. The experiment was so successful that it was not long before they established a boat in the Keokuk and Warsaw trade. Still later they ran a fine boat between Keokuk and Quincy which netted them good returns. In the winter time they used the mouth of Fox river a short distance above Gregory as a harbor for their boats. With the decline of traffic on the Upper Mississippi they betook themselves to St. Louis. At the present time the firm of Leyhe Bros. operate a regular line of steamers on the Illinois river as far up as Peoria. They also have boats making regular trips down the Mississippi to Commerce, Mo., and a boat in the St. Louis and Alton trade. Since the wrecking of the large steamer Providence by the ice at St. Louis last win-

er they have gained control of the local excursion business out of that city. Their immense business of today and its inception in their successful attempt to use the boiler out of their saw mill on an abandoned boat in the river near Warsaw many years ago.

Speaking of successful steamboating, Captain Walter Blair, principal stockholder in the company which owns the Keokuk, Black Hawk, Wenona, Columbia and Morning Star, holds the medal for achievement on the upper river proper. He has real genius in that line. His chain of short-line boats reaching from Quincy to Davenport without a break is not only a great public convenience, but a profitable business enterprise. When his boats "go to the bank" at the end of each successive season there is always a handsome balance on the right side of the ledger. The profits thus made are expended in the purchase of new boats and in improving the service rendered by the old ones. This policy has been persisted in since Captain Blair put his first boat in the Davenport-Burlington trade, and will continue to be his policy as long as he is in the steamboat business.

Pilot Hugh McKenzie is the real Keokuk article and is genuine clear through. He was born in the Second ward—you may have heard of it,—was reared and educated and has lived there all his life with the exception of two weeks. The "lapse" occurred at the time his father, Nicholas McKenzie, Sr., removed from the old home to his present residence on North Seventh street. Hugh endured the change for two weeks, at the end of which time he got married and set up a home of his own on Timea street between Second and Third where a new generation of McKenzies live and flourish and add value to the community. Pilot McKenzie has a fine assortment of marine views which his friends are privileged to examine and admire. Among them are pictures of old-time steamboats on the Mississippi river—the Die Vernon, Hawk-Eye, Redwing and others. He has also many views of river landings when steamboating was in its prime, and a complete set of views of the Roosevelt presidential fleet on its trip from Keokuk to Memphis, Tenn. He knows the upper river in this vicinity as well as a land-lubber knows the country road over which he travels daily. And he is as careful in the discharge of his duties as he is well qualified for the responsibilities that rest upon him. There are scores, perhaps hundreds, of people in Keokuk who always insist that Ed. Walsmith shall be the driver when they need a public carriage to take them to or from trains or elsewhere in the city. There may be other drivers who are capable but the experienced passenger knows that he takes no chances when Walsmith is on the box. Like confidence is reposed in Hugh McKenzie as a river pilot. If a storm comes up the Keokuk, under McKenzie's careful guidance, goes to the bank and is made fast there until all danger is past. So well and generally is this

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known that uneasiness as to the safety of loved ones aboard the boat is at a minimum when Hugh McKenzie is at the wheel. All who know him know that whatever happens he will do the right thing and do it at the right time and in the right way. Such a reputation is as honoring as it is deserved.

One could write columns concerning things seen and heard on a trip by boat to Quincy and return, but the accumulating pages of manuscript admonish one that, great as is such a desideratum, an elastic "chase" has not yet been invented for use in newspaper offices. The steel bands that surround the columns of type and hold them in place will contain just so much type and no more. The foreman in The Gate City news-room is one of the most obliging gentlemen in the world, but he is powerless against certain conditions with which he has to contend. It is therefore useless to appeal to him for unlimited space, which he would gladly grant if he could. But he must somehow squeeze in a brief reference to Hon. Hiram N. Wheeler, editor of the Quincy Daily Journal, without mention of whom a visit to Quincy by the writer would seem like the play of Hamlet with Hamlet left out. Mr. Wheeler's great charm is his individuality. And yet he is something of a puzzle withal. The writer thinks he knows him pretty well, but the better he knows him the greater the uncertainty on the part of the writer as to whether Wheeler's mind or his heart is the bigger. The inference intended to be drawn is that both are of capacious size and highly creditable to him. He is a thoroughly self-made man, and an honor to his maker. Many men endowed by nature with brilliant talents have all originality and force taken from them by the excessive polish of the schools. They are like a piece of fine steel that has lost what is known as its "temper" as the result of repeated heating and cooling and hammering and polishing intended to bring it to the highest possible perfection. Mr. Wheeler was fortunate enough to escape all this. All he has learned he has learned on his own initiative and in his own way, without injury to the talents with which nature blessed him so abundantly. Today he is one of the best-informed men in the country, a brilliant conversationalist and one of the most forceful writers of the American press. Be his subject politics, morals, ethics, religion or what not, his thought invariably goes at high range and is clearly and convincingly expressed. Whether one can agree with his conclusions or not, it is always a pleasure to read what he writes. It follows of course that he is an exceptionally capable and successful newspaper man and a friend well worth knowing. Quincy has good reason to be proud of his attainments and character.

ARRIVED AT LAST.

The Revenue Cutter William Windom Reaches Keokuk.

After many tedious delays, the revenue cutter William Windom has at last reached Keokuk. She was due some time in mid-summer and frequent announcements were made at that time that the boat might be expected within the next few days. But she came not. THE GATE CITY, relying upon the statements of the Dubuque papers concerning the obstacles yet to be overcome, at that time stated that it would be late in the fall before the boat might be expected to pass Keokuk. The fact that she did not arrive until yesterday proves how well founded THE GATE CITY'S belief was.

A large crowd gathered at the lower lock early yesterday afternoon and for some hours patiently awaited the long anticipated appearance of the revenue cutter. The report that the Windom was in the canal was circulated about town during the morning and the Central telephone office was kept busy all day answering inquiries as to the time of the vessel's arrival. The government launch Lucia went up to meet the fleet. It was nearly 5 o'clock when the Josephine with her interesting tow was sighted coming around the bend above the lock. There was just room enough within the lock gates for the cutter with the barges alongside, to pass through. She has a draft of 7 feet at the greatest depth, which made it necessary to raise her up. This was done by placing the barges on either side and filling them with water until they were sent to the level of the water. Then beams were placed across the vessel fore and aft of the cabin and securely fastened to the deck, the beams projecting out on each side as far as the center of the barges. Then blocks were placed on the barges so that the space between the decks and the beams was filled up, after which the water was pumped out of the barges, which caused them to lift the boat as they lightened.

The Windom is a graceful looking craft even when seen in such an unfavorable condition and her outlines are a marked departure from those of the flat bottomed steamboats, familiar in these waters. She is pronounced by the officials in charge of its construction to be one of the most thoroughly equipped and complete government boats ever constructed at any yard. The Iowa Iron works at Dubuque contracted to build the boat for \$98,500. The following are the dimensions: Length, 170 ft. 8 in. all over; beam, 27 ft. 2 1/2 in.; depth of hold, 14 ft. The material used in its construction is steel of the best quality, every piece of which has been subjected to a crucial test provided by the department. The engines are what are known as the twin-screw inverted, of the triple expansion type, two sets. The dimensions of the cylinder are 11 3/4, 16 1/2 and 26 3/4 in. bore by 24 in.

stroke. These engines are about 800 horse power. The boiler is of the Scotch marine type, 12 ft. in diameter and 16 ft. long. It is built for firing at both ends. The draft, when fully equipped, will be seven feet. In addition to the engines it will be rigged with two masts and provided with sails. The cutter is expected to make a speed of fifteen knots an hour. The armament will consist of a sixteen-pounder and two one-pound rapid firing guns. The small arms will consist of thirty new and improved Jergensen rifles, such are furnished the navy, and an equal number of cutlasses and revolvers.

Had there been a sufficient stage of water the boat would have been finished at Dubuque. Such not being the case it will be taken to Mound City, below St. Louis. After reaching Mound City it will require about three months to give it the finishing touches. She will then be taken to Baltimore, Md., where she will be commissioned. The Iowa Iron works of Dubuque contracted to build the Windom for \$89,500.

After passing through the canal the Windom was tied up for the night just below the lock. The Josephine landed at the levee to coal up. Superintendent Hopkins, Captain Ball and Draughtsman Kloster made the trip down the river with the boat. The trip from here to Mound City will be made by daylight only.

KEOKUK IS FIRST PACKET ON RIVER

Navigation Season of 1915 is Officially Opened Yesterday When Captain McKenzie Brings Boat to Wharf.

PASSES BRIDGE AT 10:20

Few Minutes Later the Little Boat is Nosing the Warehouse Dock—Black Hawk in Tuesday.

APRIL 3, 1916

It was like welcoming an old friend back, yesterday morning, when the steamer Keokuk of the White Collar line whistled for the bridge at 10:20 o'clock yesterday morning, and a few minutes later pointed her nose to shore and swung around against the warehouse. Incidentally the steamboat season of 1916 was officially inaugurated.

The Keokuk was in charge of Captain Hugh McKenzie and came down from Burlington here. She made the trip Saturday night from Davenport

down to Burlington. The Keokuk pulled out about noon for Quincy. It is expected to put the Black Hawk into harness this week and the two boats will begin their tri-weekly trips between Keokuk, Burlington and Quincy.

With the opening of the 1916 freight and passenger traffic season on the Mississippi river the White Collar steamer line has commenced its twenty-fourth year.

Use Old Silver Crescent.

It was in June, 1892, that this company organized, with headquarters in Davenport and inaugurated the freight and passenger service between Davenport and Rock Island and Muscatine. The first boat employed in this trade by the company was the Silver Crescent. Later at various times the White Collar added to its river equipment the steamers, W. J. Young, Jr., Carrier, Volunteer, Urania, Helen Blair, Wenona and Black Hawk.

The first vessel to be removed from the service was the steamer Young which was sold to a St. Louis firm, and soon after the Volunteer burned to the water's edge while in winter harbor at Rock Island.

In 1901 the Urania burned while moored at the Muscatine harbor, but effective work on the part of the Muscatine volunteer fire department enabled the machinery and the hull of the ill-fated craft to be saved. The hull and machinery were taken to Rock Island where the boat was rebuilt and christened "Helen Blair," and is still in packet service. The Wenona was sold to southern speculators and subsequently was rebuilt and is now in service as a towboat on the Tennessee river.

The Silver Crescent, after twenty-seven years of continuous service, first as a raft boat and later as a local packet, was dismantled at Wabasha, Minn., and her engines were used in the construction of the packet Black Hawk, built in 1910.

THE GATE CITY:

SATURDAY MORNING, NOV. 3, 1877.

STEAMER BURNED.

The Steamer Bismarck Totally Destroyed by Fire near St Louis—Loss \$35,000.

St. Louis, Nov. 2.—The steamer Bismarck, lying just below the south wall of the arsenal, three miles below the centre of the city, caught fire about noon to-day and in a short time was totally destroyed. The origin of the fire is not known, but flames were first seen issuing from the forward part of the cabin. The presumption is it caught from sparks from a locomotive on the St. Louis, Iron Mountain & Southern Railroad, which runs within a few yards of where the boat lay. The Bismarck was owned by the Bismarck Transportation Company, Capt. John Spans, her commander, owing a controlling interest in her. She was valued at \$35,000; insured for \$15,800. All the occupants escaped.

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

THE DAILY GATE CITY.

OCTOBER 14, 1895.

One year.....\$8.50 | One year.....\$1.50

WILLIAM WINDOM.

The Revenue Cutter Reaches Here This Afternoon.

Is Headed for Mound City, Mo., in Tow of the Josephine—Description of the Staunch Little Craft.

The much anticipated and long looked for William Windom arrived here about 4 o'clock this afternoon on her way south, in tow of the steamer Josephine. The government launch Lucia went up the river a ways to meet her. Owing to the uncertainty of her coming there was not a very large crowd at the lower lock to see the revenue cutter. She came through the bridge and landed at the levee where the Josephine coaled up. The fleet left Fort Madison at 5 o'clock this morning and made the run to Montrose by 8:30 o'clock. The fleet laid up there on account of a high wind, but came on later and entered the canal at noon. The news of the Windom's arrival was noised about and when she reached the levee a big crowd was there to take a look at the craft so strange to these waters.

The accommodations for her crew are superb. The officers' quarters are aft, where the state rooms and mess rooms are in white and cherry and very elaborate in grill work and other decorations.

The crew's quarters are forward, and the space allotted is roomy, well ventilated and comfortable. The Windom has all the appearances of a staunch and seaworthy craft. With everything on board she will be in trim for every kind of weather. Her ends are well up, giving her a good seaboard, while she has the jaunty appearance of carrying nothing not necessary to a perfectly symmetrical craft.

The work on this boat has been pronounced by experts as good as can be done anywhere, and the craft as a whole is highly creditable to the builders.

The weight of the machinery it carries is ninety-seven tons. The construction of the Windom was undertaken in November, 1892, and her keel was laid in August, 1893. Capt. Russell Glover who will command this flagship of the revenue marine service on the Atlantic, has superintended the construction of the hull, and Capt. Chas. H. Ball the construction of the the machinery. Capt. B. M. Jones has superintended the joiner work and Mr. John Kloster, draughtsman and designer, has seen the fruition of his work in what Chief Engineer Collins calls the finest vessel in the revenue marine service.

The Windom is expressly designed for revenue cutter purposes and will be one of the best and most convenient in service. She is 171 feet 8 inches over all, 27 feet beam and 13½ feet depth of hold. She will register about 412 tons.

Her engines, of which she has two, are of the triple expansion class, and are expected to drive her about sixteen knots per hour.

The draft when fully equipped will be seven feet. In addition to the engines it will be rigged with two masts and provided with sails. The armament will consist of one 6 pounder and two 1-pound rapid firing guns. The small arms will consist of 30 new and improved Jorgensen rifles, such as are furnished the navy, and an equal number of cutlasses and revolvers.

Its sailing ground will be in the Chesapeake bay and its stations, Baltimore and Washington. The cutter's commander has not yet been assigned. The crew will be fifty, all told. The duties of the Windom are to protect the revenue, assist vessels in distress, suppress mutinies, to see that all laws regarding commerce in the United States are properly obeyed, and render other similar service. In time of war it will co-operate with the navy. The captain will rank with lieutenant commanders in the navy. There are twenty-three vessels of this character having captain commanders in the service, eight with first lieutenant commanders and five with junior office commanders.

The Iowa Iron works contracted to build the Windom for \$98,500. The destination is Mound City, South of St. Louis, where spars will be placed in her which would prevent her passing the St. Louis bridge, was she to be equipped in St. Louis. Capt. Killeen, one of the best known rivermen on the Mississippi, is in charge of the fleet and this is assurance enough that they will arrive safely at their destination. The stage of water is such that no trouble is anticipated in crossing the bars. The Windom will be speedily completed upon reaching Mound City and will soon be ready for her trial before the government board.

She will travel by daylight and moonlight only and it cannot be determined in advance just what time will be consumed in reaching Mound City. She will receive her armament at Baltimore station. Supt. Hopkins, Capt. Ball and Draughtsman Kloster make the voyage down the Mississippi with the boat.

The William Windom and her fleet will probably lay here all night.

THE DAILY GATE CITY.

SEPTEMBER 9, 1895.

One year.....\$8.50 | One year.....\$1.50

WILLIAM WINDOM.

Preparations Completed to Take Her to St. Louis at Once.

Notwithstanding the fact that the morning paper "wickedly persists" in its statement made some months ago, that the revenue cutter William Windom would not be taken down the river until late this fall or early next spring when high water comes, the Iowa Iron Works management is going right on in its intention of getting the boat to St. Louis just as soon as possible. Instead of waiting until spring, as the morning pa-

per said they would do, the boat builders have been busy preparing for the down-river trip, and but for a series of accidents which could have been foreseen only by Providence, the cutter would have passed Keokuk on its journey south before this.

That the idea of getting the boat to St. Louis without delay has not been given up, will be shown by the following from the Burlington Gazette:

Preparations are at last completed for the transportation of the new revenue cutter William Windom from Dubuque to St. Louis. Rivermen say that the risk of this trip is going to be immense, but it is necessary for the Iowa Iron Works to get the boat to St. Louis while the river is open this year in order that the work of finishing it may be carried on during the the winter at St. Louis, so that the boat can be gotten into deep water early next spring. Agent Browning, of the Diamond Jo office at this point, on Monday received the following orders from President Dickey, of Dubuque.

"Windom is swung between two barges and draws three and one-half feet. We expect to reduce her draft six inches, and will be ready to start at once. Have Hill in Dubuque as soon as possible."

"Hill" is the well known pilot on the steamer Pittsburg, which touched here the other night, and Agent Browning sent him to Dubuque on the first train. To Hill is delegated the nerve-breaking task of steering the Windom flotilla over the rapids and shoal crossings to St. Louis, with but six inches to spare at a great many places.

There are many shallow crossings, where it will require great skill and extreme care of the wheel. The worst places are supposed to be at the Illinois chute, the head of Benton Island between Oquawka and Keithsburg, and at Buffalo. The last sounding of these crossings showed three feet and six inches, and should the river fall suddenly a few inches it would amount to a calamity for the William Windom.

The only event that could be of greater disaster would be the breaking of the chains by which the Windom is suspended between the two barges, which lighten her over the shoals. In these chains is believed to lie the greatest danger. During the attempts to raise the Windom between the barges at Dubuque during the last month or six weeks, several sets of chains have been broken, the weight of the boat being tremendous. For a time it was thought impossible to get chains that would be large enough and strong enough to hold her. By persistence the company at last succeeded in securing at Pittsburg the huge chains by which the boat is now suspended. Should they break at the shallow crossings or in going over the rapids, it would mean a loss of thousands of dollars to her builders.

THE DAILY GATE CITY.

OCTOBER 1, 1895.

DAILY, BY MAIL.....\$8.50 | WEEKLY.....\$1.50

A NEW BOAT.

To be Built for the Keokuk-St. Louis Trade by the Diamond Jo Line.

Hannibal Journal: The Journal has been reliably informed that the Diamond Jo line will build a new boat this

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Robert

fall and coming winter, to take the place of the steamer Gem City. The readers of the Journal will say that this rumor which is circulated every fall, has become a chestnut, of such an age that it has commenced to decay, but the information received this year bears more weight than any previous report. It has become necessary for the Diamond Jo line to do something in the matter for two reasons. First, the Gem City has become too old for the trade; second, the days when steamboats which draw five or six feet of water are things of the past. No persons understand the above reasons better than the officials of the Diamond Jo line, and especially Mr. Morton, who is the heir to the estate of the widow of Diamond Jo Reynolds, who owned the majority of stock in the company. He has plenty of means to build new boats, and as he is accredited with saying that he is pleased with the boat business, it is argued that he will take the proper steps to increase and improve the business. During the past few years Mrs. Reynold did not take much interest in river affairs, on account of her extreme age, and money that was spent during the time was done as a matter of necessity. Conditions have changed now, however, as Mr. Morton is in the prime of life, an energetic business man and if he takes a notion is financially able to have new steamers built for both the through and short trade.

The proposed craft for the short trade will be built for speed and low water. It is the intention to construct it in such a manner that it will only draw two feet of water, making three trips per week in the short trade, and arriving here from St. Louis between 7 and 8 o'clock a. m. The officials have had sufficient experience to know what is needed to capture the business, and will be governed accordingly. The new boat will doubtless be constructed at Dubuque, Iowa, where the Diamond Jo boat yards are located. It is also probable that a portion of the machinery of the Gem City will be used in the new boat, but the Gem will be dismantled.

For the through trade it is the intention of the company to construct two boats, similar to the one contemplated for the short trade, but it is hardly probable that they will be constructed before the winter of 1896-97.

THE GATE CITY

FRIDAY MORNING, JUNE 3.

Beacon Lights.

The following changes have been made in United States beacon lights on the upper Mississippi river between St. Paul and St. Louis:

Haunted House, moved down 200 yards.
 Santa Fe Island, moved from shoulder to head of island.
 Shokokon, moved down 200 yards.
 Nassan Slough, moved down 150 yards.
 Opposite Fox Prairie, moved down 300 yards.
 Opposite Tully Island, moved down 50 yards.
 Canton No. 2, discontinued May 28, 1881.
 Howard's No. 2, moved down 150 yards.
 Fabius Island light, moved to Prairie Point Illinois shore.

Whitney's No. 2, moved down 10 yards.
 Whitney's No. 4, moved down 200 yards.
 Opposite Turtle Island, established May 29, 1881.
 Cave Hollow, established May 29, 1881.
 Gilbert's Dam, Nos. 1 and 2, discontinued April 16, 1881.
 Opposite Mundy's, moved up one-half mile.
 Below Sag City, moved down 75 yards.
 Below Louisiana Bridge, discontinued May 2, 1881.
 Opposite Slim Island, moved down 300 yards.
 Below foot of Slim Island, moved down 100 yards.
 Stag Island light, moved down to foot of tow-head.
 Turner's Landing, moved down 130 yards.
 Below foot of Stag Island, moved down 150 yards.
 Lower Sandy Island light, moved down 100 yards.
 Bay Island, discontinued May 29, 1881.
 Opposite Fruitland, moved down 50 yards.
 Above Portage, moved down 200 yards.
 Opposite Pisa Island, moved down 150 yards.
 Opposite Rhodes' Point, discontinued.
 Sawyer's Bend, established June 1, 1881.
 Respectfully,
 JOHN J. READ,
 Commander U. S. Navy,
 Inspector Fifteenth Light House District.

THE DAILY GATE CITY.

SEPTEMBER 27, 1883.

BOAT AND BRIDGE.

The St. Louis and St. Paul Packet Company Sues the Keokuk and Hamilton Bridge Company for \$50,000 Damages to the Steamer War Eagle.

The War Eagle disaster on the night of November 4, 1881, created great excitement in Keokuk and abroad at the time. It will be remembered that in attempting to pass through the draw of the bridge from above the boat was caught in a cross current, became unmanageable, was backed out into the stream and was carried against a span of the bridge. The span fell with a crash, the boat floated on down stream and was landed below the elevator. Several persons were drowned by jumping into the water, others jumped on the bridge and reached the shore, while the majority remained on the boat and were safely landed. The boat and cargo were damaged. Now comes the sequel. Yesterday Frank Allyn, of this city, and Given Campbell, of St. Louis, attorneys for the St. Louis and St. Paul Packet company, filed a petition in the United States circuit court, asking judgment for \$50,000 against the Keokuk & Hamilton Bridge Company. The case is one that is likely to be taken to the United States supreme court ere its termination and final decision. It will attract attention all along the river and determine the exact status of the bridges now constructed and the liability for damages when accidents occur.

The petition alleges that the plaintiff is a Missouri corporation and the defendant a corporation created by the laws of Iowa. November 4th, 1881, the plaintiff was engaged in transporting freight and passengers, in boats and barges, between St. Louis and St. Paul upon the Mississippi river. Prior to

and at said date plaintiff was the owner of a valuable, staunch and sea-worthy vessel called the War Eagle, and the defendant was owner of a bridge across the Mississippi river between Keokuk, Iowa, and Hamilton, Illinois; about said date the War Eagle was proceeding down the river, with a valuable cargo and a large number of passengers, under command of a competent master, skillful pilots, fully officered, manned and equipped. When nearly opposite the city of Keokuk the steamer undertook to pass through the draw of the bridge in the usual and proper channel, and while being navigated with care, skill and without fault or negligence on the part of officers or crew, was violently driven against the bridge and against one of its piers, in spite of all efforts of officers and crew, whereby the steamer was greatly broken, torn, injured and damaged in her hull, upper works, tackle, machinery and furniture. The plaintiff avers that the injury to said vessel was caused by the negligence and fault of the defendant, and amounts to \$50,000.

Plaintiff for further cause of action sets forth that the defendant, by act of congress of July 25th, 1866, was authorized to build this railroad and highway bridge and required to construct the piers of same parallel with the current, with draw openings of 160 feet clear. Plaintiff alleges that the piers were not parallel to the current, the openings of the draw were not 160 feet in the clear and the bridge is not constructed in accordance to the law in such cases made and provided. That the faulty and illegal construction and maintenance of said bridge is wholly due to the carelessness, mismanagement and reckless disregard of law by defendant, and want of care in the management thereof. Plaintiff further alleges that the bridge is an obstruction to navigation, etc.

The Gate City.

Enter, JUNE 2, 1886. 1-Class

—The steamer Rescue has arrived from the marine ways at Rock Island, having undergone such a metamorphosis that she is scarcely recognizable. A handsome cabin, 60 feet long and 24 feet wide, with an elegant lapped ash and walnut floor, has been constructed on her. There are three feet guards on either side. The steamer is a beauty and supplied with all conveniences and is just the boat for excursions. Capt. Hutchinson has been approached with a view to retaining the steamer here during the summer and there is a possibility of acceding to the request instead of going to the Missouri river.

THE GREAT DUST HEAP CALLED HISTORY
 BY RICKEL, KEOKUK, IOWA

Constitution-Democrat

JANUARY 20, 1896.

GOOD BUSINESS.

Steamer Silver Crescent Had a Good Trade Last Season.

The Carnival City Packet company, to which the Silver Crescent belongs, held its annual meeting in Davenport last week, the following account of which appeared in the Davenport Democrat:

There was a good attendance of the shareholders in this company, and the meeting was a happy one in every respect. The stockholders were so well satisfied with everybody and everything connected with the company and its work in 1895 that they have gone on to the campaign of 1896 on exactly the same lines. The old directors were re-elected—Messrs. Capt. W. A. Blair, F. W. Smith, Maj. M. L. Marks, L. M. Fisher and Capt. Aug. Reimers—and they then held their meeting and retained the old board of officers, as follows: President, Capt. Blair; vice-president, Capt. Sam. R. Van Sant; secretary, J. B. Phillips; treasurer, Maj. Marks.

The company is running two boats; the Silver Crescent, which ran between this city and Burlington in the summer of 1894-95, is now in the Keokuk-Quincy trade. Her books show that last year she carried 8,030 regular passengers there, 11,150 excursionists, a total of 19,180, and freight to the amount of 5,210,974 pounds, or 2,605 tons. The boat had a good season, and is receiving such small repairs now as she needs to put her in tip-top trim for a still better season during the coming summer. She will be under the command of Capt. S. R. Dodds, who was formerly clerk on her between this city and Burlington.

The articles then gives in detail the business done by the company's other boat, the W. J. Young, Jr., which took the Crescent's place in the Davenport and Burlington trade, and concludes as follows:

The showing made by both these boats is of so thoroughly satisfactory character that the company finds itself unable to do any better than to proceed, without a single alteration in the line of policy it has been pursuing. The figures above given speak for themselves, for the past year, and there is every prospect that 1896, will be still better. Both boats have been steadily increasing their hold on the business in their territory from the first, and they are now regarded as indispensable by the people who are accommodated and served by them. The figure of the dividend that was declared has not been stated, but from the brand of cigars on tap at the meeting, and the size of the smile on the faces of the stockholders, it is plain to see that it is not withheld from publication because it is too small to be worth mentioning.

The Silver Crescent is quartered in the canal, and before she goes into the trade next spring, will be greatly improved and brightened up. It is the company's intention to spend about \$2,000 on the craft, and when she comes out for her first trip she will be as bright as a new dollar.

THE DAILY GATE CITY.

OCTOBER 11, 1887

—A dispatch from Dubuque, Ia., says: The steamer Silver Crescent made her trial trip to-day with a new feathering stern wheel invented by J. W. Pelton, of Muscatine, Ia. The trial was entirely satisfactory. With only 140 pounds of steam pressure the boat made eighteen miles an hour against the current, the wheel revolving only twenty-three times a minute. Instead of the sixteen paddles or buckets usual on river steamers this wheel has only ten. By an ingenious system of cog wheel gearing these paddles always strike the water vertically and pass through it horizontally, leaving it again in a vertical position. The old wheels, with stationary paddles, enter the water with the buckets at an angle of forty-five degrees, striking the surface with a force that jars the whole boat. With the new wheel there was no perceptible jar when the boat was running fifteen miles. The paddles on the old wheels also leave the water at an angle, carrying a great bulk of water up with them. With the new wheel there is no power lost in this way. A large party of prominent men were on board the Crescent on her trial trip. It is estimated that the new wheel will save one-third of the total power now necessary to run a boat.

The Gate City.

JUNE 21, 1900.
THE GATE CITY COMPANY,
KEOKUK, IOWA.

Old River Steamers.
Quincy Whig: There are some old steamboats on the upper Mississippi river which are still seen at regular intervals all along its shores. To rivermen and to those interested in our big river, much interest is attracted to many of these boats. The Howell, one of the government boats which arrived at Dubuque from the Red river last week to be repaired at the Iowa Iron works shipyard, was built at South St. Louis in 1881 and cost \$27,000. The Thomas B. Florence, the other government boat which came up from the Red river at the same time, was built at St. Louis in the year 1875. This is a small boat and cost \$6,000.

Among the many steamers which navigate these waters at present each season is the Rutledge, a raft steamer which was built at Jeffersonville, Ind., in 1882. The Chauncey Lamb, a fine raft steamer owned by Clinton parties, was built in Dubuque in 1892. The Gardie Eastman, another trim steamer well known in these waters, was built in Stillwater in 1892. The Glenmont is another well known boat which passes

up and down regularly each season. This boat was built at Dubuque in 1885, and is still in fine condition. The Jessie B., another raft steamer, is of Dubuque product, having been built there in 1891. One of the best known boats on the upper Mississippi river is the Kit Carson, still in active service, which was built at Stillwater in 1880.

The Diamond Jo packets, the St. Paul, Quincy, Dubuque and Sidney, are all comparatively new. The Dubuque was rebuilt only two years ago. The Quincy was also built about four years ago, and the St. Paul was built in St. Louis in 1883, but has since been completely overhauled at the Eagle Point ways. The Sidney is the oldest boat in the line, having been built at Wheeling, W. Va., in 1880.

But one of the oldest boats, as well as one of the best known on the river, is the Clyde, which has been in active service ever since 1870. This is an iron hull boat and was the first boat ever built by the Iowa Iron works of Dubuque. This boat is in the raft business. But when it comes to age, the Keene is the oldest steamboat on the river north of St. Louis. This boat was built in 1865 and is now doing towing business around Muscatine.

Constitution-Democrat.

ESTABLISHED—Established 1847.
NOVEMBER 26, 1892.

The Old Mississippi.
This sil'ry stream in beauty flows,
Onward tow'rd ocean great;
Its mighty riches no one knows,
They're hidden in its freight.
Millions of human beings pass,
On its broad bosom's swell;
But some—amid their joys—alas!
Their fate, no one can tell.
The storms arise, the waves lift high,
And ruffle 'neath the wind;
'Til God's own voice from out the sky,
It trembling swellings bind.
This river; mightiest of the earth,
Sublime, for all to see;
No mortal can recount its worth,
To vast humanity.
Upon its surface, thousands sail,
With merry words and song;
'Mid sunshine, and in rain—or gale,
O, what a happy throng.
Its ceaseless tide, and open breadth,
Seem always for our need,
While yacht and scow, and steamboat
stretch
Onward in grandest speed.
Indians play'd along its shore;
Swam in its limpid stream;
They thought it worthy to adore!
Their joys were full—serene.
Our children, great-grandchildren too,
Its mighty course will see;
Their minds and hearts it will imbue
With sacred majesty.
Press on, Old Depth! for time to come;
The ear of myriads more
Shall catch the murmur of thy hum,
As in the days of yore.

—JOHN BURGESS.
KEOKUK, IOWA, November 26, 1892.

Constitution-Democrat.

CONSTITUTION—Established 1847.

MARCH 29, 1893.

DIAMOND JO STEAMERS.

Crews That Will Man Them This Season
—The Company's Intentions—Raft Boat Masters.

At the annual meeting of the stockholders of the Diamond Jo line of steamers, held in Dubuque, E. M. Dickey was elected president, John Killeen vice-president, F. A. Bill, secretary and treasurer. These officers, with Jay Morton, of New York, and Isaac P. Lusk, of St. Louis, constitute the board of directors.

Mr. Bill said the other day to a Dubuque Herald reporter that the many reports as to the company's intentions, which have appeared from time to time are absolutely without foundation and no doubt originated in the fertile brains of newspaper men short of copy and long on imagination. The business, as part of Mr. Reynold's vast estate, is still in the hands of the court. The policy of the courts in cases of this kind is simply to preserve the business and keep its property from deteriorating or depreciating. Hence, while all the boats of the company have been thoroughly overhauled and refitted to put them in the best possible condition for the coming season, no new steamers will be added.

What will be done when the estate has been fully administered is a matter of conjecture. There is no doubt, however, that the business will be continued. The bulk of the estate will go to the widow of Diamond Jo, and the steamers which made his name famous and laid the foundation of his fortune will continue to ply the river as long as the business is reasonably profitable, with such additions to the fleet as water transportation will demand. This is indicated by the presence on the board of directors of Mr. Jay Morton, of New York, Mrs. Reynold's brother. It will be some time, however, before the estate is finally settled, and Mr. Bill says it is impossible to say just what will be done.

The steamers of the line will run practically the same as last season and will be officered as follows:

Mary Morton—Master, James P. Boland; Pilots, O. L. West and A. L. Hill; First Clerk, H. C. Lusk; Second Clerk, Charles Norris; Steward, H. G. Hill; Mate, A. Connor; First Engineer, Harry Rice; Carpenter, Geo. Sauers.

Pittsburgh—Master, John Killeen; Pilots, L. R. Williams and O. M. Ruby; First Clerk, J. F. Fay; Second Clerk, John Smith; Steward, Thos. Reardon; Mate, John Boland; First Engineer, Ed. Sauers; Carpenter, Jake Schreiner.

Sidney.—Master, J. H. Cubberly; Pilots, Lud. Blakeslee and H. L. Beadle, Jr.; First Clerk, J. M. Truslow; Second Clerk, F. S. Loehr, Jr.; Steward, M. V. Hickman; Mate, B. Wood; First Engineer, G. Monshan; Carpenter, Wm. Johnesse.

Gem City.—Master, Wm. Burke; Pilots, J. T. Calhoun and C. P. Martin; First Clerk, Cephas Gregg; Second Clerk, Alex Robertson; Steward, Wm. Blanke; Mate, Thos. Conners; First Engineer Charles Lambkin; Carpenter, R. S. Morgan.

The Gem City will run in the St. Louis and Keokuk trade, leaving St. Louis on her first trip April 8. Thereafter she will make three round trips each week, leaving St. Louis every Tuesday, Thursday and Saturday. As soon as the weather permits and business warrants the Mary Morton, Pittsburgh and Sidney will put out from Dubuque where they have been in winter quarters, for St. Louis. These boats will be in the St. Louis and St. Paul trade as heretofore, and the time card has been arranged so as to give two boats each way each week from Dubuque.

Up boats will leave St. Louis Tuesday and Friday, and down boats will leave St. Paul Monday and Thursday.

SKIPPER OF THE RAFT BOATS.

Following is a partial list of the raft boats that will be in service this season, with the names of those who will command them:

- Cyclone—Thomas H. Dolson.
- Kit Carson—Gara Denberg.
- Lady Grace—John Moore.
- R. J. Wheeler—W. M. Davis.
- Charlotte Boeckler—Robert Doods.
- Menominee—Dick Dickson.
- Daisy—John Hoy.
- Ravenna—Charles Davidson.
- J. K. Graves—Harry Huginin.
- Reindeer—Thomas Withrow.
- Nina—Sherm E. Hallam.
- W. J. Young, Jr.—Paul Kertz.
- Lizzie Gardiner—William Kratka.
- Eyerecht—George W. Barr.
- Ben Hershey—Zyp Buisson.
- C. W. Coyles—Joseph Buisson.
- Silver Crescent—Walter Blair.
- Robert Dodd—George Brasser.
- Louisville—A. O. Day.
- Helen Schulenburg—E. J. Chacey.
- J. W. Van Sant—George Carpenter.
- Inverness—C. C. Carpenter.
- Lily Turner—Horace Hollingshead.
- Linehan—William Dobler.
- J. G. Chapman—Ira Decamp.
- F. C. A. Denkman—O. T. McGinley.
- Rutledge—W. M. Whistler.
- Eclipse—John Dancaaster.
- Volunteer—John Rooke.
- Moline—Isaac Wassen.
- Sam Atlee—A. C. Woodard.
- Verne Mac—William Weir.
- Boardman—Isaac Newcomb.
- Gardie Eastman—George Reed.
- Nettie Durant—George Rutherford.
- Chancy Lamb—Abe Mitchell.
- Lafayette Lamb—J. E. Kaiser.
- Thistle—George Trumley.
- Glenmont—John O'Connors.
- Artemus Lamb—Thomas Duncan.
- C. J. Caffrey—John Huginin.

Clyde—M. Loony.
Dolpin—Sherman.
Junieta—Henry Slocumb.
Ten Broeck—Bob Mitchell.
Abner Gile—B. Jenks.
Lotus—A. Case.

Irene D.—D. Dorrence.
St. Croix—A. Gallagher.
City of Winona—J. Newcomb.
J. W. Mills—John Lacock.
Jo. Long—S. E. Lancaster.
Belle Mac—R. Lucas.
Lion—H. C. Wilcox.
Percy Swain—J. Richtman.
Musser—Steve Withow.

The Gate City.

SEPTEMBER 14, 1899.

DIAMOND JO WILL SOON QUIT

The Sidney is on Her Last Trip, and Business Has Been Very Good This Year.

The season of navigation is about at an end. In a short time the Diamond Jo packets will all be snugly harbored for the winter. Business has grown light, and the river is at such a low stage that it is impossible for the craft to run on schedule time. The steamer Sidney will be down Saturday for St. Louis and will then go to the bank. The Dubuque passed up last night for St. Paul and on her return to St. Louis she will also probably tie up. The latter order is not positive as it depends upon the amount of business that may be in sight upon her return, but the probability is that she will make the last trip north to Dubuque later this season. The Diamond Jo people have made money this year. For awhile the freight traffic was the largest ever known in the history of the company and the tourist business was enormous. They prefer to discontinue service now in order to save some profits rather than run at a loss. The service this season has been unusually good and with the improvements the company has in view for next year it will be even better.

The stage of the river is stationary at 2.8 feet above low water mark.

The Silver Crescent made her regular Quincy trip yesterday with good business.

The Hock White's sand digger opposite the city sank Tuesday night but was up and ready for business yesterday.

The Mountain Belle and Mary B. left yesterday for Hannibal with their raft. The Dubuque was due up last night and the Sidney is due down tonight.

The Mascot made the round trip from Fort Madison yesterday.

THE GREAT QUINCY HEAR...
J. J. BICKEL...
KEOKUK IOWA

RIVER STEAMER GOES DOWN AND SEVERAL ARE DROWNED

**City of Saltillo With Twenty-Seven Passengers
on Board Sinks Thirty Miles Below St.
Louis Early Last Evening.**

THIRTEEN REPORTED TO HAVE LOST LIVES

**Several Are Missing and Several Are Known to
Have Been Drowned in This, the First
River Tragedy for the Season.**

ST. LOUIS, Mo., May 12.—Thirteen passengers were drowned when the steamer City of Saltillo sank near Sulphur Springs, 24 miles south of here at 9:30 last night. It was at first thought that no more than four or five had perished but a search this morning revealed that thirteen had drowned. Five were women and eight were men. Most of the crew escaped. The boat struck a rock and sank near the shore. Many of the passengers were pleasure seekers.

The dead:

MRS. ISAAC C. REA, Nashville, Tennessee.

MISS ANNA RHEA, her daughter, S. CALVIN BAKER, St. Louis.

MRS. JOSEPH HARRIS, Nashville, MRS. MARTIN PATTERSON, Nashville.

ARTHUR PATTERSON, JR., aged 5; found clasped in mother's arms.

WM. J. PICKETT, St. Louis.

FOWLER POST, St. Louis.

MISS LENA WALL, Nashville.

HEAD PORTER.

CABIN BOY.

TWO ROUSTABOUTS.

The City of Saltillo's voyage was considered dangerous on account of the high water and drift wood. The boat began to show a strong shoreward tendency shortly before reaching Spring Rock. As the boat swung toward the shore she turned completely around. Then came the noise of tearing timbers and the vessel struck a rock almost within reach of shore. She careened quickly and sank in twenty feet of water. Many passengers were in their berths. The boat sank with amazing rapidity and this morning only the upper deck was above water.

An effort was made to throw out a gang plank to the shore. Many jumped overboard and were rescued. Many never came up. The gang plank would not reach the shore on account of the high water and trees. As the men struggled with the gang plank, it became entangled in the trees and some of the panic stricken passengers rushed out on the plank. Mrs. William Hawkes, one of the survivors, in telling of this, said:

"The crew reassured us and told us to take our time and we would be saved. I did not go out on the gang plank, but many of them did. Mrs. Patterson went out, clasping her child in her arms. So far as I remember, all of the women on the plank were drowned. All of this time the boat had been suddenly sinking. Suddenly it careened and almost turned turtle. The gang plank gave a twist, throwing the women in the water and all were drowned in the swirling water. Only two reached the shore alive."

Twelve bodies are still in the water. Mrs. Isaac Rhea was dragged from the water unconscious, but died soon after. The others have not been recovered.

Panic reigned, and mingled with the screams of the women were the hoarse cries of the men below the deck who were burned by the escaping steam. One of the heroes was William Barnhart of St. Louis. With him was his mother and two young sisters. All were thrown into the water when the boat capsized. He seized his mother and the girls and dragged others from the river. He was finally restrained and sat on the bank and wept because he could not rescue more.

A relief train was dispatched from

DeSoto and scores of automobiles left St. Louis for the scene. The survivors were rushed to farm houses and taken care of.

A relief train, bearing the survivors, arrived in St. Louis at 9 o'clock this morning. Relatives and friends stormed the station to greet those whose lives were spared.

A long distance telephone message about 11 o'clock last night stated that the big \$40,000 stern wheel steamer City of Saltillo, which left St. Louis at 7 o'clock last night for Waterloo, Ala., with twenty-seven passengers and a large freight cargo, sank near the Missouri bank of the Mississippi river at Glen Park, Mo., thirty miles below St. Louis. In the confusion attending the housing of the rescued passengers, it could not be ascertained if any had drowned but it was believed many perished. The boat carried a crew of thirty persons.

The boat struck at 9:30 o'clock last night, just as most of the passengers were retiring. It was thought that through some error the pilot got out of his course and came in too near the shore. On account of the present high stage of the water the steamer filled and sank quickly.

The passengers, including many women and children, were thrown into confusion and required the utmost efforts of Capt. Harry N. Crane and his crew to rescue them. The boat turned on its side as it went down and many were thought to have been drowned in their cabins.

The crew, numbering about thirty, including the roustabouts, placed a gang plank from the boat to the bank across which the frightened passengers rushed. In the darkness and confusion it was impossible to tell if all negotiated the precarious bridges in safety. The passenger list was also on the boat.

The little town of Glen Park was quickly aroused as the news of the disaster spread and the citizens threw their doors open for the care of the survivors.

Glen Park is one mile south of Sulphur Springs landing, in Jefferson county, Mo. Capt. Crane reached Sulphur Springs about midnight, in search of physicians. He said several of the passengers were injured and medical aid was sent at once. He did not know whether any were drowned.

Capt. Crane, over the long-distance telephone, said it was impossible at that time to tell the full extent of the disaster. "My pilots are with the boat now trying to ascertain the extent," he said. Capt. Crane has been in command of the Saltillo for several seasons. He is well known along the river.

The crew of the Saltillo was composed of Capt. Harry Crane, 2 pilots, First Clerk Cole Baker, Second Clerk Rittenhouse, the engineer and the roustabouts. All are believed to have escaped.

John Stannard Bronson, of 4557 McKinley avenue, received a message from his sister, Mrs. E. P. Bronson, of Chester, Ill., who was on the boat saying that she escaped with her niece, Dorothy Patterson, aged 11

months, but that she had not been able to find Mrs. A. M. Patterson, the child's mother, and Archibald, Jr., five, of Savannah, Tenn. Mr. Bronson hired an automobile and started for the scene of the wreck at midnight. Mrs. Patterson with her two children, had been visiting Mrs. Bronson at Chester. Yesterday morning the two women, with the two children, came to St. Louis to catch the boat. They were going to Mrs. Patterson's home in Tennessee. When he left for the scene of the wreck Mr. Bronson had about given up hope for his sister who is 29 years old. His mother is about 50.

The Saltillo left St. Louis at 7 o'clock, two hours late. She was bound for Waterloo, Ala., via the Ohio and Tennessee rivers, an eight-day trip, from where she arrived here Tuesday. Besides her twenty-seven passengers, she carried a large cargo of general merchandise.

The Saltillo carried the delegates to the Deep Waterways convention and made the trip to New Orleans on October 26 with President Taft's fleet.

She returned with a cargo of empty bottles and was the only boat to return with freight.

She was built in 1904 at Capt. Ed. Howard's shipyards at Jeffersonville, Ind., at a cost of \$40,000, for the St. Louis and Tennessee River Packet company, and has since run in the St. Louis-Waterloo trade.

Keokuk Constitution.

KEOKUK CONSTITUTION CO.,
A. GEORGE, Pres't F. B. GEORGE, Sec'y

AUGUST 31, 1886.
DON'T FORGET
THAT THE OLD RELIABLE



IS NOW RUNNING ITS
ELEGANT PASSENGER PACKETS
—REGULARLY BETWEEN—

ST. LOUIS AND ST. PAUL

The Popular Route for Tourists to all the Golden Summer Resorts of the Northwest. Excursion Tickets via River, Lake and Rail. Do not fail to see the Magnificent Scenery of the Upper Mississippi. Leaves Keokuk: Upstream Thursday and Sunday, 4 p. m. Downstream Thursday and Sunday, 11:30 p. m.

**SPEED! SAFETY! COMFORT
ECONOMY!**

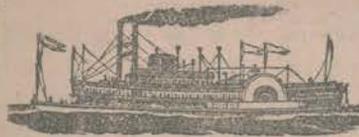
Write for Time Tables, Route List, and a Elegant Souvenir of the Upper Mississippi.
JO REYNOLDS, Pres't. FRED A. BILL,
E. M. DICKEY, Supt. Gen'l. Pass. Agt.
General Office, Dubuque, Iowa.

C. A. HUTCHINSON, Agent,
KEOKUK, - - - IOWA

STEAMERS.

St. Louis and St. Paul Packet Co.

—THE STEAMER—



GEM CITY

Leaves Keokuk for St. Louis three times per week as follows: Mondays, at 7 a. m.; Wednesdays at 2:30 p. m.; Fridays at 2:30 p. m., during the season of 1886, beginning June 15. Through boats of this line leave Keokuk on alternate days with the Gem City for St. Paul and St. Louis. For passage or freight apply at Keokuk to

C. A. HUTCHINSON, Agent.

EXCURSIONS 1886.

Steamer "Rescue" and Barge "Quickstep,"

Will take Sunday School Picnics and Other Excursions.

For Dates or Terms, Apply to

C. A. HUTCHINSON, TELEPHONE 130.

OCTOBER 6, 1886.

BOILER EXPLOSION.

MANY LIVES LOST.

St. Louis, Oct. 6th.—No cause can be assigned as yet for the explosion last evening of the boiler of the river steamer La Mascotte, which caused such great loss of life. The boat is said to have been steaming along under 150 pounds of steam, her usual amount to carry, when an explosion suddenly occurred, blowing the fire in every direction. The utmost confusion prevailed. The pilot, taking advantage of her heading, turned her towards shore, but the flames caused him to abandon his post before the stage plank could be lowered. After leaving his post, the current turned the boat's bow out into the river again and her stern swung close to the bank, which offered a means of escape for several who were at the end of the boat, the pilot and one cabin boy getting ashore without any injuries or even a wet foot. The stage plank was lowered and many were placed upon it, mostly women and children, who would have been saved had not the smoke stack fallen squarely across it and all who were not killed by it were drowned. Captain Thompson, after doing all in his power to save the passengers and crew, jumped overboard and swam ashore, the boat having by this time drifted fully two hundred 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.

Lew. Brahan, second clerk, tells the following story of the disaster, "We had landed at Neely's and were pulling out and I walked up stairs and into my room, when I heard a small explosion, like that of a sky rocket, and opened the door to the cabin and saw steam coming in it from the barber shop. I saw ladies in their cabin and called them to come

forward. I saw fire coming from under the boiler deck, and I took the ladies forward to the boiler deck and started down stairs to give life preservers to them, telling them all to put them on immediately. I ordered the stage plank thrown overboard, which was promptly done and we put all ladies on the plank. The rigging broke and the plank swung out. Mrs. L. Seimers jumped into my arms and I landed her on the stage while I was thrown into the river myself. I swam alongside of the stage and made the men get off so it would bear up the ladies. I then swam to the ledge of the rocks and crawled ashore. A man from Illinois with a skiff took the people off the stage, and also saved a number that were swimming. I don't recollect the the skiffman's name, but he did some noble work." J. J. Harlow, second pilot, says: "The Eagle was near us when the disaster occurred and could easily have pushed us ashore without much trouble and danger, but I understand the captain did not care to render any assistance. Adolphus Evelyn, pilot of the Eagle, told me that the captain ordered him not to go near the 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.

A special from Cape Girardeau to the Post-Dispatch states that the wreck of La Mascotte resulted from a collapse of one of the boiler flues. The explosion spent its force directly backwards into the engine room, and only the crew and roustabouts suffered by scalding from escaping steam. Eleven of the latter were so terribly burned that huge pieces peeled from their bodies. Six of them have died and the lives of the five others are despaired of. There are sixteen persons known to be drowned. D. S. Davidson is so badly burned around the face and throat that he will probably die.

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

DAILY GATE CITY:

THURSDAY MORNING, AUGUST 6, 1874.

TELEGRAPHIC

Frightful Steamboat Casualty on the Ohio River.

The Steamer Pat Rogers Takes Fire While Under Way.

The Sleeping Passengers Thrown into a Panic and Many Jump into the Water.

CASUALTIES.

CINCINNATI, Aug. 5.—The operator at Aurora, Ind., reports that the steamer Pat Rogers burned this morning, one mile below Aurora. About twenty lives were lost, principally ladies.

CINCINNATI, Aug. 5.—Particulars of the disaster to the steamer Pat Rogers, near Aurora, Ind., are coming in slowly.

About five o'clock this morning some bales of cotton forming a part of her cargo caught fire, and the boat, with its contents, consisting of cattle, sheep, and hogs, burned to the water's edge, and is a total loss. All the books and the passenger register are lost. The boat was valued at sixty thousand dollars; insured in Cincinnati for thirty-two thousand, and in Louisville for five thousand. The value of her cargo is not ascertained. The names of the lost, as far as ascertained, are J. R. Stewart and Mrs. Smith, of Madison, Ind.; W. C. Brown, Cincinnati, son of H. W. Brown, of the Union Line transportation company; Chas. H. Diltman, pilot; Shirley Snider and Jacob Light, of the crew.

Mr. Holmes, engineer of the steamboat burned at Aurora, gives the following account of the disaster:

It was about 6 o'clock, when just about opposite Laughery Creek, that flows into the Ohio two miles below Aurora, I noticed a bright light among some bales of cotton in the after part of the boat. I hastened to the spot and found them burning rapidly, and beyond any possibility of immediately extinguishing them. I hastened to the hurricane deck and gave the alarm to the pilot of the boat, and told him to run ashore. He tried to do so but she became unmanageable. He thinks the tiller ropes had been cut, and from this it is believed the fire was the work of an incendiary. Another theory is that a passenger may have dropped a spark from his pipe into the cotton.

When the boat became unmanageable she drifted to a sand bar; and the flames, instead of drifting along the lower deck, at once shot up into the cabin and pilot house and then swept across the hurricane deck.

The passengers were all aroused and the boats lowered. Many were carried to shore but others in their fright jumped into the

water, and those who were not drowned reached a safe landing place after drifting a long time with the current.

There were nearly one hundred people on board the boat, and what proportion of this number were actually lost is not yet known.

Many who were reported missing have been seen by some on shore after the disaster.

DAILY GATE CITY:

FRIDAY MORNING, AUGUST 7, 1874.

TELEGRAPHIC

Further Details of the Pat Rogers Disaster.

The Terrible Situation of the Passengers.

Thrilling Incidents and Miraculous Escapes.

FROM CINCINNATI.

CINCINNATI, Aug. 6.—In addition to those reported lost off the steamer Pat Rogers, yesterday, the following are now believed to have been drowned: Anna Cook and two children of Simon Gestner, Cincinnati; wife and child of Dr. I. Gibbons, Madison, Indiana; A. M. Botts, North Carolina, and James Smith, deck hand. E. M. Stone, of North Carolina, was badly burned; also, John G. Huges, the mate. They arrived at this city last night. The great misfortune consisted in the fact that the fire occurred in that particular part of the river. Just there the river was at such a stage that it was impossible for her to reach shore, drawing as much water as she did. The limit of time between the first alarm and the time when everybody had left the boat, is said to be twenty minutes. At this time there was a dry landing on the starboard side, only thirty yards distant, but a wall of fire intervening. On the larboard side land was a long distance. The wind was blowing toward the nearest shore, and drove the flames in that direction. Many of those who got nearest shore are disfigured for life. They exposed part of their bodies being actually roasted by the excessive heat.

One of the most thrilling and miraculous escapes was that of Miss J. Williams, of Louisville. Miss Williams, throwing away her valise and extra clothing, secured the services of a gentleman in throwing overboard a crate of peaches and leaped in after it with a life preserver. When she attempted to cling to the crate, however, it revolved in the water. For two terrible hours she struggled with the refractory box and had just closed her eyes in despair when she was drawn into a skiff by Mr. Huff, who rendered such signal service in half a dozen other cases.

Miss Rowdan of Louisville, jumped from the boat towards the Indiana shore and the

hungry tongues of flame licking the surface of the water burnt her head and face most terribly. She had no life preserver, and only reached the end of a plank by clinging to the pantalon leg of a man who swam past her. She says that while moving through the water several gasping, drowning wretches extended their hands towards her, some even grasping her hair and tearing out handfuls in their terror.

Up to two o'clock this afternoon four bodies had been recovered by the party dragging the river at Aurora. One was a barber, Minor Muntz, one a young lady supposed to be from Covington, Ky., the other two were an unknown man and woman.

CINCINNATI, August 6.—Several bodies of victims to the Pat Rogers disaster have been recovered to-day. The total number of dead is variously given, but will probably reach 25.

DAILY GATE CITY.

WEDNESDAY MORNING, AUGUST 25, 1875.

RIVER RIPPLES.

Our telegraphic dispatches yesterday morning announced the sinking of the steamer Diamond Jo near Keithsburg. She had a big load of merchandise, grain in sacks, and plaster in barrels. Her passenger list was not large—twenty names. In the evening she landed at Keithsburg, and pushed out—and soon after, in passing the bar at the head of Keithsburg island, she struck a stone which had been so concealed by sand that its presence was not known before. The pilot felt the thump and backed her, but in less than five minutes it was known that she was filling with water. Then the pilot pushed ahead, and ran her as far on the sand bar as steam would take her. In this way, her forward part, from the fore-castle to aft the boilers, is above the water's power of damage, while the stern is in eight feet of water.

The steamer Muscatine was signalled as she was passing, about an hour after the disaster, and lost no time in going to the rescue. Passengers and baggage, and a good deal of the cargo, were transferred to her.

The Jo can be raised and repaired at comparatively light expense, and in ten days at the farthest, will be running again.

The Daily Constitution.

KEOKUK, IOWA:

SATURDAY MORNING, JAN. 7, 1871.

Illinois.

CAIRO, Jan. 6.—The steamer H. T. Turner, sunk nears Hand 16, on Wednesday night, and lies near the shore, badly twisted, with water up to her boiler deck. No lives were lost. The cargo, chiefly sugar, is a total loss.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, JANUARY 20.

Davidson's Deal!

A New Board of Directors Elected by the Keokuk Northern Line.

Composed of Six Davidson Men and Three Hunkins-Gray Men.

It Demands Control of the Company's Property of the Assignee.

KEOKUK NORTHERN LINE.

Election of New Board of Directors—It Demands the Control of the Company's Property.

St. Louis, Jan. 20.—The stockholders of the Keokuk Northern Line Packet Company, which had so much trouble for months past, growing out of a bitter factional fight, in and outside of officers and directors, leading to a great amount of litigation, appointment of a receiver and assignment, has elected a new board of directors, and passed resolutions denouncing the action of the old board, last Saturday, in declaring the company insolvent and making an assignment of its property, and instructed the new board to demand of Charles Green, the assignee, any and all conveyances which may have been delivered to him, and in case of refusal on his part to take such steps as are necessary to protect the interests of the company. The new board stands six for what is known as the Davidson or majority party, and three for Hunkins Gray or the minority party. The former party holds about twice as many shares of stock as the latter.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, FEBRUARY 2.

New Rules for River Steamers Adopted by the Inspecting Board.

Rule for River Steamers.

WASHINGTON, Feb. 1.—At a meeting of the board of supervising inspectors of steam vessels, to-day, the following was adopted as a modification rule: All steamers navigating rivers and having boilers externally heated, shall have a clear space of not less than six inches between the boilers and the wood work on either

side, and four inches on top of the boiler. The following was adopted: All coal boats, produce boats, fishing boats, etc., navigating any bay, harbor or river, which shall be moored in or near the channel or fair way of any bay, harbor or river, shall carry one bright white light forward, not less than six feet above the upper rail or deck.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, JANUARY 11.

Death of a Well Known River Pilot.

Dubuque, Jan. 9.—Capt. Bill Dolson died this morning at 8:30 o'clock. He was aged 60 years, was a native of Perry county, Missouri, and came to these parts thirty years ago and was for many years a prominent pilot of the upper Mississippi river, working for the old Minnesota Packet Company and other lines that followed. He was captain of the steamer Dexter one season, from which he took the title of captain. His death was sudden and unexpected. A severe cold settled upon his lungs producing pneumonia, although no serious consequences were surmised. He was up and around his house until 12 o'clock last night and expired this morning. No steamer man on the upper river was better known than Pilot Dolson and his death is very generally regretted.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JANUARY 22.

Killed by an Insane Man.

CAIRO, Ill., Jan. 22.—The officers of the steamer Paris C. Brown report that an insane man on the steamer Annie P. Silver, while in the vicinity of New Madrid, shot and killed Dan Blake, second clerk of the Silver, and fired a second shot at the captain of the Silver, wounding him in the hand.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, AUGUST 27, 1882.

The City of Alma.

Last week an iron-screw propeller called the City of Alma passed up the river, but in some way escaped notice here. The Dubuque Herald says: "In regard to the strange craft that passed here last Monday, bound up stream, the LaCrosse Chronicle throws further light thereon. She was launched in Philadelphia, and made the passage around Florida and the Gulf to New Orleans, thence up the Mississippi river. The account says: 'At 6:10 last evening the iron screw propeller, City of Alma, made her first appearance at the LaCrosse wharf. It was then eight weeks to a day, almost to an hour, from the date—June 19—on which Captain Richtman started for Philadelphia to bring her here via the Atlantic ocean and the gulf.

Her arrival attracted an immense crowd of people who continued to inspect the boat until a late hour. Her make-up is as follows: Length 110 feet, width 20 feet, depth of hold 5 feet, thickness of hull 5 16 of an inch, boiler 7 feet 3 inches by 13 feet. Her engines are situated in a separate room immediately back of the boilers; back of the engine room are the sleeping apartments of the engineers and firemen, then comes a combined kitchen and dining room, with commodious sitting space in the rear. The boat leaves at 8 o'clock this morning for Fountain City, where a crew of carpenters will immediately be put to work upon her cabin, the dimensions of which will be 14x60 feet, with staterooms, and a ten-foot roof extension fore and aft. Capt. Richtman's intention is to have her in the LaCrosse and Alma trade within three weeks. She will carry about 500 passengers, and is expected to make twelve miles an hour against the current.

DAILY GATE CITY.

SATURDAY MORNING, DECEMBER 10, 1874.

The Buena Vista Ferry.

MR. EDITOR: It seems there are not wanting men in Keokuk, as well as in Alexandria, who make it a point to mislead the public as to the Des Moines Ferry, reporting all sorts of stories which, nine times out of ten, are false. The ferryboat is now in good order and running, and has been every day since it was moved below the railroad bridge. This move was made necessary by the change of sand bars and extreme low water. The ice, to day, is gorged above the bridge and if it continues cold enough to keep it there the boat can be run, by cutting ice, until it will be safe to cross on it. The public may depend that every effort will be made to keep communication open at the ferry until the river can be crossed in safety on the ice, and if it is found impossible to do so at any time notice will be given on a bulletin board placed at the corner of Main and 5th streets, Keokuk, and at the house of Mr. Bells, where the road first touches the Des Moines, coming out of Alexandria. FERRY COMPANY.

The Daily Constitution.

KEOKUK, IOWA: WEDNESDAY MORNING, MARCH 29, 1871.

From St. Louis.

St. Louis, March 28.—A private dispatch from New Orleans, says that the steamer Belle of Alton burned, this morning, at Algiers.

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

KEOKUK CONSTITUTION

KEOKUK, MONDAY, OCT. 2, 1882.

LOST LEE.

A Palatial Steamer Destroyed by Fire.

About Thirty People Perish in the Mad Flames.

Heroic Conduct of the Boat's Officers and Crew.

Pilot Stout "Holds Her Nozzle Ag'n the Bank."

Special to the St. Louis Republican. VICKSBURG, MISS., September 30.—This morning at 2 o'clock a fire broke out on the steamer R. E. Lee while on a trip to this city, about thirty miles below here, resulting in the total destruction of the boat with the terrible loss of life.

The steamer R. E. Lee left this port yesterday evening at half-past 6 o'clock, making her first trip for the season, having been thoroughly repaired and repainted at New Orleans before coming out last Tuesday evening. She had on leaving here about 415 bales of cotton, she took on some few more at landings below and about 65 bales from a small cotton-seed boat, so that when burned she had about 512 bales all told, also a large cargo of boots, shoes and dry goods reshipped by the V. and M. railroad from points north and east to Natchez and other points below this city; 2,000 feet of lumber, a large quantity of doors, sash, blinds, etc., from Spingle's factory, together with a large lot of miscellaneous freight. She stopped to wood about twelve miles below here at 12:20 this morning and remained some time. The last landing made before the fire was at Sherwood, about 25 miles below the city. At the time the alarm was given the boat was under way. She was immediately headed for the shore and struck the bank in a very short time, not more than three or four minutes.

BLED SOE, THE SECOND.

To John Stout, the noble and brave-hearted pilot who was at the wheel, is due the lives of those saved. He stood at the wheel and gave courage to all by firmness never before excelled and as the champion rounded to meet her sad fate at Yucatan Landing the flames were fast enveloping the brave man in the pilot-house who, despite the fire around him and with almost the last hope of escape cut off, still stood there till he gave the word to the engineer that the boat had made the shot. Not till this was done did he ever for one minute take his hand from the wheel. He made his escape by a leap to the hurricane roof; from thence down the hog chain to the lower deck and from there ashore. The name of John Stout will long be remembered as the man who stood at the wheel of the Lee; like him whose name this great steamer bore, he will long be remembered with heartfelt gratitude.

THE CAUSE OF THE FIRE

has not been ascertained with certainty. Capt. Campbell thinks it was the work of an incendiary, while others believe it to have been accidental. Engineer Perkins first saw the flames issuing from the pastry room in which there were no lamps at the time. The steward, Henry Cairadon, states that no coal oil or other combustible material was ever kept in the kitchen, pantry or pastry room. He also thinks it was the work of an incendiary.

Engineer Perkins instantly after discovering the fire notified the pilot, and the boat was headed for the shore on the Mississippi side, and was plunged with such force against the bank as to become firmly fastened. The passengers not cut off from the bow by the flames escaped to the shore. The casualties happened to those having berths aft. Some of them, however, were rescued after jumping overboard. Those who succeeded in getting ashore were many of them half clad, some hatless, others shoeless, and others still with scarcely enough clothing to cover their nakedness. One lady passing with seven children succeeded in saving herself and all her children.

The survivors of the disaster were picked up by the J. M. White about 6 o'clock this morning and brought to this city. The lady and her children were taken on board a cotton seed boat and carried to Natchez, where the lady resides.

MORE HEROES.

To Ovid Bell, second clerk, who was on watch, the greatest credit is due for heroic service in waking the officers of the boat who were asleep, as well as the passengers. He barely escaped with his life.

William Perkins was in charge of the engines and stood nobly at his post till the ill-fated boat was landed and Pilot Stout had told him through the tube he could go.

Mrs. E. W. Walls and Mrs. Jones, sisters of J. P. Bell, of Vidalia, passengers in the bureau, all colored, are among the lost. Two young ladies had recently been married, and Mrs. Jones had with her an infant only six weeks old.

Tommy Collins, a splendid young fellow, who held the position of bureau-tender, was assisting the ladies to escape and he, too, perished with them.

Mr. J. R. Lockett, one of the clerks of the boat, was sleeping soundly, and had it not been for Ovid Bell, his partner, who awakened him, would undoubtedly have lost his life. Lockett is somewhat scorched and badly used up, but he is loud in his praises of Ovid Bell.

Mrs. Dan Searles, of this city jumped overboard with her child in her arms. The child, a little daughter about one year old, was lost. She, with presence of mind, had put on a life-preserver and succeeded in keeping afloat till she was rescued by the life-boat. Mrs. Searles came up on the White.

The sympathies of our entire people go out to the parents in the loss of their little jewel.

THE LOST.

The following is a list of persons known to have been lost:

E. H. Pointer of the firm of Cox & Pointer of Maysville, Ky.

Mrs. McCellan of New Orleans.

Miss Adams, a music teacher, on her way to Baton Rouge.

An infant of Mr. Dan Searles of this city.

Two colored women.

Frank Jones, fireman.

Ophelia Jones and Martha Webb, second and third chambermaids.

Theo. Fisher, Joe Murrell, Scott Cox, Charles Collins and Irving Duncan, cabin boys.

Samuel Brown, roustabout.

Mr. Caridoff, carpenter.

Wm. Westmaker, engineer.

All the cooks and help except the pastry cook.

SAVED.

Following is a list of the passengers saved:

Thomas J. Spain, Tensas, La.; C. H. Chapman of steamer Naomi; J. A. O'Rourke, New Orleans; J. M. Farnham, St. Louis; Mrs. Abraham, Chicago, Ill.; H. Mason, Monroe, La.; J. C. Slatt and H. W. Neefas, New York; J. M. Freidman, Vicksburg; A. J. P. Berger, Easton, Pa.; W. W. Irish, Carlisle, Ill.; John H. Ludwigson, New Orleans; Mrs. Dan Searles, Vicksburg, and a lady with eight children from Pittsburg, Pa., name unknown.

A TOTAL LOSS.

The books and papers with the United States mail were all lost. The boat was a total wreck. She burned to the water's edge. When the White left Yucatan about 7 o'clock this morning nothing but a smoking, shapeless bulk, with a few charred spars standing up from the smouldering ruin, was left of the floating palace that left our wharf last night, bearing on her wheel-house one of the grandest names that ever adorned the world.

THE OFFICERS.

The following named officers and crew came up on the White and left for New Orleans by rail to-night: Wm. Campbell, captain; T. J. Hall, clerk; Ovid Bell, clerk; Wm. Perkins, engineer; O. H. Beebe, mail agent; J. R. Lockett, clerk; Theo. Washburn, barkeeper; J. O. Stout, pilot; Robert Smith, pilot; — R. W. Jones, pilot, badly bruised and burnt on head; Frank Cannon, clerk.

THE GATE CITY:

SUNDAY MORNING, MAY 4, 1879.

Daily Packet Line Keokuk Northern Line Packet Company.

The steamer Minneapolis leaves Keokuk daily at 9 a. m., connecting at Quincy with the War Eagle and Golden Eagle for St. Louis.

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

KEOKUK, FRIDAY, JANUARY 7, 1881.

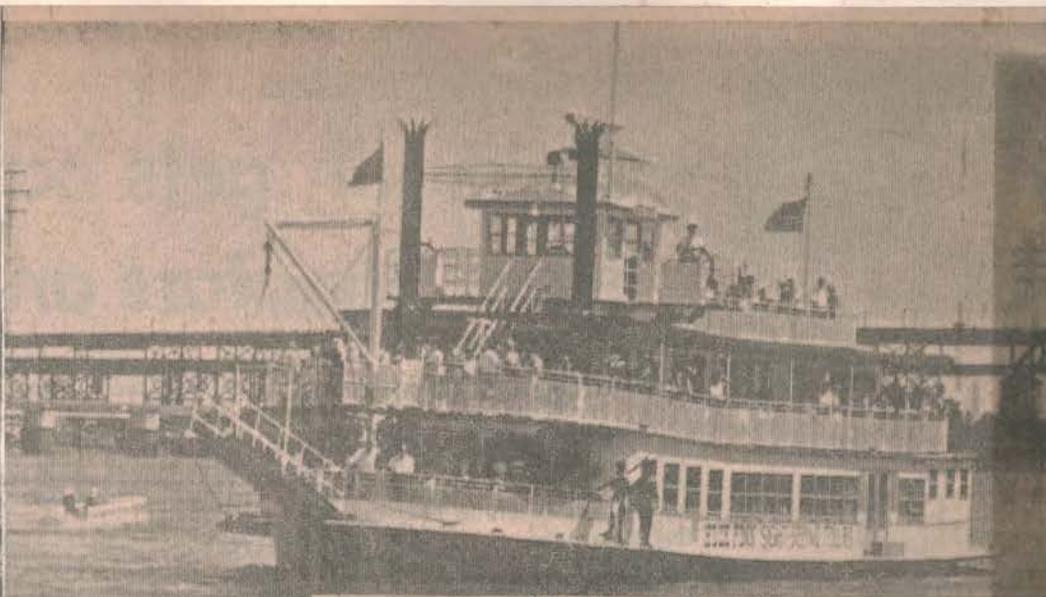
THE EAGLE PACKET COMPANY.

Regular Annual Meeting Held at St. Louis on Wednesday.

The St. Louis Republican of Jan. 6 contains the following, which will be of interest to many of our readers:

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The regular annual meeting of the stockholders of the Eagle Packet company for the election of a board of directors for the ensuing year, took place at 10 a. m. yesterday, on board their wharf boat, at the foot of Miller street. All the stock was represented, and the following were unanimously elected: Capt. J. R. Williams, of Warsaw, Ill.; Capt. Wm. Leyhe, of Quincy; Capt. G. W. Hill and Henry Leyhe, of Alton, and Capt. R. E. Hill, of Northeast Missouri. At a meeting of these directors officers of the company were chosen as follows: President, Capt. J. R. Williams; general superintendent, Capt. Henry Leyhe; assistant superintendent, Capt. Wm. Leyhe; secretary and treasury, Capt. G. W. Hill. Officers for the boats belonging to the company to serve this year were then appointed as follows: For the new Spread Eagle, Capt. Henry Leyhe, master; Dan Garin, clerk; Frank Tesson, pilot; David Tobin, mate, and Samuel Williams, steward. When the Spread Eagle is not in commission her officers will be transferred to the Bald Eagle. The officers appointed for the Little Eagle were: Capt. Wm. Leyhe, master, and Frank Slater, pilot; the balance of her crew to be appointed by Capt. Leyhe. The agents for the line are T. J. Dodge, St. Louis; Wm. Harshaw, Madison; G. W. Hill, Alton; H. Pijoe & Co., Portage des Sioux; Thos. Hansell, Jersey Landing, and Jas. Dougherty, Grafton. Before the meeting adjourned a vote of thanks was tendered Capt. Geo. C. Wolf and Hunter Ben. Jenkins for the proffer of their offices in which to hold the meeting.



The Daily Gate City

KEOKUK, IOWA THURSDAY, APRIL 13, 1967 — 5

RIVER EXCURSION DAYS will be revived in Keokuk Sunday, April 30, when the Streckfus Steamers new, all-steel vessel, the M.V. Tom Sawyer, makes two, one-hour sightseeing trips for the public at 2:30 and 4 p.m. The Tom Sawyer, a sistership of the Huck Finn pictured above, has a licensed capacity of 400 passengers and has two carpeted decks.

LINN'S WEEKLY STAMP NEWS

The "Boiler Explosion" 12c Rarity Of 1870

Monday, April 3, 1967
Hubert C. Skinner

Occasionally, someone attempts to "corner" an issue or single stamp, control the market price, and profit from the manipulation. One of the most remarkable such attempts ever made occurred late in the last century. The details of the story were published* more than twenty years ago in the philatelic press; New Orleans is involved, indirectly.

Early in 1871, two young men started purchasing all of the mint copies of the 12c grilled stamp of 1870 (Scott No. 140) that they could find. (This stamp, then available for twelve cents, catalogs today at \$2500, and is considered to be a great rarity).

Later, one of the men came in to a considerable sum of money upon the death of his father. These funds were invested and by May, 1873 they had accumulated no fewer than 300,000 specimens which were deposited in a bank in St. Louis, Mo.

In terms of actual cost, this represented an investment of \$36,000 at twelve cents each. To accumulate this huge quantity, they had to visit or write to many of the larger post offices in various parts of the United States.

The two principals in the scheme were newspaper men. And, after having obtained their immense hoard of 12c stamps, they agitated

in the press for a change in the color of this value. Furthermore, they complained about the grill on the back, eventually receiving assurance from Washington that grilling of the stamps would be discontinued.

In 1873 the Continental Bank Note Co. began to produce the stamps of the United States, and these were issued without a grill. The alteration in the design (now used to distinguish the Continental printings) was not publicized and passed unnoticed, however.

In the Autumn of 1874, the two speculators decided to put the stamps on the market and agreed on a price of \$5 each. This would

have yielded \$1,500,000 against the cost of \$36,000 — a tidy profit by any interpretation! The market price at that time was \$12.50 in London, \$14.00 in Paris, and \$15.00 in New York.

How, then, does it happen that a stamp of which at least 300,000 examples should have passed into the possession of stamp dealers and collectors (for they would be the only buyers) comes to be so rare as to be priced at \$2500 today?

The stamps were not sold as planned in 1874. The senior partner bought out the junior partner; and, as he was prospering in his own business and other ventures, decided to hold the stamps and allow them to increase in value for an indefinite period.

The tragic twist to the story comes some 30 years later. It turns out, that in 1904, the owner decided to take the stamps to New Orleans to be sold there. He booked passage on the steamer "White Eagle" and took his stamps on board for the trip.

Unhappily, the boiler of the ship exploded and all on board were killed. The stamps, undoubtedly, were destroyed. Thus, the extraordinary explanation of the great rarity and value of a stamp which once existed in such a large quantity!

By 1871 more than two million of the 12c stamps had been printed, although they had been in use for only one year. Therefore, the

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

RARITY OF 1870

total number issued of this value must have been very large.

It may seem that the price for used copies is too high. However, the great rarity and high price of the unused stamps is reflected in the demand and resulting price for the used stamps, as many collectors of mint stamps who find the price of this stamp beyond their

reach will "make do" with a used one as a substitute.

Further, it should be kept in mind that many of the grills were faintly impressed and many stamps which passed through the grilling apparatus show no traces of a grill, today. There are no reliable records remaining to reveal how many stamps from the Na-

tional Bank Note Co. printings were delivered griled and how many ungrilled, thus we cannot know how many with grills are still extant.

*This note is based (in part) on an article in "Stamp Collecting" (January 19, 1946, p. 323). The writer is indebted to Raymond M. Voll who provided the reference.

Constitution-Democrat.

CONS MAY 13, 1896.

BOILERS EXPLODE.

Frightful Disaster on a Mississippi River Steamer.

ELEVEN PERSONS LOSE THEIR LIVES.

A Dozen Others Are Seriously Injured—The Horror Occurs Near Vicksburg—A List of the Victims So Far as Known.

Vicksburg, Miss., May 12.—Eleven lives were lost and more than a dozen persons seriously injured by the explosion of the boilers of the steamer Harry Brown at a point about 25 miles south of here at midnight Sunday night. So terrific was the force of the explosion that the boat was torn asunder and in less than five minutes afterwards lay at the bottom of Mississippi river. It is known that the following were killed outright, or by drowning:

List of Killed and Drowned.

Pilot Norman; Driver George W. Bardsley; Steersman William Dougherty, and the chief engineer, name unknown; Miss Annie Herd, chambermaid; Tom Judge and William Watson, the fireman, and first and second mates, William Fitzsimmons and George Klem, and William Kelley, lamp trimmer.

The bodies of the three last men were recovered and brought to this city by the steamer Wash Hansel, which was in sight of the Brown at the time of the accident. The survivors and also the wounded men were brought to this city on the Hansel. The injured were conveyed to the Marine hospital and are supposed to be in a fair way of recovery. The bodies of three of the dead were recovered and will be forwarded to their homes as soon as identified.

List of the Injured.

Following is a list of injured so far as it can be obtained at present:

Capt. John Klem, hip seriously injured. William Grimme, boat's carpenter, leg broken.

John Hardy, fireman, badly scalded and otherwise seriously injured.

William G. Slatemere, deck hand, burned and scalded, seriously.

Dan Delany, second engineer, badly scalded and injured internally; will probably die.

Owing to the proximity of the tow-boat Hansel and the quick efforts made to rescue the struggling men in the water, many lives were saved that otherwise would have been lost. The darkness and floating barges added to the difficulty of rescuing the survivors.

Heroic Conduct of the Captain.

Capt. Keim, of the Harvey Brown, although seriously injured, remained on the after part of the cabin roof of the Brown, where he had been blown by the explosion, after it had floated off the hull and which had sunk, and was perfectly cool and collected, and directed the efforts of the men who were at work saving the boat's crew.

Capt. Keim and Pilot Dan Kane were in the Brown pilot house when the explosion occurred.

Cannot Account for Explosion.

Capt. Keim is unable to account for the explosion. The steamer had a battery of seven boilers, which were under the care of competent and careful men.

Until the boat is raised it will be impossible to learn just how many of the boilers exploded or how the accident occurred.

Constitution-Democrat.

MARCH 11, 1896.

SHE WILL BE A GEM.

Boat Building at the Eagle Point Ways to Replace the Gem City.

Of the new boat that is being built at Dubuque to take the Gem City's place in the short trade, the Dubuque Telegraph says:

The boat will be ready May 1 and will replace the Gem City in the Keokuk and St. Louis trade. She will be entirely new except that she will have part of the Gem City's cabin. The Gem City's beam was 28 feet and the draught will be about 28 inches. The Gem City had three boilers with heating surface aggregating 1,900 feet. The new boat will economize in weight, space and fuel with a Scotch Marine boiler such as the torpedo boat Ericsson's and the only boiler of its kind on the upper Mississippi except the one constructed at the Iowa Iron Works for the government tug boat Reliance. The flues in boilers of this type coil about the furnace and this cylindrical form, besides giving the maximum of heating surface in the minimum of space, utilizes that heat which in the old style of boiler is wasted on the bricks at the bottom of the furnace. The boiler in the new boat will have a heating surface of 4,500 square feet. Consequently the new boat will be more powerful and more speedy than the Gem City.

The St. Paul, and Pittsburgh, which received a new hull last year, and the Sidney, now receiving a new hull at the Eagle Point ways, will run in the St. Louis and St. Paul trade.

"Why isn't the new boat placed in the through trade?" was the question put to Mr. Fred A. Bill yesterday.

"Because the short line trade is the best and demands the best," Mr. Bill replied. "We must take care of the best trade first. There is more money per

mile in the short than in the through trade. Besides it lasts longer. Ordinarily a boat of light draught can run in this trade eight months and a stylish and speedy boat can compete with the railroads for both the passenger and freight business."

"What is the advantage in a side-wheeler?"

"The passengers prefer it and it can be loaded and handled better. When the wheels are on the side and independent of each other they balance the boat. In the stern wheeler the weight is principally in the stern and this must be counterbalanced with chains. If anything goes wrong with the chains and the weight in the stern is particularly heavy you are likely to have a break."

"How about light draught boats for the upper waters where they are most needed?"

"The Pittsburgh is lighter than the new boat. She draws only 24 inches. When the time comes the Pittsburgh and Sidney will be replaced with side-wheelers."

Constitution-Democrat.

CONS JUNE 17, 1896.

THE FIRST VICTIM.

James Wivill, of Rock Island, Loses His Life in the Canal, the First This Season.

The Mississippi, which every year claims as its own one or more unfortunates, found its first victim of this season Wednesday night at 10 o'clock, when James S. Wivill, of Rock Island, lost his life in the waters of the canal just above the lower lock.

Wivill was a young man of about thirty years of age, who has been acting for some time past as the clerk of the United States government snag boat, General Barnard. He was the only son of Judge Wivill, of Rock Island, and was a clerk in the government offices at that city up to the opening of this season, since when he has been engaged upon the boat. He was recently relieved of his duties as clerk by G. S. Crampton and was on his way home, to resume his former position when the sad accident cut short his career.

The boat had been down the river on a southern trip in its regular work of removing snags and other obstructions to navigation. It was on its way up the river to St. Paul and Wivill was to have gone with her as far as his home and there left her.

The boat came up the river Tuesday and was tied up just above the lower lock with a broad barge between it and the shore.

Wednesday evening Wivill went up town with a number of the crew of the boat, saying he would return about 10 o'clock. He left his companions there and about that time he came down the hill, accompanied by his dog. Whist-

ing for the animal, which had run up the hill, he stepped from the shore to barge and then walked across it to the boat.

Just then a splash was heard upon that side of the boat, and all grew still again. The captain of the boat, David Tipton, suspecting that something was wrong, called to the watchman, Barney Waltzem to investigate. By the light of a lantern, the watchman searched carefully and found that Wivill, apparently stunned and unconscious, had fallen between the boat and the barge, and was lying in the water drowning. Captain Tipton, Clerk Crampton, C. B. Durham and the rest of the crew came running to the rescue with greatest speed and ropes were quickly brought. To venture between the barge and the boat was too hazardous an undertaking and with ropes they tried their best to rescue the drowning man who seemed perfectly helpless. The ropes were thrown within his very grasp, but he was powerless to seize them for his strength and life seemed gone. For about twenty minutes they worked hard to save the young man from a watery grave, while he was drowning before their very eyes, and when at last they did succeed in drawing his body out of the water, it was a lifeless one.

It is supposed that in trying to pass from the barge to the boat, he stumbled and fell, at the same time striking his head upon a projecting bolt and was made unconscious by the fall, since his forehead was badly cut and bruised.

Dr. J. C. Hughes had been called to the scene, and for a long time, strove by every means in his power to bring the body back to life once more, but without success. The young man's father, Judge Wivill, was notified by telegraph of his son's sudden death and the remains were taken to Hawkes & Ackley's undertaking establishment, where they were prepared for burial.

All who knew the young man, both his companions upon the boat and the employees of the the government offices at the lock are mourning very deeply the sad and untimely death of this young man for whom they have many words of praise and expressions of the highest esteem and respect. He was pleasant and companionable, well educated and a very intelligent young man, which makes his untimely end all the sadder. He was unmarried and was his father's only child, his mother being dead.

Constitution-Democrat.
DONS JULY 8, 1896.

MARY MORTON IN TROUBLE.
Her License Taken Away—The Diamond Jo Line's New Boat.

The well-known steamer Mary Morton is in trouble, and it will likely be some time before she enters river trade again. Saturday United States steamboat inspectors, George Knapp and Samuel Nimick, went aboard her and revoked her license. They also took the master's and pilot's licenses from Frank McCaffrey, the captain and pilot. All the papers are withheld, and the may or may not be returned. If they are not the boat will run no more this season.

Ever since the season opened the Mary Morton has been running excursions from Davenport, but as rumor has it she has at no time carried a sufficient crew.

Each boat plying the river is compelled to carry a certain number of men and Thursday evening, as the Rock Island and telephone girls' excursion landed at Davenport, the inspectors were on hand to investigate. They counted the crew and made the captain get more men, after which they requested the red and green signal lights to be put up on the stacks. They allowed the party to finish the trip, but that was the last.

Saturday morning the papers were taken away and since then she has been lying at Davenport powerless to move. It is rumored that the boat has changed hands and if she has the licenses will likely be returned, provided they put on a regulation crew.

THE NEW STEAMER "QUINCY."
A letter from John Killeen of Dubuque to The Journal contains the following in reference to the new steamer 'Quincy.'

"The launching of the new steamer 'Quincy' was a success, and she is, without doubt, the lightest side-wheel boat that was ever built of her size. With boilers, wheels and all machinery aboard she drew twenty-four inches about an hour after she was launched.

"We expect to leave here about the 14th with her for St. Louis, and leave St. Louis on the 17th for St. Paul unless something detains us that we do not know of or that is liable to occur in the construction of a steamboat, but I can assure you that we are more than pleased with the 'Quincy' so far."

If the boat leaves Dubuque, Iowa, on the 14th of this month, she will very likely be here on the forenoon of July 16. Those who have seen her say that she is the finest palace ever floated on the Mississippi. She is a larger, better and faster boat than the old G. M. City. Quincy ought on that day present the new boat with her first set of flags.—Quincy Journal.

Constitution-Democrat.
DONS, MAY 20, 1896.
RIVER TRIPS.

The Beauties of the Upper Mississippi Exceed Those of the Hudson.

The St. Louis Republic of Sunday had an interesting article on travels on the upper Mississippi, from which the following extracts are taken:

It takes an eastern man to tell us western people that we have in the upper Mississippi, as well as the lower, a stream superior in scenic beauty to the far-famed Hudson. When we go east we rave over the beauties of that much praised stream, and, either from ignorance or stubbornness, refuse to be convinced that the Mississippi has better things to offer.

River travel since the days that railroads have cast their nets all over the country has come into disfavor. We live fast, and we want to travel fast, and steam on land is more popular than steam on water. Yet we have right here in St. Louis strewn all along our wharf some of the finest river boats to be found in the country. And we have not only the boats, but we have the stream and the water front all along its course, that ought to make us contemplate a trip either up or down the river with much satisfaction.

Summer steamboat travel opens with the first of June. While some lines send their boats out now once a week, the real zest is not yet in the thing. It comes with the regular opening of the season. Then the 'regulars' begin to

feel that they want another pleasure trip up or down the river, and there are far more "regulars" than the railroad traveler imagines.

The Diamond Jo Line, which sends out two boats a week to St. Paul beginning with June 1, expects to have another large side-wheeler, the Quincy, ready by that date. This will make three trips a week to Keokuk throughout the season. The speed of this boat will be so high that the round trip will be cut down just one day, enabling tourists to leave here Saturday afternoon at 4 o'clock, and return Monday morning ready for business. Heretofore it took until Tuesday morning, and the loss of one day has somewhat diminished the popularity of these trips, which will now be fully restored.

The cycling public strikes at Clarksville and Louisiana, forty miles of the finest cycling roads in the country, and bicycle parties are carried along on every trip, who go up purely to enjoy riding over these roads.

For years the resorts around St. Paul have been popular with St. Louis people who own cottages at Minnetonka, White Bear Lake and other small lakes in the vicinity. With the opening of the tourist season from 150 to 200 people are carried on every trip.

A great many people go for the pleasure and benefit of the trip alone, which consumes ten days. Some stop over one boat, others come right back on the steamer that carried them up. With brides and grooms the St. Paul trip is a favorite, and during the month of June it frequently happens that there are six to eight bridal couples on one boat at the same time.

On the way the St. Louis aggregate is re-enforced by the bon tons of Quincy, Keokuk and other river towns along the line, such as Burlington, Muscatine, Davenport, Dubuque and La Crosse. Last year all the rich lumbermen of La Crosse and their wives made up a party that included fifty prominent people for a trip to St. Paul and return.

All those who have once made the trip are enthusiastic over the beauty and magnificence of the scenery which begins to unfold above Savannah, Ill. High bluffs that look like mountains to the prairie denizen line the river on both sides, and the steamer skirts by some of the richest farmland in the country. Aside from the scenery the boats are large, well-kept, and the fare is excellent.

There is only one thing that stands in the way of making the trip fashionable, and that is the price.

"If we charged \$100 for the round trip, instead of what we do," said Capt. Lusk not long ago, "a river trip to St. Paul would be one of the fashionable things that society would take up."

The everyday man says, on the other hand: "Thank God that it is cheap, and that I needn't be 'awful' to fit into a comfortable nook of any one of the good boats."

Constitution-Democrat.
OCTOBER 14, 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

Oct 14 1896
5:15 PM

THE GREAT EAST HEP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

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 steamer Silver Crescent will be up in a day or so for the first time since the steamer W. J. Young, Jr., took her place in the trade. She will come up to be placed in the ways down at Kahlke Bros., boat yard and will be given a thorough overhauling during her stay here. Her place will be taken by the steamer Carrier which went down to Keokuk at the close of the Burlington semi centennial. The Carrier will make the regular trip between that city and Quincy until winter closes up the river unless the work on the Crescent is completed soon enough for her to get out and back, to resume the trade this fall. . . . The steamer Verne Swaine came down this morning with a cabin full of passengers. Her freight trip was light owing to the fact that it was Monday morning. On the down trip this morning a traveling man and M. L. Hier of Princeton, became involved in a discussion on politics and it resulted in an agreement to take a vote of the passengers. The result of the vote was that Bryan received 22 and McKinley but 12.—Davenport Leader.

Constitution-Democrat.
FEBRUARY 12, 1896.

SAVED BY PROMPT ACTION.

Steamer Silver Crescent Takes Fire But Quick Work Extinguishes the Flames.

Tuesday morning at 11:10 o'clock there came near being a serious fire on the steamer Silver Crescent, which is lying in the canal just above the lower lock, where she has been quartered this winter and is undergoing repairs preparatory to next season's business. Luckily the prompt and effective action of S. R. Dodds, captain of the boat, and the mechanics who are at work there, averted a conflagration that at first looked as though it might consume the entire boat.

Capt. Dodds was superintending the boiling of a pot of tar on the kitchen stove when it suddenly boiled over and at once flashed into a furious blaze. Blankets and old clothing were at once thrown on the blaze and with a liberal supply of water dipped from the canal the flames were soon subdued, but little damage resulting, which is covered by insurance. The walls and ceiling of the kitchen were considerably charred.

When the fire broke out the city fire department was notified and the hose carts and the chemical engine lost no time in getting to the scene. Hose was

laid from the water works pumping station up the railroad track but no water was thrown. The chemical got close enough to the boat to get in its work, but by that time the fire was out.

The Silver Crescent belongs to the Carnival City Packet company, of Davenport, and her captain is S. R. Dodds, of this city. The boat did a profitable business last season in the Keokuk and Quincy trade and will be continued in the same trade the coming season, but when she comes out of her winter quarters, which will be about March 1, she will be very materially changed in appearance. She will be larger and better in every way. She is receiving a thorough overhauling. The wheel has been replaced by a new one, the bow has been enlarged, the cabin extended, new sky lights put in, and the old cylinder timbers replaced by new ones.

The boat's owners are well pleased with the business done by the craft last season and expect her to do fully as well if not better during next summer.

Constitution-Democrat.
AUGUST 12 1896.

STEAMBOAT MEN AT OUTS.

A Landing Controversy Results in a Stabbing Affray.

DAVENPORT, Iowa, Aug. 10.—The steamboat war which has raged so fiercely here for some time nearly culminated in murder yesterday. A controversy over the right of the Douglass Boardman to tie up to the Diamond Jo post and lie before the Diamond Jo landing resulted in Captain James Osborne, agent for that line of steamboats for over twenty years past, striking Captain Joseph Long, a well known river man, who in turn attacked Osborne with a knife, which he drove into his side in two places. Long was immediately placed under arrest and is now in jail pending the result of his attack. The wounds were not deep, and unless complications set in will not prove dangerous. Early this summer Captain Long put a boat into the Davenport-Clifton trade in opposition to the Verne Swain, and Captain Streckfus of the latter boat leased the City of Winona as a companion of the Verne, with the avowed intention of killing off the opposition. Long, who had financial backing, added the Douglass Boardman, and the four boats have been bitterly competing for the trade, which could be easily handled by one. Today's affair may lead to a cessation of hostilities, or it may make the situation worse.

Constitution-Democrat.
JUNE 3 1896.

WORST OF ALL.

St. Louis and Vicinity Swept by a Cyclone.

ESTIMATED LOSS OF LIFE IS OVER 300.

The Damage to Property is Placed at \$2,000,000—Eads' Bridge Partially Destroyed—Telegraph Wires Down, and News Hard to Get.

St. Louis, May 28.—Death and destruction mark the pathway of a tornado which passed over the city shortly after five o'clock Wednesday afternoon. The list of the dead in St. Louis cannot be estimated until alarming reports of loss of life in collapsed buildings can be confirmed. At least 40 lifeless bodies had been found up to 12 o'clock. If the reports are true that 300 girls are in the ruins of a cigarette factory, and that many were killed in South St. Louis, the list will reach nearly 500. The city is in a state of panic. Nearly all electric wires are down and the city is in darkness. To add to the confusion the tornado was followed by a deluge of rain and vivid flashes of lightning which still continue. Telephone wires are useless and livery men refuse requests for conveyances on account of prostrate electric wires.

Havee in East St. Louis.

The situation in East St. Louis is appalling. The tornado struck that city with terrible effect and it is now estimated that 200 persons are dead as a result of wind, flood and flames. The tornado was followed by an outbreak of fire caused by lightning and before the flames were gotten under control property to the value of nearly \$2,000,000 was destroyed. The tornado passed in an easterly direction and it is reported that Vandalia and Caseyville, in Illinois, suffered severely. One report states that the railroad depot in Vandalia was blown away and 50 people were killed.

There were really two cyclones. One came from the northwest and the other from the direct east, both met on the Illinois shore of the Mississippi river and joined in a swirling cloud of death and destruction.

Exposition Building Unroofed.

The list of dead in St. Louis is beyond present computation. There are now 15 dead bodies at the morgue. A startling report has just reached police headquarters that 300 girls are in the ruins of Liggett & Myers' cigarette factory at Tower Grove Park. There are alarming reports of great loss of life in the southern portion of St. Louis, from the railroad tracks to Carondelet.

The wind swept away the roof of the Exposition building, and that structure is badly damaged by the flood of water.

Steamers Lost.

The greatest anxiety is felt for the safety of passengers on the different excursion boats which were on the river when the storm broke. The steamer City of Florence, with an excursion party, is reported lost below Carondelet. The steamer St. Paul, with 30 passengers, left for Alton at four o'clock, and is believed to be wrecked.

The steamer D. H. Pike with 30 passengers on board bound for Peoria, was blown bottom side up in the middle of the river and a number of persons perished. The steamer Dauphin with a crew of six and 20 lady passengers on board was blown against a bridge pier and broken in two. The ladies and two of the crew clung to the bridge stone work and were rescued. The steamer Libbie Conger with only Capt. Seaman, his wife and three of a crew aboard, went adrift.

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

APRIL 6, 1892.

MANY MISSING.

The Steamer Golden Rule Burned at Cincinnati.

A Dozen or More of Those on Board Unaccounted for and Supposed to Have Perished.

HEMMED IN BY FIRE.
CINCINNATI, April 2.—At 5 o'clock

Thursday evening a fire broke out on the steamer Golden Rule, lying at the foot of Main street. Between the Golden Rule and the shore was the steamer Fleetwood with steam up and ready to pull out for up the river. The Golden Rule was booked to leave at 5 o'clock for New Orleans, and had fifty or more passengers on board. A panic ensued. A dozen or more jumped into the river, while all the other passengers escaped by jumping from the Golden Rule to the Fleetwood, thence getting safely on shore.

Dead and Missing.

So far none of the bodies have been recovered. As the time passes and the missing are not found it becomes almost certain that the fatalities are: Miss Nellie Maloney, Cincinnati; Mrs. Rev. George B. Easton, Addiston; Mrs. O'Leary, cook; Frank T. Riley, mate; Beck Warner, deck hand; William Madison, deck hand; Mat Homer, deck hand; four unknown deck hands, which makes eleven. The examination of the hold cannot be made until a diver comes.

Miss Maloney jumped into the river between the steamers Golden Rule and Fleetwood and her body is supposed to be near the scene of the disaster. She lost her presence of mind completely when the fire broke out and could have saved herself, having had ample time to escape to shore by way of the Fleetwood. All of the victims so far as known are Cincinnati and Covington people.

Lost Her Reason.

Miss Minnie Fitzsimmons, of Covington, who was one of a merry party starting for an excursion to New Orleans, had a narrow escape from being burned alive, and as a result of the fright and excitement she has become a raving maniac, and it is feared will be permanently insane.

Origin of the Fire.

The fire originated on the lower deck of the Golden Rule by one of the deck hands setting a lamp on a barrel of varnish. In a flash the flames communicated to the rubbish and thence to the lighter freight. In twenty minutes the whole structure was enveloped in a mass of fire. The boat was not immediately released from the wharf. By reason of this the Big Sandy wharf boat was soon ablaze and before the fire department, which was duly summoned as hastily as possible, could do anything was also doomed. The burning boat soon broke loose from its moorings and started to drift down the stream. By the time it had proceeded 250 feet it was burned to the water's edge. As soon as the fire was discovered all the other boats at the landing were cut loose and steered out into the current.

The Loss.

The Golden Rule, Capt. O. P. Shinkle, was worth \$35,000. It had a fine cargo estimated at \$50,000. Everything was burned in less than an hour. The wharfboat was filled with merchandise, the value of which could only be guessed at. All the books of the office were lost. The wharfboat was insured for \$12,500 in the Eureka Fire & Marine Company. The steamer Golden Rule was insured for \$15,000.

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.

Constitution-Democrat.

WEDNESDAY, MARCH 2, 1892.

OLD MEMORIES.

The Good Old Times in the Early Steamboating Days When the River Was the King of Transportation—A Trip on a Floating Palace.

There are hundreds of men living today who are approaching the "sere and yellow leaf" of life who remember the early days of steamboating on the Ohio

and Mississippi as the pleasantest days of their existence. Steamboat captains in the thirties and forties were kings and travel was made pleasant in the floating palaces by the amusements of "ye olden time." The cookery on the boats was noted for its excellence and the fame thereof will pass down the ages. But yesterday an ex-river man was making inquiry of an old time steamboat cook as to the boat method of preparing corn bread which he remembered as "fit for a king," and it is his purpose to feed upon this delicious morsel at home providing the cook can succeed in producing it with the direction which he thinks ought to bring about the desired result. "A pleasant spot in my life," remarked Capt. J. B. Paul, "was the trip I made in 1846 on the General Pike from Cincinnati to New Orleans and back. I knew every one on the boat and the twenty-two days were spent in one continual round of pleasure. The tables were set to equal the finest in the land and officers and crew were vigilant in looking after the comfort of the passengers. Steamboating customs have changed since those early days. No one thought of buying a ticket when he engaged a state room but paid when near the end of his destination. On this New Orleans trip, when below Natchez, a boy was sent through the boat ringing a bell and notifying the passengers that it was time to pay their fares. No meal tickets were issued then. Fares were low. The fare from Cincinnati to Louisville, including two meals, was only \$2.50." With a sigh the captain remarked that "the good old days of steamboating is of the past," and passed on homeward to revive if possible the memories of the steamboat tables as spread in those halcyon days.

THE GATE CITY:

SATURDAY MORNING, SEPT. 2, 1876.

Steamboat Explosion.

NEW ORLEANS, Sept. 1.—The steamer Timmie Baker, at Trenton wharf, exploded her boiler to-day. Eight persons were killed or wounded. Two colored deckhands were killed, and the barkeeper, Joe Sintos, is expected to die. Capt. E. S. Austin, received two serious flesh wounds, but probably not fatal. The boat was worth \$8,000 and is a total loss. The cabin and hull were both blown to pieces and the wreck sunk.

THE GATE CITY:

WEDNESDAY MORNING, OCT. 11, '76.

Steamboat Burned.

BATON ROUGE, Oct. 10.—The steamboat Southern Belle burned about two miles above Plaquemine on the west bank. Boat and cargo totally destroyed and several lives lost. The steamer Berrtha took some of the passengers to New Orleans and others returned her on the steamer Katie.

AUGUST 1, 1939

Bell Signals Give River Pilots Important Messages

Those who have been around the river or who have enjoyed excursion cruises aboard the Streckfus steamers will likely recall the bells ringing as the boat moved away from shore or as it was about to dock. Few persons aside from rivermen know the importance of these bells or that they have a universal meaning regardless of what type of boat it is.

Practically all boats are equipped with a large bell and a smaller bell. They have a different ringing echo so that they can be easily distinguished.

There are times when the pilot on the boat depends entirely upon the ringing of these bells to determine just how far to back his boat up or how much he can go forward. The bells have a very definite meaning each time they are rung. The engineer of the boat rings the bells as signals to the pilot, who governs his boat according to the signals.

At first, the engineer rings the big bell. There is no special code in this ringing, rivermen say, he just rings it. Some men ring it hard, others merely tap it but the signal is the same, it means the boat is to be put in motion. The signal may mean for the pilot to back it. He, accordingly, does this. However, when he heard the same signal given again, it means to stop backing, that there is enough distance for clearance of the craft.

When the large bell rings the second time, it means that power is to be applied to go forward and the pilot steers his boat accordingly. Incidentally, nearly all pilots, rivermen say, have been engineers in their river careers before they became pilots. The engineers are many times the "eyes" of the pilots, since the latter cannot see how close the boat is coming to shore but depends entirely on the judgment of the engineer, which invariably must be good.

As has been recalled before, there is a distinct shortage of good pilots. They must take their apprenticeship the same as in many other trades, and it takes years of experience before they are given the wheel of a steamer or towboat. Their rules and regulations correspond somewhat to those of an engineer on a train. The boat's course depends upon the judgment of the pilot, much the same as the engineer is responsible for the train's schedule.

The bell system, used widely on the Mississippi, remains today as an all-important factor in navigation and is respected as a code

or signal never to be ignored, lest those who do the ignoring are promptly reprimanded or, if the offense is serious enough, "grounded."

AUGUST 5, 1939

Burlington Riverman Does Not Agree With Bell Story; Says Facts Were in Reverse

From Burlington comes the word that the Gate City's story last week on the importance of bell signals to rivermen, did not meet the approval of a former Burlington "river rat." He said it was a bit twisted—that the report didn't quite get the bells straight.

The Burlington riverman had read the account of the bell signal system in the Burlington Hawkeye-Gazette, republished from the Gate City's article.

From the Burlington Hawkeye-Gazette comes the following "corrected" information about the bell signals, just in case local rivermen also disagreed with the original story.

Following is the Burlington man's version:

"Aside from the devotion of the River Rats for the river, they otherwise were good citizens, kind husbands and fathers. So this particular River Rat felt somewhat humiliated that a newspaper that has grown and thrived on the banks of old Mississippi for over a century should let itself in for such misinformation about signal bells on a steamboat. So here in substance is what the River Rat told the Office Old Timer and he was right about it:

"There was a piece in your paper Wednesday night about bell signals on steamboats, which was all right except that the writer had the procedure in the reverse. In other words, he had the engineer signalling the pilot, whereas it's the pilot who signals the engineer.

"Reference was made to the 'big bell,' which may mean the bell mounted fore on the top deck. This bell is like a school bell or church bell. It usually is tapped either by the captain or the pilot (by means of a rope to the pilot house) just before the boat departs and before the stage or gang plank is stowed.

The engineer has nothing to do with this bell.

"In landing a boat or leaving a landing, the captain or some officer stations himself on the top deck and directs the pilot, either by shouting or hand signals. In turn the pilot signals the engineer.

"There are bell signals in the engine room directing the engineer to go forward or back up; to go ahead or back up, full speed or half speed; to turn the boat to the right or left or to make a full turn. And there perhaps are other signals he must know and obey, jangly chimes that tell him what to do.

"The engineer does not know whether he is in mid-stream or skirting the bank. He's not supposed to know. All he is supposed to know is how to operate and care for his engines, and to obey signals. A deaf engineer would be out of luck.

"The engineer, it will thus be seen, is not 'the eyes of the pilot' as the writer of the bells article says. The pilot is the eyes of the engineer.

"Of course on the newer type of steamboat, of which I don't know much about, there perhaps are telephone connections between the pilot-house and the engine room, which supplements the bell signals. On the older boats there were speaking tube connections."

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KEOKUK CONSTITUTION

KEOKUK, MONDAY, NOVEMBER 21, 1896

THE HAVEN OF REST.

The Death of Captain Bill Henderson, a Prominent River Man.

Captain William Henderson, an old and prominent river man, died at Rock Island on last Thursday, at the age of sixty-eight. His career as a river man began as a saloon-keeper on one of the steamers. He owned large interests in the Keokuk and St. Louis line, and is now interested in the St. Louis and St. Paul line. He is a native of St. Louis, Mo., and has ever been respected by all his friends and acquaintances, who number thousands. Many humorous anecdotes are related of him, among which is the following, found in the Dubuque Herald:

On the old steamer Dubuque a lady and her child took passage at Winona for St. Louis. She had been north for her health. Soon after the boat left the landing a pick-pocket robbed her of her ready cash, amounting to \$25. When the clerk came to collect the fare, she told him of the circumstance, but the clerk replied that the rules of the company compelled her to go ashore at the next landing. This decision seemed to distress her very much, and she offered him her watch as security. Bill Henderson overheard the story, and seeing her distress it moved him to do a generous act. He left the cabin, but soon returned and gave the lady \$50, stating that the thief had been apprehended, and had made restitution of more than he had taken from her. "Who are you, sir?" she asked. "It don't matter; the officers know me." Bill slyly went to work and before the steamer again landed, the pick-pocket was caught, but he had thrown the stolen pocket-book overboard. He was afterwards sent to the penitentiary.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, DECEMBER 17, 1896

MISSISSIPPI STEAMERS.

The Winter Quarters of the Various Crafts on the Father of Waters.

If we cast our optics back one year we will see the Mississippi river one solid bridge of ice. Men with heavily loaded teams were passing over it while the ice dealers were busy gathering in the harvest for the summer trade. The boats had all gone into winter quarters. They have now withdrawn from trade while there is nothing to prevent them. As the river is free of ice little danger if any would be experienced in running a craft at this season of the year. The boat are harbored as follows for the winter.

At Stillwater, Minn. are the I. E. Staples, Nettie Durrant, Nina.

Lyons, Ia., the Iowa.

New Boston Ray, Ill., the Isaac Staples, Lizzie Gardner, Menominee.

Dubuque, Ia., the Imperial, Ida Fulton,

Josephine, James Fish, Jr., Libbie Conger, Mary Morton, Nellie, Penn Wright, H. Reiling, Clyde, Diamond Jo.

Savana, Ill., J. W. Dillon.

Rock Island, Ill., the J. S. Keator, Jennie Gilchrist, Le Claire Belle, Prescott, A. J. Whitney, C. J. Caffrey, F. C. A. Denkmann, Stilwater, Silas Wright, St. Croix, Viola.

Read's Landing, Minn., the Kit Carson, H. T. Jenks.

Davenport, Ia., the Lone Star, Emily. Dallas City, Ill., the Little Eagle, Natrona.

Le Claire, Ia. the Last Chance, Evansville, Wm. White, Wild Boy, Silver Wave. Keokuk, the Lumberman, Penguin.

Gilberttown, Ia., the Lily.

Alton Slough, Ill., the Louisville, M. Whitmore, Charlotte, Bockler, Helen Schulerburg, Helen Mar.

La Crosse, Wisconsin, the Mollie Mohler, Mountain Belle, Maggie Reany, Abner Gile, Blue Lodge, Belle Mac, C. F. Weaver, Dan Hine, Dexter, Flying Eagle, Grand Pacific, Tiber, Victory.

Cattail Slough, Iowa, the Moline Park Painter, Brother Jonathan, Golden Gate. Clinton, Iowa, the Pauline.

Muscatine, Iowa, the Alva, Ben Hershey.

Burlington, Iowa, the U. S. Hiram Price.

St. Louis, Mo., Bald Eagle, Gem City, White Eagle, Josie, Alex. Kendall, War Eagle.

Wabasha, Minn., the Buckeye. Hannibal, Mo., Willie Wilson.

McGregor, Iowa, the C. W. Cowles. Madison, Indiana, the Centennial, War Eagle.

Quincy Bay, Ill., the Edith, Sam Atlee, the Plough Boy.

Montrose, Iowa, Zada.

The Minneapolis is now the only steamer navigating between St. Louis and St. Paul with the exception probably of two or three small boats.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, NOVEMBER 11, 1896

THE WEAVER WRECKED.

A Steamer Barely Escapes Utter Annihilation.

Another disastrous accident occurred yesterday afternoon about 1 o'clock at the Davenport bridge, whereby the steamer W. B. Weaver barely escaped from destruction. The Dan Hine and the former steamer were engaged in towing a raft down the river, which was consigned to lumber merchants at Quincy. The particulars of the accident are as follows as related by a Davenport paper: "The raft was separated at the head of the rapids, the Weaver taking half and the Dan Hine half. In shoving her raft under the pier, the Weaver went too far in the rapid current, and in rounding about she was caught by the twisting water and sent, stern foremost, towards the span—and under she went until the pilot house was struck and torn down, pilot Suiter jumping out for life. The pilot house was crowded against the stacks, which were bent back-

ward. The engineer put on all the power he could, and succeeded in getting her started back, and as she was headed just right the draw channel was easily made, though the crashing against the draw pier could not be avoided, and she dropped through, crippled and helpless for the time.

When the signal of distress was sounded several boats lying at the wharf made for the Weaver to render assistance, but happily she soon recovered her control. It is a subject of congratulation that the accident did not prove of a more serious nature.

The Gate City.

AUGUST 13, 1896.
Entered in Keokuk Postoffice as Second-Class Matter.

RIVER NOTES.

New Steamer Presented With a Handsome Stand of Colors.

Seven hundred Quincy people enjoyed the dedicatory trip of the new steamer Tuesday and presented a handsome stand of colors. On the return trip from Canton the excursionists passed these resolutions:

"Resolved, That the business men of Quincy have the heartiest appreciation of all favors conferred, notably the one which will give the city such a wide, far spreading and invaluable advertisement.

"Resolved, That we consider the steamer Quincy a well-built boat, the thorough-going care manifested in every part and detail, in her capacities, comforts and conveniences, showing results of intelligent skill and supervision that is in the highest degree creditable to the artisans who gave the conception, design and admirable execution.

"Resolved, That the city of Quincy is highly honored by having such a beautiful craft to bear its name as it plys up and down the currents of the Mississippi river.

"Resolved, That we consider the Quincy a very safe and speedy boat, and that we cordially commend it in the fullest confidence to all who can appreciate the pleasure of traveling by water.

"Resolved, That the business men of Quincy should show a substantial regard to the Diamond Jo line in supporting the boat by giving it all of their freight that is available for transportation along the lines of the river."

The steamer Sidney is due down Saturday morning for St. Louis.

Yesterday morning the Vanmetre left on her regular trip to Burlington.

Last evening the stage of the river was 2.5 feet above low water mark a .1 foot fall in the preceding twenty-four hours.

THE GREAT WESTERN TRADING COMPANY
R. J. BICKEL KEOKUK, IOWA

DAILY GATE CITY.

SATURDAY MORNING, JANUARY 23, 1875.

THE STEAMBOAT IMBROGLIO.

A Brief and Comprehensive Statement of Its Character.

Our readers have heard a good deal of late concerning the case of Buford vs. the Keokuk Northern Line Packet Company which is now on trial at St. Louis, but we presume that comparatively few of them understand the precise nature of the imbroglio. The following from the St. Louis *Globe*, of the 16th, is the most comprehensive statement of the case that we have seen:

It has been often remarked that the steamboat interest is on the decline, and its palmy days are past. In this condition combinations have been resorted to for the defeat of rival corporations and the acquisition of new strength. A case that seems to have grown out of some such circumstances, was called for hearing before Judge Krum, in Circuit Court No. 1, yesterday. The plaintiff is Thomas J. Buford, and the defendants the Keokuk Northern Line Packet Company and its Directors, William F. Davidson, Napoleon Mullikin, Darius Hunkins, Adam Jacobs, R. C. Gray, P. S. Davidson, William Rhodes, Thos. B. Rhodes and Ansel Phillips.

The suit came up in the form of a motion to dissolve an injunction that had been granted, restraining Capt. W. F. Davidson from voting on his 1,518 shares of stock in the Keokuk Northern Line Packet Company, it being alleged that he had not legally acquired the title to them. Mr. Taussing and Mr. Given Campbell appeared for plaintiff. Messrs. Sharp & Broadhead and Messrs. Grover & Shepley represented defendants. Many substantial citizens who were interested in the proceeding were present in the court. After some preliminary discussion, Judge Krum said he would hear evidence on the part of the defense, on the motion to dissolve.

The petition filed in the case was read to the Court. It states that the plaintiff is the holder of one share in the Keokuk Northern Line Packet Company, valued at \$100; and that the defendant, Davidson, is the owner of 1,518 shares of the capital stock in the company, by virtue of an assignment which he claims to have been made to him by the Keokuk Northern Line Packet Company. Plaintiff says that the 1,518 shares were issued by the defendant, the Keokuk Northern Line Packet Company, to the Keokuk Packet Company, without any valid consideration, and without authority to transfer the same; that neither the Keokuk Packet Company nor defendant, Davidson, ever had any title or just claim to the 1,518 shares of stock, and suits are now pending in the Circuit Court of the United States to set aside said issue of stock, and to cancel said certificate of stock. These shares are now held by the defendant Davidson, for the purpose of giving him control of the affairs of the Keokuk Northern Line Packet Company. Plaintiff says that some of the defendants confederated with J. S. Mc-

Cune and the defendant Davidson, to carry out a scheme to defraud plaintiff and others.

The defendant's answer to the foregoing was read. It sets forth that the Keokuk Packet Company, the Northwestern Union Packet Company, the Northwestern Steamboat Packet Company, and the People's Tow-boat Line all sold out their effects to the Keokuk Northern Line Packet Company. The property was transferred, the consideration specified being \$125,000, thus making it a legal transaction, as alleged.

An amended reply was read by plaintiff's counsel, asserting that the transfer of property referred to was without authority of law, and without the consent of the owners of the property.

Thos. H. Griffiths, Secretary of the Keokuk Northern Line Packet Company, was called and sworn. He identified a book containing a record of the proceedings of the company on the 24th of February, 1873. A part of the proceedings was an agreement to subscribe stock to the company. Capt. J. S. McCune subscribed \$175,000; Capt. W. F. Davidson, President of the company, \$225,000; D. Hunkens, \$42,900, and several others subscribed \$12,800 each. Witness identified the signatures as being genuine. He also identified a document, purporting to be an appraisal of the property of several companies, viz: Keokuk Northern Line Packet Company, \$361,650; Northwestern Union Packet Company, \$262,900; Keokuk Packet Company, not including their warehouses at Keokuk, \$155,500.

Plaintiff's counsel objected to the introduction of this evidence.

Mr. Glover asked if plaintiff had any interest in the Keokuk Packet Company.

Mr. Taussig said he was ready to meet the question, but it did not bear on the question before them. He spoke of a "pretended" subscription list and a "pretended" appraisal. Mr. Glover had not undertaken to show that the appraisers were authorized by the action.

Witness identified paper handed him by Mr. Glover as certificate No. 41, of the Keokuk Northern Line Packet Company, representing 1,518 shares of stock, issued to Capt. Davidson. Witness testified that on the 29th of August, 1874, the Keokuk Northern Line Packet Company had \$34,000 or \$35,000 in cash, and the amount necessary to carry on the trade varied from \$15,000 to \$20,000. It would have embarrassed the company at that time to declare a dividend of 5 per cent.

The examination of Mr. Griffiths was concluded. Further documentary evidence was offered, and the case was laid over till this morning.

DAILY GATE CITY.

TUESDAY MORNING, JANUARY 26, 1875.

THE STEAMBOAT IMBROGLIO.

Some Facts Developed by the Testimony.

As already stated in these columns, the testimony in the case of Buford vs. the Keokuk Northern Line Packet Company, now on trial at St. Louis, was concluded last

week, and the arguments will be heard this week or next. Some interesting facts in connection with the case, which we have not yet published, were developed by the testimony.

The hearing of the motion to dissolve the injunction granted Davidson and Mullikin last August was heard before Judge Krum, of the Circuit Court No. 1, for St. Louis county. The point raised by the plaintiffs that the meeting of the Directors of the Keokuk Packet Company was illegal because held in Missouri, while the company was incorporated in Illinois, was overruled by the Judge, as not well taken, the law allowing a meeting to be held at any place that may be selected.

Capt. N. Mullikin was sworn, and stated that for eighteen years he had been Secretary of the Keokuk Packet Company. On the 28th of February, 1873, the condition of the company was impecunious; in '71, '72, and '73, the company made no money; it was not solvent in '73, nor now. The witness examined the stock list, and stated who were the principal stockholders in '73. McCune owned 95 shares; Mullikin, 12; Mrs. Lacy Ames, 2; Pacific Insurance Company, 5; B. F. Carnes, 13; Loker, 5; Clifford, 2; Mrs. Dodson, 2; G. B. Smith, 5, and so on. McCune took part in the transfer of stock and property of the Keokuk Packet Company to the Northern Line Packet Company. The Directors who signed the transfer were Mullikin, Philips, Brolaski, Osborn, Barnes, and Holliday, administrator of McCune.

The day for holding the annual meeting of the Keokuk Northern Line Packet Company, was Wednesday, the 20th inst., and on Tuesday, while the case of Buford vs. the K. N. L., was pending in Judge Krum's court, the company's attorney moved to modify the restraining order of the court to this extent, that the company might be allowed to hold its regular annual meeting at the appointed time. He presented the affidavits of the Secretary and President of the company in support of the motion. He said that the existence of the order worked great injury to the company by preventing it from transacting its business.

Mr. Hayden suggested that although there was a controversy as to Mr. Davidson's shares, the other stockholders should not be restrained during a continuance of the litigation. The rights of a majority of the stockholders should not be prejudiced by the proceedings.

Colonel Broadhead objected to a majority of the shareholders proceeding with business while the restraining order applied to 1,518 shares.

Judge Krum remarked that it would necessarily be determined, on the hearings to dissolve the injunction, whether the issue of stock to the Keokuk Northern Line Packet Company was illegal or unauthorized. The

injunction might then be made perpetual. The question of the validity of the stock was clearly involved. He overruled the motion.

And so the election was not held. The Davidson party has been sustained by nearly all the rulings of the Court, so far, according to the reports in the St. Louis papers.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JANUARY 25.

Death of an Old River Man.

The St. Louis Times-Journal announces the death of Captain Caleb Greene, who died at Oakland, Cal., on the 20th of December last. His disease, we are informed, was asthma. Captain Greene was a pioneer steamboatman, and for more than thirty years of his life was actively employed on the western waters either as engineer or master. He was engineer of the low-pressure Clinton when she first came out. The Clinton was launched at Aurora, July 4, 1825, had a lever beam engine, with cylinder 32 inches in diameter and 4½ feet stroke, four single flue boilers, 34 inches in diameter and 14 feet long. If we are not mistaken, the late Captain Eckert began his steamboating on the Clinton as Green's second, and then was laid the foundation of a friendship between the two which endured through life. Captain Greene was engineer of the large, low-pressure Philadelphia in the New Orleans trade in 1830-31. Eckert was with him on this boat. Greene commanded the low-pressure Robert Fulton in 1832, and left her in 1833 to take command of the Philadelphia. A brother, Captain W. W. Greene, resided in St. Louis, and was a well known citizen.

DAILY GATE CITY.

THURSDAY MORNING, AUGUST 19, 1875.

—The work of raising the steamer Cricket, which sunk at Nashville several days since, has at length been completed, and she now floats on the surface. A bulkhead was built around the break and the water pumped out, after which she came up herself. Her hull was splintered a distance of about ten feet. The damage will be repaired and she will be running again in a day or two. The Louisa has been doing her towing.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, FEBRUARY 13.

STEAMBOAT BURNED.

Narrow Escape of Those on Board—Suffering from Exposure—A Heroic Pilot.

CAIRO, Ill., Feb. 14.—The following is just received, dated Fort Jefferson, Ky., Feb. 14:

To E. W. Holliday and Captain Phillips, Cairo:

The steamer A. C. Donnelly burned to the water's edge, and is aground on Island No. 1. Several men crippled. Send boat to our assistance for God's sake, quick! Passengers in the woods suffering terribly. Hurry! hurry!

(Signed) ED. HART, Master.
The tug Montauk, transfer steamer McComb, and ferry-boat Three States responded promptly, and at this writing are doubtless at the wreck, seven miles below. Further particulars are anxiously looked for, but will probably not reach here until the return of the relief boats, toward morning. The light of the burning steamer was plainly visible here.

Captain Hart states the Donnelly took fire aft of the larboard foot box and the fire spread very rapidly. The boat was headed for shore and the fact that no lives were lost is due to the coolness and bravery of the pilot, Wm. Underwood, who remained at his post until the boat struck the shore, when the pilot house was in flames, and he descended through the wheelhouse, jumped into the water and swam ashore, jumped from the boat to the frozen ground. The hull of the boat is broken, the bow high on the shore, and the stern sunk in ten feet of water.

KEOKUK AND HAMILTON FERRY

VAN DYKE, & HINE. 1871

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.

DAILY GATE CITY.

SATURDAY MORNING, MARCH 20, 1875.

River Ripples.

No less than a half dozen boats are advertised to leave St. Louis for Keokuk. But somehow they don't get started.

In view of the floods threatened this Spring, in the Mississippi Valley, and along other rivers, Gen. Meyer, chief signal officer, has published a pamphlet of tables showing the range between high and low water marks, and the rises considered dangerous to commercial interests on the principal western rivers, and sent it forth for the information of all concerned, that they may notice the waters and govern themselves accordingly. At Keokuk the high water of 1851 and low water of 1873 are the gauge extremes. Range 21½ feet. The danger point above zero is 14 feet 6 inches, which injures government dams and improvements at the foot of the rapids.

The Galena Gazette says: "The Northern Line Packet Company will carry the mails on the river the coming season. The reasons for this decision on the part of the Department we suppose, are that the boats

can supply the places on both sides of the river, whilst the river railroads supply but one side. From LaCrosse to St. Paul the boats will carry the mails in any event, as there is no railroad along the river between those points to carry it."

It is the intention of the Keokuk Northern Line to send out the Andy Johnson as soon as the river is open. The Andy Johnson, Harry Johnson and Rock Island will run between St. Louis and Keokuk at the opening of the season. The Rob Roy will be taken to St. Louis for repairs. Over \$10,000 have been expended on the Andy Johnson the past winter, and she is now one of the best boats on the river.

The St. Louis Democrat says: "Crowds of men and boys, last year's employes of the Keokuk Northern Line, are burning to learn what's what as to appointments this year. If they could only learn positively who is to be head boss, they would be, in a measure, satisfied.

The St. Louis Republican says: "From all the information we have been able to glean from different sources it would seem that the chances are about equally divided between a very high stage of water and a flood below Cairo this Spring. High water is certain, but still remains for the fates to decree. At Vicksburg up to Monday night was within ten feet of the high water mark of last year. At Memphis within four feet of last Spring's flood and Cairo within six feet of the highest point attained last year, while the Ohio and Mississippi continue to rise slowly. The great quantity of water coming down the Ohio may exhaust itself before what is known as the June rise, or disappear in the sunk lands and bayous without materially increasing the height of the water level at that lower foot of the river between Cairo and the gulf. This may probably be the case, and will if there are not big rises in the Arkansas and White to keep the Ohio at its own, until the Mississippi comes booming down. If these latter contingencies all combine, look out for another flood which may approximate the terrible overflow in Mississippi and Louisiana last year."

THE GATE CITY.

WEDNESDAY MORNING, OCT. 11.

—Mr. Metcalf, long a pilot on the river between here and St. Louis, died of consumption, at his residence on Fulton and 10th Streets, last night. Mr. Metcalf was well known on the river, and leaves a large circle of acquaintances and friends to mourn his loss.

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

The Gate City.

FRIDAY MORNING, MAR. 19.

The River was rising yesterday, with over five feet on the Rapids.

THE CLARA HINE.—This good steamer, having been detained above the rapids, did not leave for the Des Moines until last evening. Passengers who wish to take passage can overtake her at Bentonsport this morning by railroad.

THE HANNIBAL CITY.—This new and splendid steamer of the Keokuk and St. Louis Packet Line, made her first appearance at this port yesterday afternoon with colors flying, and having on board a large and merry company of passengers from Hannibal and other towns on the river.

We had not time to visit the boat last evening, but learn that she is a magnificent craft, and can make the best kind of time. She will doubtless be the crack boat of the season.

DROWNED.—While the Clara Hine was lying at the wharf yesterday morning, the first mate fell from the boiler deck, struck on the side of a barge, and fell into the river. His body had not been seen since. The mate's name was Conner; he had been on the Hine only a few days, and it is supposed had no family. He had complained of being unwell and was doubtless taken with a fit.

The Gate City.

THURSDAY MORNING, MAR. 18.

THE RIVER.—The heavy and continuous rain of Tuesday has aided to raise the river considerably. The ice is about all gone, and the stage of water is first rate for navigation.

The Keokuk came in and left yesterday morning. The Quincy is expected to leave this morning. The Ed. Manning returned from Quincy with a small load of railroad iron, which was left at Warsaw.

THE DES MOINES.—This river is at a good stage. The Skipper has gone up with a big load. The Manning is also taking freight and will leave for Des Moines on Friday.

The Gate City.

KEOKUK: 1858

THURSDAY MORNING, MAR. 18.

For Des Moines River.
THE fast packet ED. MANNING will leave for Ft. Des Moines on Friday the 19th inst., at 12 o'clock.
For freight or passage apply on board, or to mch16d4t
T. HEAIGHT, Agt.

For Des Moines.
THE CLARA HINE will leave for Ft. Des Moines and intermediate ports, on Wednesday morning, 17th inst.
For freight or passage apply to mch16d
AD. HINE.

The Gate City.

TUESDAY MORNING, MAR. 16.

UP THE DES MOINES.—The Ed. Manning is advertised to leave for Des Moines on Friday. Tom. Heaight is agent. The Manning was built for the Des Moines trade and will have dispatch if any boat can. For further particulars enquire of Heaight, who is always posted.

JUST RECEIVED,
BY steamer Badger State, a fresh supply of
STAPLE GROCERIES, such as
PRIME N. O. SUGAR,
CLARIFIED SUGAR,
CRUSHED SUGAR,
RIO COFFEE, &c., which we offer to sell at reasonable prices.
Call at No. 109 Main-st., bet. 4th and 5th.
mch12d
W. H. AUSTIN & CO.

The Gate City.

TUESDAY MORNING, FEB. 9.

Steamboat Explosion.

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

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

The Gate City.

KEOKUK: 1858

TUESDAY MORNING, APR. 27.

THE OCEAN SPRAY.—Shortly after the Spray struck the shore, her fastenings were burned, and she floated out in the river, with a number of passengers still on board, who jumped into the river. The burning wreck floated down past the city, a fearful sight, but was blown over to the Illinois shore, where she was seized by the Safety Ferryboat, her fires quenched, and her hull driven on shore.

While the Keokuk was burning the flames communicated to the Star of the West, another boat which had been tied up there for safety, and which was destroyed; valued at \$28,000, insured for 16,000.

The number lost can only be guessed at. It is supposed not over 8 or 10 cabin passengers were lost.

THE OCEAN SPRAY DISASTER.—We understand that Capt. Marsh, of the Ocean Spray, returned this morning from a visit to the different landings on the Illinois river, and states that a number of passengers who were reported lost by the burning of his boat, are safe. It is probable that there were not more than five or six persons lost by the disaster, three of whom were of the crew.—[St. Louis News, 28th.]

The Gate City.

WEDNESDAY MORNING, APR. 21.

BLANK NOTES, neatly printed for sale at this office.

BLANK MORTGAGES for sale at this office.

BILLS OF LADING for sale at this office.

JUSTICES' BLANKS, Notices, Subpoenas, and Executions for sale at this office.

BLANK DEEDS, neatly printed, in a form approved by the best Lawyers, for sale at this office.

Keokuk Time Table.

KEOKUK, MT. PLEASANT AND MUSCATINE R. R.		Leaves.	Arrives.
First Train,		7:00 A. M.	6:00 A. M.
Second Train,		10:00 A. M.	9:30 A. M.
Third Train,		5:00 P. M.	4:30 P. M.
KEOKUK, FT. DES MOINES AND MINNESOTA R. R.		Leaves.	Arrives.
First Train,		7:15 A. M.	9:50 A. M.
Second Train,		3 P. M.	5:30 P. M.

Arrival and Closing of the Mails.

The Northern and Eastern mails arrive at 6 A. M.
" " " " close at 8 P. M.
The St. Louis and Southern mails arrive at 7 P. M.
" " " " close at 8 P. M.
The Western mail, by Railroad arrives at 5 1/2 P. M.
" " " " closes at 8 P. M.
Post office open from 7 1/2 A. M. to 7 1/2 P. M.

REMOVAL.

The DAILY GATE CITY OFFICE is in McCUNE'S Building, corner of Main and Second Streets. Entrance on Second street; Counting Room first door to the right.

Orders for all kinds of Job Work filled with neatness and dispatch.

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

For Des Moines City and the Gold Mines. The Steamer ALICE, Harris Master, will leave for above, and intermediate ports, on Tuesday, May 11th, at 4 o'clock p. m. For freight or passage apply on board or to may10d2t BROWN, AUSTIN & CO., Levee.
MAY 10, 1858

The Gate City.

KEOKUK:

WEDNESDAY MORNING, JUNE 2.

FOR Des Moines City and intermediate landings The steamer COL. MORGAN, HILL, Master, will leave as above this afternoon at 4 o'clock.
For Freight apply to
OLEGHORN, TAYLOR & CO.,
June-1t
Levee.

MAY 10, 1858

MISSISSIPPI PIRATES CAUGHT!

\$5,000 Worth of Property Recovered

[Compiled from the McGregor North Iowa Times Extra.]

We have the gratification of announcing the discovery of a nest of river pirates and a large amount of merchandize belonging to this neighborhood. The rendezvous of this band of Pirates of the Upper Mississippi, has been for a year past the old Ferry Building, on the west side of the river from Prairie du Chien Upper Ferry. The revelation of their place of location has been made by a man named Ralph —, who has been for some time in their employ building boats, &c. He had a quarrel with the party, and gave such information as led to an immediate organization for their detection.

On Friday morning last Constables Kee and Brown of McGregor, and several of our most active citizens, left this place for the Island known as Big Island, opposite to the mouth of Sul Magill Creek, about five miles below this, and nearly opposite Wyalusing. After a thorough reconnoitre, the boat containing Kee, Ralph, and our fellow-citizen Sandford L. Peck, Esq., discovered a tent or camp on the Island in which were found Geo. Scoville, an English butcher of McGregor, a man partly blind, named Howell, and a boy nine years old, whose name we have not learned. These were captured, and from them it was ascertained that a man calling himself Dr. Bell was in command of a boat moored in some of the sloughs of the island, and that said boat was loaded with stolen goods to the amount of several hundred dollars. On the next morning Kee, Peck and the boy proceeded to look up the boat, and having discovered it, came up to within close distance before any signs of life were exhibited on board. The barking of a dog on the pirate vessel roused its captain, and he sprang out on the bow in his shirt. Seeing the boy, it is supposed he took the party for friends, and remarked that his "wife was not up," requesting them to "hold on." At this moment, the skiff being near to the bank, Kee was leaning forward to make a prisoner of him, when Bell sprang into the boat, presented a revolver at the door of it, and screamed to the party "God damn your souls I'll blow you to hell!" Mr. Peck, who was in the line of danger, fired his revolver, as he supposed fatally—Bell fell back wounded, and in a few seconds a pistol shot passed through the side of the boat from the chest on which Bell had fallen. Believing that Bell was seriously wounded, and having heard that his wife was a practiced gunner, the assailing party deemed it most prudent to return to McGregor for a force sufficient to secure the boat and bring it into port.

Immediately on the arrival of Kee and Peck with their prisoners, Capt. Nelson of the Alex McGregor, was prevailed upon to run his boat down to the battle ground, and about 50 persons, comprising many of our best citizens, armed with such weapons as could be conveniently obtained, enlisted for the war. The Alex McGregor took the passengers down to the vicinity of the boat, but during the passage, three suspicious looking customers were arrested on board, and the McGregor carried them to Prairie du Chien, where it was learned that a heavy robbery of jewelry had been committed the night before.

The adventurers found the boat on which Bell was shot, but the bird had flown. Mrs. Bell and her young child remained on board. A guard was detailed, and upon further ex-

ploration two more boats, loaded with plunder, were found further down the river. The first boat was fastened to the steamer Pembina of St. Louis, and brought to our wharf the same evening. The other pirate craft were towed to Clayton City by Capts. Ne Haven and Goodrich of the Junction Ferry Line. On Sunday, the Alex McGregor, with two or three hundred citizens on board, left her wharf and proceeded to Clayton City to bring up the plunder and the victorious band who had it in charge. When near that place, the Fred. Lorenz was met with the booty in tow.

By request, the Lorenz detached her pirate consort and the McGregor took the passengers on board and the freight in tow. Stopping at Wyalusing, we learned that the village physician had been called that morning to take a ball out of the head of a stranger who had stopped half a mile from there to get his breakfast. A committee of six was appointed to scour that section of the country. The committee has since returned unsuccessful. The goods are placed in the hands of the Deputy Sheriff Tuttle. There is not less than from \$4,000 to \$5,000 worth of property already secured, and the Vigilance committee have despatched men to other depots where it expected the plunder is stored. This robbery has been going on for nearly a year, and it is feared that many men heretofore regarded as honest will be found deeply implicated in this astounding villainy.

Rumors of all sorts are afloat. The prisoners are beginning to confess and expose their accomplices. Bell is evidently badly hurt, and not far distant. The officers are on the alert, and it is hoped that this is to result in the breaking up of one of the most formidable band of robbers ever organized in the west. The name of John Bishop, the Osage land robber, is connected with this party, and it is believed by the prisoners that a boat containing \$10,000 worth of goods from La Crosse and other towns, left the depot first spoken of on the 15th of last month, for the benefit of said Bishop; said boat was seen near Muscatine two weeks ago, bound for St. Louis.

The Gate City.

KEOKUK: 1858

WEDNESDAY MORNING, MAY 26.

For the Upper Mississippi.

U. S. MAIL LINE,
Rock Island and Keokuk Daily Passenger Packets.

THE steamers BEN. CAMPBELL and TISHOMINGO will compose the line for the season of 1858. Both of these boats being of light draught and of great speed, may be relied upon for making connections as advertised.

BEN. CAMPBELL,
GEO. H. MYERS, Captain | A. L. MILLER, Clerk,
Leaves Montrose on the arrival of the cars from Keokuk, every Tuesday, Thursday and Saturday morning, at 8 o'clock. The
TISHOMINGO,
JOHN R. KEACH, Captain | A. H. CORWINE, Clerk,
Leaves Montrose as above, every Monday, Wednesday and Friday: connecting at Burlington, with TRAINS for CHICAGO, and Mt. Pleasant, Iowa; at Muscatine, with the TRAIN for IOWA CITY; at Rock Island, with Minnesota Packet Company Steamers for Galena, Dubuque, and St. Paul, and the trains of the Chicago and Rock Island Railroad.

Through Tickets may be procured on Board, or of
O. H. BREWER, Agent,
May 11-d at Depot on Levee.

The Gate City.

KEOKUK: 1858

THURSDAY MORNING, JUNE 17.

Explosion of the Steamer Pennsylvania--200 Lives Lost.

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. Bautehen and Dennis, Coroner of New Orleans.

Saved—Mrs. Farnoy, 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. Kauch 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 Peltus, Texas; Mrs. Watt and daughter, Mrs. Fuller, St. Louis; Gleason, N. Y.; Nichols, Texas; Mr. Sackey, Limer; John Sinkborn, James Bowles, James Burns, Mr. Woodford, all of Louisville; Louis J. Black, O. Generas, and an English gentleman from Cuba, has a sister near Burlington.

Injured—Henry Clement, St. Louis. The following are scalded—Wm. Wilks, N. J.; Matt. Kelly, St. Louis; Samuel Marks, Pachas, Stone, Louisville; Daniel Jeffer of Keokuk; Sam. Woods, 2d clerk.

The following are slightly scalded—Andrew Lindsay, Cincinnati; Wm. Woods, Geo. Boalier, Isaac Westor, Stark Co.; Robert Brotherton, Columbus, O.; Jas. McCormick; Capt. R. Backus, New York; Charles Appens, &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.

The Gate City.

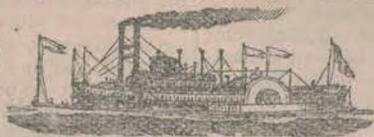
THURSDAY MORNING, AUG. 12.

LOSS OF THE STEAMER EDWARD MANNING. The steamer Edward Manning, while lying at Alton, was destroyed by fire on Monday morning last. The fire originated in the cook house, and spread rapidly, the work being as dry as tinder. Her value was \$11,000, and she is insured for \$7,000 in Pittsburg.

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

ST. LOUIS & ST. PAUL PACKET CO.

Reduced Rates!



Reduced Rates!

Reduced Rates to the Saint Louis Fair,

On the Steamers Gem City, War Eagle and Minneapolis.

One of the above steamers leaves for Saint Louis daily, at 7 o'clock a. m.; returning leave Saint Louis at 6 p. m., EXCEPT TUESDAY EVENING, October 4 h. the War Eagle waits at St. Louis until 12 o'clock, giving passengers an opportunity to witness the GRAND MARCH OF THE VEILED PROPHETS.
A. M. HUTCHINSON, Sup't.

THE GATE CITY:

TUESDAY MORNING, OCT. 4.

OFF FOR THE FAIR.

A Large Number of Keokuk People Will be Present at the St. Louis Fair—A Partial List of Yesterday's Departures.

That Keokuk is closely identified with St. Louis is clearly shown each year by the large numbers of our people who flock to that city during fair week. The Veiled Prophets' procession is the champion lodestone and attracts immense crowds to witness the midnight parade and pyrotechnic display. Quite a large number of Keokukians left for St. Louis yesterday by river and by rail. The steamer War Eagle secured her quota of passengers in the morning, the Gem City did likewise in the afternoon, and the Keokuk Route sent out a train consisting of twelve coaches on last evening to accommodate the great numbers wending their way to St. Louis. Conductor McConnell had charge of the train that went south last night and of course everybody was comfortable and happy. Among the departures yesterday were Major Stckney and family, Mr. and Mrs. Wm. Tucker, Howard Tucker, Mr. and Mrs. H. M. Lourie, Miss Steele, John Finnerty, W. S. Ivins, wife, daughter and son, M. Leroy and wife, of Hamilton, Arthur Moody, W. A. Patterson, J. H. Best, jr., Joseph G. Anderson and family, Dr. Haines, wife and sister, Jo Davies, Geo. F. Hatch, Dr. Wyman, Presley Ross, J. K. Mason, Alderman Wolf, J. D. Maxwell, John Nagel, Geo. Englehart, jr., Frank Wright, Lewis Bode, Chas. Wright, Wm. Heiser, Wm. Blom and family, Miss Belle Keppel, Lee Savillon, Frank Mills, Julius Tribonlet, H. H. Bradford, Frank Cole, Mrs. Frank Mills, Miss Mary Mills, Hiram and Sam Mills, Chas. McGee, Chris. Amphar, T. Comstock, Lou and Ed. Ross, Miss Birdie Rankin, Yale R. Smith, Chas. Spence, D. W. McElroy and wife, Mr. and Mrs. Wm. Sinton, George Van

Werden, Tom Ayres, Mr. and Mrs. J. H. Anderson, and Mr. McNeil. Many more will leave to-day. All the roads centering here brought in large numbers of people, en route to St. Louis.

Daily Constitution.

APRIL 9, 1885.

THE DIAMOND JO LINE.

List of Officers Appointed for the Several Packets for the Season of 1885.

Superintendent Dickey, of the Diamond Joe line has made the following appointments of officers for the several packets of the line for the season of 1885. It will be seen that a majority of the officers who served last season have been re-appointed to their former positions. They are all very popular with the traveling public and the news of their appointment will be read with great satisfaction by their numerous friends:

PITTSBURGH.

Captain—John Killeen.
Clerk—H. C. Lusk.
Second clerk—M. M. Littleton.
Pilots—Levi Williams and Stephen I. Dolson.

First Engineer—John Cabbell.
Mate—Larry Brennan.
Steward—John Custar.

MARY MORTON.

Captain—Wm. Boland.
Clerk—C. C. Mather.
Second Clerk—E. D. Young.
Pilots—Thos. W. Burns and Henry Link.

First Engineer—Fred. Buthman.
Mate—Robert Costello.
Steward—Thomas Manning.

SIDNEY.

Captain—James Best.
Clerk—M. P. Fulton.
Second Clerk—Chas. Wells.
Pilots—R. C. Stevens and Frank King.
First Engineer—E. M. Gregg.
Mate—James Boland.
Steward—Frank A. Norris.

LIBBIE CONGER.

Captain—James Corbett.
Clerk—Garry Spencer.
Second Clerk—George Weiss.
Pilots—H. L. Beedle, Jr., and Mills

Ruby.

First Engineer—Archie Pierson.
Mate—Charles Murphy.
Steward—Louis Miller.
JOSEPHINE.
Captain—B. A. Congar.
Pilots—D. S. Holsapple and Sheldon Ruby.

First Engineer—William Drummond.
Mate—Charles Skemp.
Steward—John Freylinger.
JOSE.
Captain—John Sweeney.
Clerk—T. S. Woods.
First Engineer—S. A. Critchfield.

THE WEEKLY GATE CITY.

FEBRUARY 20, 1879.

DIRE DISASTER.

Burning of the Steamer A. C. Donnelly—Terrible Suffering of Passengers—A Heroic Pilot.

CAIRO, Ill., Feb. 14.—The following is just received, dated Fort Jefferson, Ky., Feb. 14:
To E. W. Holliday and Capt. Phillips, Cairo:

The steamer A. C. Donnelly burned to the water's edge and is aground on Island No. 1. Several men crippled. Send boat to our assistance for God's sake—quick! Passenger's in the woods suffering terribly. Hurry! hurry!

(Signed) ED HART, Master.

The tug Montauk, transfer steamer McComb, and ferry-boat Three States responded promptly and at this writing are doubtless at the wreck, seven miles below. Further particulars are anxiously looked for, but will probably not reach here until the return of the relief boats, toward morning. The light of the burning steamer was plainly visible here.

Captain Hart states the Donnelly took fire aft of the larboard foot box and the fire spread very rapidly. The boat was headed for shore and the fact that no lives were lost is due to the coolness and bravery of the pilot, Wm. Underwood, who remained at his post until the boat struck the shore, when the pilot house was in flames, and he descended through the wheelhouse, jumped into the water and swam ashore. Several limbs were broken by those who jumped from the boat to the frozen ground. The hull of the boat is broken, the bow high on the shore, and the stern sunk in ten feet of water.

CAIRO, Ill., Feb. 15.—The following are the injured by the Donnelly disaster: Wm. W. Johnson, St. Louis, compound fracture of both legs below the knee; Thomos Coffey, Covington, Ky., fracture of both wrists; Jno. Tobin, Cincinnati, fracture of both ankles; Nelson N. Tallivan, Cincinnati, dislocation left leg at the ankle with fracture of small bone; Geo. M. Young, New Richmond, dislocation of right ankle. Fifteen to twenty others were more or less bruised or sprained, but nothing serious.

The bow of the boat ran high on shore necessitating a hop of fifteen feet to the ground. To this fact and to the existing panic all casualties are due.

DAILY GATE CITY:

TUESDAY MORNING, FEB. 29, 1876

STEAMBOAT DISASTERS.

Burning of the Mary Belle at Vicksburg--The Osceola and Rapides Go to the Bottom.

MEMPHIS, Feb. 28.—The steamboat Osceola, Capt. Bowman, from St. Francis river for Memphis with three hundred bales of cotton, struck a snag at Peters' Landing, forty miles below here at 11 o'clock last night and sunk in eight feet of water. No lives were lost. The City of Augusta brought the passengers up, and the Ella is taking off the cotton, which will all be saved in a damaged condition.

The boat can be raised and the wrecker Eckert will go to her relief.

CINCINNATI, Feb. 28.—The steamer Mary Belle was burned at Vicksburg, Miss., yesterday. It is estimated upon reliable data that the loss will reach over half a million dollars. She had a large number of passengers, with valuable baggage. She was believed to be the largest steamer ever constructing for navigating any other river. She cost \$125,000. The insurance on her cargo will fall heavily on Memphis and New Orleans underwriters.

MEMPHIS, Feb. 28.—The steamer Mary Belle, which burned at Vicksburg yesterday, took one thousand bales of cotton from here, fully insured, of which the Phoenix, of Memphis, had \$9,000, and the Greene & Lucas, English, Agency, \$5,000.

BATON ROUGE, Feb. 28.—The steamboat Rapides from Tensas for New Orleans, sank five miles below here about 2 o'clock a. m. The boat was a total loss. The passengers and crew were all saved.

The Daily Gate City.

KEOKUK, IOWA: 1868 FRIDAY MORNING, FEB. 14.

Proclamation in Admiralty.

United States of America, District of Iowa, United States Marshal's Office, Keokuk, Feb. 10th, 1868.

HEREBY give notice that by virtue of a warrant of arrest and mention, issued out of the office of the Clerk of the United States District Court in and for the District of Iowa, and to me directed in the following cause, to-wit: Francis H. LeClaire, mariner and libellant, against the steamboat Cricket, her machinery, furniture, tackle and apparel; for a demand of contract of wages, \$200, I did on the 10th day of February, 1868, at the port of Keokuk, Lee county, Iowa, in said District of Iowa, arrest and take in my possession for safe custody and do now detain the said steamboat Cricket, her machinery, furniture, tackle and apparel; and I hereby as so give public notice that the time assigned for the return of said warrant is on the 1st Tuesday in March, 1868, at 10 a. m., and I hereby admonish and summons all persons claiming any interest in the said steamboat Cricket, her machinery, furniture, tackle and apparel, or knowing or having anything to say why the same should not be condemned and sold to answer the demand of said libellant, that they be and appear before the said District Court for the District of Iowa, at a return term to be begun and holden at said District Court Room on the 1st Tuesday in March, 1868, aforesaid, at Keokuk, Iowa, in said District on said last named day, when and where said cause will be heard, then and there to interpose their claim and answer said libel, and to make their allegations in that behalf.

G. W. CLARK, U. S. M. H. FULTON, Deputy.

Daily Constitution.

FEBRUARY 11, 1885.

River Ripples.

One of the largest cylinders ever cast in the west has been successfully cast by the Iowa Iron Works at Dubuque for the steamer Pittsburg, of the Diamond Jo line. It is 42x84 inches in diameter, and weighs over four tons. It is built on the same principle as the cylinders used on ocean steamers. It is a compounding cylinder, i. e. using the exhaust from a high pressure cylinder, thereby doing double duty and lessening the consumption of fuel. The results of this venture will be looked forward to with great interest by steamboat men, because it is a very economic principle, and when brought into general use will materially reduce the expense of river navigation. This company has also constructed engines on a similar principle under plans and specifications furnished by the government for some of the United States steamers on the Missouri river.

THE DAILY GATE CITY.

FEBRUARY 17, 1886. RIVER REPORT.

Annual Statement of the Supervising Inspector for this District—Interesting Statistics—Tonnage on the Upper Mississippi.

According to the annual report of Supervising Inspector Hays, of this, the fifth district, during the year 1885, there were 173 steamboats of all classes inspected. There have been carried 395,265 passengers, against 250,000 for 1884, an increase of over 145,000. But two live were lost, and these were from accidental drowning. Not one passenger was killed or injured. During the year there was not an explosion or any accident of that character. Two vessels were burned, but there was no one aboard of them at the time. These were the Penn Wright, owned by Matt Clark, which burned at Stillwater on January 12, and the Charles Rebstock, owned by Acker Bros., which was consumed at Cordova, Ill., on August 2. The loss of the vessels amounted to \$13,000. Two vessels have been withdrawn from the northwestern waters, while fourteen new ones have been constructed, which increased the tonnage by 564, making the total tonnage of the vessels in the district, 19,684. All of the new vessels carry passenger licenses. The report refers flatteringly to Maj. Mackenzie, stating that the increase of the business is due largely to the results accomplished by him in improving the channel from Beef Slough, near Winona, to St. Paul, so that the largest boats have no trouble,

with few exceptions, in reaching St. Paul. The most really marked improvement has been in the most difficult part of the river to navigate—between Hastings and St. Paul. The report states that there are in the district the best class of steamers operated on the western waters, and it shows the importance of the district by stating that it has more miles of navigable rivers than any other district in the country, and that the exports from it are greater than from all the other districts in the United States combined. It is expected that thirty-two new vessels will be constructed during the year. The principal feature of the year's business will be the passenger traffic on the Mississippi. Owing to the increase over last season the steamboat companies will construct passenger packets, which will be the largest and most handsomely fitted up that have been built for the St. Louis, Keokuk and St. Paul trade. One of the departures this year will be a tri-weekly line between St. Paul and La Crosse, which will commence as soon as the season opens. It is promised that the government will appropriate sufficient funds to enable Major Mackenzie to prosecute his work. The following statement shows the business of the district during the past year:

Table with 2 columns: Item, Amount. Includes Number of steamers inspected, Tonnage added during the year, etc.

Constitution-Democrat.

SEPTEMBER 26, 1900.

STEAMERS BURNED TO WATER'S EDGE

St. Louis, Sept. 21.—The steamer War Eagle of the Eagle Packet Co., and steamer Carrier, of the Calhoun Packet company, were burned to the water's edge today. Joseph Schultz, bill clerk of the former, was burned to death. Both steamers are a total loss, estimated at \$100,000. Two wharf boats of the Eagle company were badly damaged.

Henry Holtia, pantryman on the War Eagle, is missing. Watchman Miller was severely burned. Twenty passengers, asleep on the Carrier, and the crews of both boats had a narrow escape from being caught by the flames.

\$25 REWARD!

I WILL give the above reward for the body of John Leak, delivered at Alexandria or Nassau Ferry. He was drowned at said Ferry, April 11th; was about 5 feet 9 inches high, weighed about 170 pounds, had black hair and heavy whiskers; had on a brown blanket coat, the rest of his clothing not remembered. N. D. PROUTY, April 14-42 wlt 1858 Buena Vista.

THE DAILY GATE CITY, KEOKUK, IOWA. R. BICKEL.

MOVEMENTS OF RIVER STEAMERS

The Mascot Retires and Goes on the Docks.

The Col. Patterson Sold and Goes Into the
Extreme Southern Trade—Other In-
teresting Movements of Steam-
ers Late in the Season.

The Mascot, which sank in the rapids between Montrose and Galland yesterday forenoon, which accident was given in the Constitution-Democrat yesterday afternoon, was rescued by the little United States steamer Lucia. She was pumped out by the Lucia and raised, and arrived here at 8 o'clock this morning. The strike against the Mechanic's rock stove a little hole in her just above the guard locks, which was quickly repaired. She will not make another trip, however, says Captain Ferris, but will go in the canal and on the docks to get ready for the next season's business. There was no loss outside the damage to the boat, which was not serious.

One by one the old landmarks of Keokuk are disappearing. Even the river is being robbed of its memory monuments, and now the old steamer Colonel Patterson has been sold to Baton Rouge parties and is in the canal being made ready for service in southern waters down in the vicinity of Baton Rouge, and is to be used in towing hardwood logs to southern mills in their progressive efforts to supply the trade of the growing country. The Patterson has for many years been a familiar object on the upper Mississippi waters, and her transfer to the southern streams removes another prominent landmark from Keokuk and the upriver steamboat trade.

Keokuk Constitution.

JANUARY 14, 1899

RAFTING ON THE RIVER.

The History of Rafting on the Upper Mississippi—Interesting Reminiscences.

The history of rafting on the Mississippi, says the Davenport Democrat, goes back to 1832-3. E. O. Shepardson, possibly one of the oldest Mississippi river raft pilots, gives it as his opinion that the first raft that arrived at St. Louis was in the spring of 1835. He describes the raft as having been 100 feet in length, 30 feet wide, and carrying 150,000 feet. The lumber was yellow pine, cut and rafted in the Gasconade river, about 125 miles from the mouth.

The first raft landed at Davenport was in the summer of 1839—brought from Prairie du Chien. Before that time the most of the pine lumber used there was brought from Cincinnati by steamboats.

The first recorded arrival of a raft at St. Louis was in the spring of 1840. The raft was run by twenty men, contained 800,000 feet, and was the first raft to reach there from the vast lumber regions of Wisconsin. The fleet came from near the mouth of the Wisconsin river, and was thirty-five days making the trip.

From 1853 to 1872-3 the raftsmen saw their best days. That period of 20 years was the era of romance for the raftsman. Progress has pushed the lazy life and jollity of this business aside, and with a great many other slow but sure and good things it has gone to the wall, and steam machinery sings a monotonous lullaby above its cradle. But the old days are looked back to with regret by many. Life in the lumber camps and on the rolling wave was full of its pleasures, and even the hours of toil were sent spinning along on the wheels of music and song. There was lots of fun in the business, and the girls along the shore had their little romances to tell as the fleets went by—romances just like those that girls on land can tell. Often two months would be consumed in floating a raft to St. Louis from the Wisconsin pineries, where now it requires but two weeks. Of course it was necessary to beguile the hours with pleasures of a popular sort. Every fleet had its fiddler who could scrape out a break-down and play "Rye Straw," "Rocky Roads," "Haste to the Wedding," and so on; its warblers, who filled the moonlight nights with glorious songs; and its story tellers always primed to the chin with yarns that raised a laugh and made hearts happy. The sagas of those days are replete with the genuine poetry that belongs to simplicity and to nature's children, and the history of the period.

In 1866 the Schulenburg & Boeckeler Lumber Company invented a patent steam windlass which enabled a steamboat to handle a raft from 1,000,000 to 3,000,000 feet. This invention brought with it a great reduction in the cost of running a raft, reduced the danger of wrecking it; also reduced the number of men required to handle it. The Mollie Whetmore was the first steamer to attempt to run a raft in this way, and she proved a complete success. The next season, J. W. Van Sant & Son, of Le Claire, went into the raft pushing business with a steamer they built—a steamer especially for it, dispensing with much of the machinery used with the Whetmore. It was a grand success.

Other steamers followed in the business and last summer there were 100 boats employed in the trade, the aggregate value of which is put down at \$1,000,000.

The average raft boat carries a crew of eighteen, which includes the mate and captain. A good stout raft boat is able to push a fleet containing as much as 3,500,000 feet of lumber. To move this vast quantity of lumber by rail would require seven trains of fifty cars each. The time necessary to tow such a raft from LaCrosse, 700 miles, to St. Louis, is generally fourteen days, although runs have been frequently made in less time. Where it formerly required two months' time and thirty-five men to run a raft from Wisconsin to St. Louis, a steamboat now does the work in a fortnight with the aid of eighteen men, thereby reducing the cost more than one-half.

The longest distance ever run by a raft on the Mississippi was from LaCrosse, Wis., to New Orleans. The trip was made in 1870, and this lumber raft was the only one that ever went to New Orleans from the Upper Mississippi. The fleet was made up of ten strings, or about 1,100,000 feet. It was owned by the Gruner Brothers lumber company, and was valued at \$30,000.

Constitution-Democrat.

JANUARY 18, 1899.

RAFT BOAT ASSIGNMENTS.

The Captains Who Will Command the
Craft When Spring Comes and River
Commerce Commences.

The draft boats are always to be looked for as soon as navigation opens, regardless of passenger or freight traffic on the river. An assignment of captains has been made for these craft, as follows:

Raft boats—	Captains.
T. C. A. Denkmann.....	R. H. Tromley
Weyerhaeuser	Geo. W. Reed
Rutledge	Billy Whistler
Eclipse	John Lancaster
Mayflower	Ike Spinsky
Kit Carson	Peter O'Rourke
Kate Keene	Robert McCall
Ten Broeck	Rob Mitchell
Vivian	John Whistler
Wanderer	Henry Fuller
Chauncey Lamb	"Happy" Day
Robert Dodge	Mrs. Lachmund
Pauline	Bill Kratka
Inverness	John O'Connor
Mountain Belle	Andy Lambert
Bart E. Linehan	Bill Dubler
Van Sant	Geo. Tromley, Jr.
Glenmount	Bill York
Musser	Steve Witherow
Fontenac	Henry Slocum
Lafayette Lamb	Geo. Carpenter
Ben Hershey	C. Buisson
C. W. Cowles	Joe Buisson
Will Davis	Ralph Wheeler
R. J. Wheeler	Will Davis
Isaac Staples	Walter Hunt
Ravenna	Charlie Davison
Clyde	John Hoy

DAILY GATE CITY.

SATURDAY MORNING, APRIL 22, 1876

THE DAILY STEAMBOAT ACCIDENT.

The B. F. Weaver Collides with the Eagle Packet Depot.

During the early part of the day yesterday it looked very much as though we should have to go to press this morning without our usual report of a steamboat accident, but the B. F. Weaver came to the rescue in the afternoon and supplied the river disaster department with its daily quota of news.

The steamer went over the river after a barge which had been taken over there the day previous loaded with lumber. She towed it down to the lumber yards and started back to the landing. After leaving the current of the river she got into the eddy below the bridge, and this with the wind which was then blowing pretty hard, whirled her around almost as rapidly as though she had been swung on a pivot. She lost all control of herself. After waiting about in the eddy for a time, she darted forward and colliding with the Eagle packet depot, tore out the corner and a big slice on the East end and South side, making a hole in the building almost large enough for her to pass through. The crash attracted a large crowd of people and created considerable excitement for a time. Some of the hands on the boat were so badly frightened that they jumped into the coal bin, while others ran down in front of the fire box. The jack staff of the steamer was broken off and lodged between the smoke stacks. This was about the only damage she sustained.

DAILY GATE CITY.

FRIDAY MORNING, APRIL 21, 1876

PERILS OF NAVIGATION.

ANOTHER DISASTER AT THE BRIDGE

This Time It Was a Lighter Belonging to Geo. Williams.

River disasters continue to follow one another in rapid succession, and the reading public have come to look upon the report of a steamboat accident as a part of their daily rations of news. This time, we regret to say, it is one of our own citizens who is the loser. At an early hour yesterday morning the steamer Le Claire, belonging to Mr. Geo. Williams, left Sandusky towing a lighter containing about six hundred tons of railroad iron, forty dump cars, and some

bridge timbers and derricks, which had been loaded for the Muscle Shoals in Tennessee, where Mr. Williams has a large contract. The draw had been opened and the boat was headed to come through all right. Just before reaching the bridge, however, the wind and the current together threw the lighter out of its course so that it struck the ice breaker above the pivot pier on the larboard side about midships. It hung there for a moment and was swayed back and forth by the resistless force of the current. The Le Claire made a few revolutions of the wheel forward and the boat and lighter swung round with the current and passed through the draw on the Iowa side of the pivot pier. The collision crushed in one side of the lighter and it immediately commenced to fill with water. The boat made an effort to reach shore but was unable to find a landing above the elevator, as the levee was lined all the way along with boats and barges. She rounded in toward shore below the elevator and when about half way between that point and Patterson's dyke, the lighter sunk. The ropes were cut as the lighter went down.

The guard of the Le Claire was broken slightly and the bulk head stove in. A young woman, the daughter of one of the crew, was asleep in a berth at the time and narrowly escaped being injured. The slivers from the broken bulk head struck her in the face. Her mother, who had taken refuge on the lighter, was rescued by Bill Oldenburg. While the lighter was still swinging on the ice breaker, he took a ladder out on the "rest" of the bridge and helped her off. He also rescued two of the men in the same manner.

The lighter sunk in about thirteen feet of water, and the top of her cargo is about six feet under the surface. She will remain there until the water goes down, when the cars and iron can easily be transferred to another. The derricks floated off but were recovered.

Mr. Williams estimates his loss by the accident at \$1,000.

DAILY GATE CITY.

TUESDAY MORNING, APRIL 18, 1876.

RIVER DISASTER.

THE STEAMER DICTATOR COLLIDES WITH THE HANNIBAL BRIDGE.

Taking out one Span and Sinking the Boat—Several Lives Lost.

Considerable excitement was created in the city yesterday morning, by the report that the steamer Lake Superior had collided with the Hannibal bridge, taking out one or more spans and that fifteen lives were lost. This number increased during

the day until it got up to thirty. All these reports were very much exaggerated as we learned on investigation.

The facts, as near as we could learn them, are that about 8 o'clock yesterday morning the tow boat Dictator, which passed this city on Sunday, with two barges of ice in tow ran or was blown against the bridge at Hannibal, taking away the span next to shore on the Missouri side. A despatch from the Superintendent of the Bridge Co. to A. L. Griffin, Superintendent of the K. & H. Bridge at this place states this much, but says nothing about the lives lost. Later in the day this was reported to have been three, but an associated press dispatch from St. Louis, which will be found in our telegraphic report, gives the number at nine.

The steamer was sunk, but the presumption is that the loss of life was caused by the span falling on her.

The river is very narrow at Hannibal, and the current is extremely swift. The theory is that as the wind was very high the crew of the boat was unable to control her, and that she was blown against the bridge with great violence.

THE GATE CITY

FRIDAY MORNING, MARCH 17, 1876

Names of the Mississippi.

The St. Louis *Republican* says that Gen. J. H. Simpson has in his possession a manuscript letter, of an old date, addressed to him by Brantz Mayer, President of the Baltimore Academy of Natural Science, in which he gives the names he remembered to have seen in the course of his reading, applied to the Father of Waters by the Indians, Spanish and French. Mr. Mayer adds in his note that it would be well to record them for preservation, and probably to be augmented in number by other students of American history. The following is Mr. Mayer's list:

- Indian names—Mico, king of rivers.
- Mescha-sibi—Mescha, Great, and sibi river.
- Namosi-sipou—Fish river.
- Okimo-chitto—Great water-path; a Choctaw name.
- Missee-seepe.
- Meact-chassipi—Old Father of rivers, according to Du Pratz.
- Melbouchia, according to Iberville.
- French names—Riviere de St. Louis; River de Colbert; Mississippi.
- Spanish names—Rio Grande, Rio Grande del Esperata Santo, Rio de la Culata, Rio de la Palisada.

For the Des Moines River.

THE Steamer CLARA HINE will run to Ft. Des Moines and intermediate points during the boating season, with two new and substantial barges. Extra facilities for safety are presented.

March 1—wtf
[Des Moines papers copy one month and send bill to this office.]

MANY PERISHED.

Terrible Disaster on a Little Lake at Peoria, Ill.

A Fierce Gale Capsizes a Small Steamer—Twenty or More Persons Drowned—List of Victims.

STORY OF THE CATASTROPHE.

PEORIA, Ill., July 14.—Tuesday evening was one of the prettiest ever seen, and the Illinois river and the little lake were fairly alive with boats of every description. At 10 o'clock a cyclone swept over the city, leaving death and destruction in its wake. The most serious and appalling disaster of the night was caused by the capsizing of the pleasure steamer Frankie Folsom at the foot of Caroline street.

The Disaster.

At Lake View park, a mile above the city, a representation of Pompeii was given. For this occasion the Folsom, a Pekin boat, came up with forty people. A landing was made here and two or three couples joined the party. Fifteen others also got on the boat at the park, so that the passenger list reached fully sixty. As the boat came out of the landing and started down to the city it was struck by the cyclone and turned over. It was about midway in the river and sank rapidly. Owing to the tempest the cries of the passengers could not be heard. The Longfellow with seventy-five passengers from Kingston passed by and ran to the foot of the next street. Its passengers were driven off and the boat made ready to go to the aid of the Folsom when the Kingston's wheels broke and it was left helpless.

Word was conveyed to the police station, and Mayor Warner ordered every man to the scene. The Rock Island road sent a special train to the scene of the disaster, and small boats were put off to the Folsom, the hull of which could be seen when the lake was illuminated by the vivid lightning. Four persons were taken off it by the first boat out.

Caught in the Cabin.

It is known that there were over a dozen in the cabin of the ill-fated steamer. When the boat careened over every one rushed to the sinking side to escape the steam, and many of them were washed overboard. One man says he saw several women fastened down under the wreck and they were cooked to death by the steam. Every time the boat careened some of the poor unfortunates clinging to the rails would release their hold and disappear in the waves. Some persons who were out in small boats and managed to reach the shore say they saw several bodies floating on the water.

Some thrilling stories are told by the men who have been brought off the boat. Samuel Sutton missed his wife when the cyclone struck the boat and

he heard her calling for him as the cabin filled with water. He dived into the hole to what seemed certain death and managed to bring her to the surface. For an hour they clung to the rail and were both saved. William Hart also went into the cabin and brought up the unconscious form of his wife. It is thought she will die.

Many Small Boats Out.

When the storm struck the lake and river the water was covered with small row boats loaded with merry-makers. The fury of the gale lashed the water into foam, and the frail shells bobbed up and down in the heavy sea like corks. Most of the boatmen were inexperienced, and as soon as the gale burst upon them they lost control of the boats, which were driven along before the wind. Many of the boats filled with water and were swamped, their occupants having to take to the water and swim for the shore. Some of the boats were overturned. The women and children were the greatest sufferers. People who were on the shore rescued many of these from watery graves. It is believed that not a few have perished.

Anxious Crowds on Shore.

When the cyclone had passed the people, seeming to realize that help would be needed at the lake, rushed to the shore. The banks were soon lined with men, women and children. There they stood watching the efforts of those on the water to reach land, but utterly unable to do a thing to assist save raise their voices in encouraging cries. All the small boats were in use before the storm came and not one could be had to go to the rescue of those who were floating helplessly about in the water. Some lines were secured and some of those who had managed to swim or had floated toward shore were helped in this way, but lack of experience in casting lines made even this of little avail.

Among those on the bank were the relatives and friends of many who were battling for life in the water. Their agony was intense. Now and then an inverted small boat would float ashore. These were quickly righted by men who would fight for possession. Springing into the little craft they would push off, determined to save their dear ones, only to find that they were helpless in the sea, for when the boats capsized the oars were lost, and they could not be guided by the willing would-be rescuers.

Mr. Sutton, one of the survivors, dragged the bodies of two young girls out of the cabin as he clung to the rail, when he found they were dead, and although in imminent danger himself kept them there until all were removed by the rescuers. He was nearly exhausted when the boats reached him.

The Victims.

Those known to be dead are: Miss Lottie Shade, Shelbyville, Ill.; Rev. J. H. McMein, Benson, Ill.; an unknown man, and the following residents of Pekin, Ill.: Mrs. W. G. Wills, Mrs. Fred Fisher and her daughter Cora, John Ahrends, Miss Mary Fath, Mrs. Henry Druisdecker, Mrs. Kate Beebe, Helper, William Repberger, Miss and Mary Pöbel.

Several Missing.

persons are yet to hear from.

Of the eighteen reported missing last night, two were heard from this morning. Nearly the whole excursion party was composed of the better class of the population of Pekin and Delavan. There were nine pleasure boats out on the river at the time the gust came up. Of these, five have turned up since the last report of 3 o'clock a. m. They report having had an awful time among the willows that line the shore. Business is practically suspended here and people stand about the streets in little knots eager to get the latest stories of the survivors of the disaster.

Sad Scenes.

All is excitement at the morgue in the lower end of the city. There is a constant stream of people flowing through the building, and the cordon of police is unable to keep them away. The scenes witnessed there beggar description. Fathers, mothers and sisters of the dead and missing are there, and their grief is most pitiable. The bodies have been prepared for interment and are laid out side by side.

The Injured.

Miss Heppler, of Streator, was rescued in an insensible condition and removed to a house. It is impossible to tell whether she will recover or not. James Thomas is in the hospital. A swinging timber struck him, terribly crushing a leg. In addition to this he was nearly drowned before he was got out. The search for bodies was prosecuted all night in the midst of the greatest dangers. A second storm blew up which was not so severe as the first but the memory of the catastrophe caused the men to work with the greatest caution. Mrs. Kate Beebe, of Pekin, is known to have been lost. She was on deck at the time of the accident and must have been washed overboard. Her father, Henry Zuckweiler, was dragged out of the water as he was going down for the last time. No trace of the daughter has since been found and all thoughts of finding her alive have been abandoned. John Smith has not been seen since the accident, and he, too, must have perished. Immediately on the approach of the storm, women took refuge in the cabin, a small room, closed the doors and shut the windows. When the boat capsized they were as if in a prison with no means of egress.

Story of the Captain.

Capt. Loesch, master of the boat, gives the story of the accident. He brought a party of about forty up from Pekin to see Pain's Last Days of Pompeii. After the exhibition they pulled out, and when in the middle of the river the storm struck them with all its fury, with scarcely a sign of warning. He attempted to head the steamer toward the shore, and as he did so a terrific gust of wind struck the craft and keeled it over in 19 feet of water. The scene which followed was terrible. Men and women were thrown into the water, but the larger part of them managed to reach the upper guard and cling there until help reached them. Their cries of distress

were heard from the shore, and in spite of the heavy wind a number of skiffs went to their assistance, and gradually they were brought to shore. Quickly they were taken to residences where dry clothes could be secured, and in this way it was impossible to get any of their names.

Until the list of missing comes from Pelkin the exact number of deaths cannot be told. The persons drowned were nearly all in the cabin. When the boat tipped over there was no escape for them. Everyone perished. A window was smashed in and one woman pulled out. She was breathing, but died in a few seconds. Men and women were pulled out half drowned, and it is feared some of them will die from excitement and exposure.

THE GATE CITY:
SUNDAY MORNING, OCT. 8, 1876.

THE NEW FAST PACKETS.

The introduction of the new fast packets, Golden Eagle and War Eagle, has worked a big change in passenger travel on the upper Mississippi. During the time they have been running they have with very few exceptions, when detained by fog, arrived and departed on schedule time, and the liberal patronage which they have received, demonstrates that steamboats are still a popular mode of travel when speed and comfort are assured. The success of the new line is an achievement in navigation of which Commodore Davidson may well feel proud.

Our trip both ways was made on the Golden Eagle, commanded by the veteran Capt. Dave Asbury, known everywhere as one of the most efficient steamboat officers on the Mississippi and esteemed by hosts of friends all along the river for his genial qualities.

The first clerk's desk is occupied by that prince of good fellows, Ed. Morehouse. It is no disparagement to any one to say that Ed. is the most popular clerk on the river. He has the faculty of dispatching business more rapidly and keeping passengers in a better humor than any man we ever met. We have seen him stand behind the desk and wait on a scrambling screeching, wrangling crowd for hours at a stretch, but we never saw him lose his head or his temper or snub a passenger. If he had on a coat made exclusively of button holes and there was a thumb in every one of them he could answer every question that was put to him promptly and satisfactorily. And he never gets so busy that he hasn't time to make an occasional allusion to that Phelps matter. Billy Pennison is the jolly second clerk of the boat.

The culinary department is presided over by Mr. Lyda, a gentlemanly and capable steward whose fame as a caterer extends from New Orleans to Keokuk,

he having accupied positions on several of the finest steamers on the upper and lower river as well as upon other Western streams. He conducts his department systematically, spreads a most bountiful and inviting table and has a full corps of polite and attentive waiters. On the down trip Tuesday, the Golden Eagle had five hundred passengers and on the up trip Friday night, nearly an equal number, but they were all fed in a remarkable short space of time and in a manner entirely satisfactory. It is safe to predict that as at present officered, the Golden Eagle will maintain her popularity and liberal patronage.

THE GATE CITY:
SUNDAY MORNING, AUG 20, 1876.

River Ripples.

Of Mose Mullin, the mate of the Red Wing, who died on Wednesday last, the Davenport Democrat says:

The deceased had been a resident of this city since 1843, was aged forty-three, and came to this city when he was but nine years old. He had been employed on the upper river for nearly twenty-five years as mate—formerly on the Dubuque, but lately on the Red Wing. He is spoken of as one of the very best mates that ever trod the decks of a Mississippi boat; was well liked by his superiors and respected by his inferiors in station. He leaves a wife and one child, besides a large number of relatives and friends in this city to mourn his loss.

THE WEEKLY GATE CITY.
HOWELL & CLARK, Publishers.
APRIL 6, 1892.
RIVER TRAFFIC TIED UP.

Marine Firemen, Longshoremen and Roustabouts Strike at St. Louis.

St. Louis, April 1.—The threatened river strike is on and over 2,000 negro laborers are idle on the levee. Four steamers arrived Wednesday night and are unable to land their cargoes. A number of boats are lying at their docks waiting to be loaded, but are unable to get a pound of freight carried on board. The cause of the strike is a demand by the marine firemen that the union scale of wages be paid and none but union men be employed on the boats. This was refused by the owners and a tie-up of river traffic is the consequence. The marine firemen struck work and were followed by the members of the Longshoremen and Roustabouts' union. The men are quiet and orderly, and no serious trouble is anticipated.

THE GATE CITY:
THURSDAY MORNING, SEPT. 21, 1876

Steamboat Explosion.
POMEROY, O., Sept. 20.—The local steamboat, J. N. Roberts, exploded her boilers at the wharf at 1 p. m. to-day. Several persons were injured, one fatally. The boat is a total loss.

THE GATE CITY:
FRIDAY MORN'G, OCT. 20, 1876.

Sunk.
CAIRO, Ill., Oct. 19.—The new steamer James W. Goff struck some rocks on the Grand Chain this morning, and sunk. Damage slight, and probably will be raised without delay.

The St. Francis Belle, attached on an old claim here, yesterday, gave bonds to-day and proceeded with her trip.

THE GATE CITY:
SATURDAY MORNING, DEC. 16, 1876
THE ICE GORGE.

The K. N. Line Packet Company Suffers a Loss of \$100,000.

The ice gorge at St. Louis has been very disastrous to steamboats, and the K. N. line has been one of the heaviest losers. Some fifteen boats of the line, including the War Eagle and Golden Eagle, lay near the Arsenal at the boat yards belonging to the company. In the days of the old Keokuk Line the packets were laid up in the bay at Quincy, which is regarded as one of the best harbors on the river. In later years the packets have been sent to Alton Slough, in which there is no danger from ice. The river men entertained no fears of an ice gorge, believing that the bridge piers would prevent the ice from breaking, and Commodore Davidson laid his boats up at his shipping yards. The result is serious damage to some of the best boats of the line.

The *Globe Democrat* of Thursday gives the following as the losses of the company:

The value of the boats and extent of their injuries are approximated as follows: Jennie Baldwin, worth probably \$2,000, total loss; Bayard, worth \$3,500, total loss; Rock Island and Davenport, each worth \$4,000, total loss; Centennial, a large 1-800 ton side-wheeler, owned by Captain Tom Davidson, lately lengthened and rebuilt—formerly the Tom Jasper—worth \$55,000, a total loss; Alex. Mitchell, worth \$30,000, damaged \$5,000, and possibly much more; War Eagle, worth \$75,000, damaged \$5,000; Andy Johnson, worth \$20,000, damaged \$3,000.

In addition to the loss to steamers, several model barges, belonging to K. N. L. P. Company, were sunk, two of which lie under the Centennial. The company estimate their loss at \$100,000 in round numbers, and it is not improbable that the loss will exceed that sum.

THE GREAT JUST HEAP CALLED HISTORY
P. BICKEL KEOKUK, IOWA

BOY JUMPS OFF ST. PAUL TO WIN A \$2 BET

Leonard Johnson of This City
Dived From Second Deck
of Excursion Boat.

WOMEN FAINTED AND
PASSENGERS IN PANIC

Back End of Steamer Caved In
When Crowd Surged to the
Rail to Witness Rescue.

To win a bet of two dollars, Leonard Johnson, 16 years old of Burlington dived off the second deck from the stern of the excursion steamer St. Paul last evening at 8 o'clock into the river about five miles this side of Dallas City, Ill., and not only endangered his own life by the foolhardy act, but caused a panic among the 3,000 passengers aboard.

Women fainted. Men shouted. Mothers with babies in their arms pushed through the crowd crying for their husbands.

Floor Gives Way.

"Man overboard!" yelled someone. Everyone rushed to the back end of the boat. The props holding up the second deck broke under the tremendous weight and slowly the floor collapsed. The five or six hundred people jammed in the small space started to slide into the river.

Seeing the danger, Marshal Mike Gwyer of the steamer elbowed his way through the mad crowd. He tied one end of a rope to a post and forced the panic stricken people back to safety before the floor gave away entirely.

Shouts Excite People.

"Everybody grab a life belt," yelled a man on the third deck, which only increased the excitement.

The big wheels stopped moving and then the boat started to back down the stream. Marshal Gwyer, mate Helmer Lax and William Schniphe got into a forward life boat and lowered it into the water.

The crowd then rushed to the left side of the boat and she tipped to a dangerous angle. There was a danger of the boat capsizing but the people paid no heed to the warnings to get back from the side.

Men jerked off their coats and hats and were going to plunge into the river and rescue the lad, who apparently could swim better than any one on the boat.

Play Lively Music.

Edgar Casparson showed some good judgment. The orchestra was playing a waltz and he ordered the leader to hit up a lively one-step to keep the people dancing and away from one side of the boat.

A launch which had followed the steamer up the river from Dallas City was the first to reach the side of the swimmer, and shortly after they picked Johnson up, the life boat from the St. Paul was on the scene and brought the youth back to the steamer.

"Come on in the water is fine," remarked Leonard as he was lifted out of the small boat onto the steamer. He was locked up in the cabin on the boat until it reached Burlington, when Deputy U. S. Marshal Shepherd and A. C. Cowie took him to the county jail where he will be held until a charge is brought against him.

How It Happened.

Johnson, known to all his friends as "Swede" Johnson, boarded the steamer alone yesterday at 2:30 o'clock, when it landed in Burlington and after he had been on the boat a short time he gave his hat to Mrs. M. Wiedeman of 918 S. Seventh street to hold for him while he enjoyed the dancing.

The steamer took on about 2,000 people at Burlington and another thousand when it landed in Ft. Madison. It was a beautiful day and the only thing that happened to mar the pleasure of the trip up until the boat reached Dallas City, was when a baby jumped out of its arm and fell from the deck where the refreshments are served to the third floor, a distance of possible six feet. The child suffered several scratches and bruises.

Argument Starts.

After the boat had left Dallas City about three miles behind, and the sun began to go down behind the clouds in the west, Johnson and three other boys, among whom was Carol Riggs of 648 McKinley started to discuss their swimming prowess.

Johnson is a good swimmer, having swam the river at Burlington several times and he was bragging about his ability. One of the boys, probably in a joking manner said that he would be afraid to dive off the boat. It is understood that Johnson said he would do it for a dime.

One of the boys said that he would bet two dollars that "Swede" would not jump off the boat. Albert Wiedeman, who was standing near told the Gazette reporter that after the bet was made Johnson walked over to him and said that he was tired of living and was going to jump into the river.

Thought He Was Joking.

"Go ahead. I won't stop you," replied Wiedeman, who thought the lad was joking.

A few minutes later Johnson climbed up on the rear railing of the dance floor, poised for a moment and then dived head-first into the water. He came up and started to swim toward an island which was about four blocks from the boat. With long steady strokes he bobbed up and down on the big waves made by the wheels of the steamer.

His coat probably got too heavy and he took it off while in the water, which was a remarkable stunt and proved that he was an expert swimmer.

When he got back on the boat he told the reporter the following story:

Johnson's Story.

"It was this way. Some fellows started to talk to me about swimming. The argument started when they said I could not dive off the board at the Y. M. C. A. pool. I said I wasn't afraid to dive off the boat."

"One of the fellows, I don't know his name, pulled out two dollars and said that if I dived off the boat he would give me the two dollars when I got back on again.

"I got up on the rail and jumped off and that's the last I remember. I don't know whether I took my coat off before I jumped or whether I took it off in the water, but I know it had my pocketbook and money in it.

"I think I must have been doped. Somebody gave me a drink of whiskey before I left Burlington and it did not taste right so I spit it out. I was not drunk."

Has Good Habits.

Leonard Johnson is not a boy of bad habits and his many friends say that they have never seen him drunk, in fact never knew to take a drink. However, he is a daredevil and fears nothing as was proved last evening.

The young man spent the night in the county jail and will be held there until some charge is brought against him. Deputy United States Marshal Shepherd was conferring with his superiors today to learn on what charge Johnson could be brought to trial.

It was rumored on the boat that Leonard Gowdy of 111 Marietta street made the bet with Johnson, however the report was not true because he was not on the excursion yesterday.

Johnson was released from the county jail this morning at 10:30 o'clock and permitted to go home.

Constitution-Democrat. JANUARY 18, 1893.

STEAMBOATING.

The Pittsburg Receiving a New Hull—
The Gem City and Sidney to be Re-
paired.

The prospects are that the Diamond Jo line will be in the field for business on the Upper Mississippi this year, notwithstanding the fact that reports are in circulation to the contrary, says the Hannibal Journal. The steamer Pittsburg is now on the ways at Dubuque, Iowa, receiving a new hull, and as soon as their work is completed the boat carpenters will commence work on the steamer Gem City. The Sidney will also receive necessary repairs, and be ready for business as soon as the navigation season opens. Supt. Killeen is superintending the work, to which he is devoting his entire time. The report in circulation is that Mr. Killeen has too much other business on hand to devote any more of his time to steamboating, but the Journal learns from a gentleman who is in a position to know, that Mr. Killeen has no other business to attend to than performing the duties of the Diamond Jo line, and hence the report is with foundation.

It is argued that if the Diamond Jo

people contemplate discontinuing business on the river they would not be expending money in putting a new hull under the Pittsburg, or figuring on the probable cost of the necessary repairs on the steamer Gem City.

It is not customary for the company to make any arrangements for a season until the month of February, and consequently nothing has been done as yet toward the appointment of officers for the different boats, but it is safe to predict that there will not be any material changes made from that of last year, as the officers gave satisfaction to the patrons of the line.

The amount of business done last year, was quite satisfactory to the officials of the line. In fact, more business was transacted than for several previous years.

The sinking of the Mary Morton near Clarksville about the close of the season was a hard blow to the company, financially, and reduced the profits of the line to a considerable extent, but with that exception the stock holders were well satisfied with the profits made by the three boats of the line.

fine and fast packets, among which were such boats as the ones named, the same names being used as the new boats were built. In addition to these they owned at different times the Keokuk, Hannibal City, Harry Johnson, City of Louisiana, Quincy, Jennie Deans, Rob Roy, I. McKee, Rock Island, Glancus, Warsaw, Andy Johnson, Des Moines, Ben Campbell, Prairie State and some others. Considerable of the stock in this company was owned by merchants and packers doing business here at that time. The opposition line consisted of the steamers Monongahela, Spencer Ball, captain; New England, Johnson, captain, and the Mary Stephens, D. F. Rudd, captain, who was at one time a resident here.

"Later the Robt. Campbell, Eads master, and the Edward Bates, Johnson master, were built, and ran in this trade awhile. Afterward the Robt. Campbell was withdrawn and placed in the Missouri river trade, and the Edward Bates blew up and was repaired, but a few years later burned up in one of the big steamboat fires that used to occur at the St. Louis levee sometimes. The LaCleda and Ocean Wave were also in this trade prior to 1850. Among the boats running above here at that time were the Time and Tide, Oswego, St. Croix, St. Peters, Wisconsin, Falcon, Tempest, Lamartine, Shenandoah, Bon-Avard and a number of others. It was very seldom, in those days, that a boat went above Galena or Dubuque. Occasionally one would go to Fort Snelling, at the mouth of the St. Peters river, stopping at what is now St. Paul, at that time commonly called 'Pig's Eye.' Some other time I will tell you more about the old time steamboats and the men who ran them and were their officers."

south of St. Paul, is always free from ice one or two weeks earlier than the lake. As a result there had gathered at the foot of the lake, at Reed's Landing, twenty-seven steamboats, all ready to pass through at the first opening. On the morning of the May 3, the water had raised enough to leave quite an open space between the ice and the Missouri shore, and into this opening started the steamers Galena, Key City, Montank, Mansfield, Arcola, Connewago, War Eagle and several others. The Arcola and Mansfield were sunk by the ice shifting and the Connewago, saved herself by pulling into the mouth of Bogus creek. The others escaped through a large opening which occurred in the ice, across the lake. The next morning, the ice having shifted to the Wisconsin shore, there was an opening in the Minnesota side, and into this opening started the remaining boats, among which were the Falls City, Courier, St. Croix, Keystone, Tishoming, LaCleda, Fairy Queen, Kate French and a number of others. The Falls City and St. Croix were caught and crushed by the ice below Lake City, and the Courier and two others were sunk on the Wisconsin shore close to Stockholm. The last of this fleet of boats got through May 5. This I believe was the latest opening of Lake Pepin in my recollection."

The Gate City.



STR. GEM CITY

LEAVES FOR ST. LOUIS EVERY MONDAY AND FRIDAY AT 7:00 A. M.

Arrives from St. Louis every Sunday and Thursday 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.

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Constitution-Democrat. AUGUST 9, 1893.

EARLY DAYS.

Some of the Steamboats That Plied the Waters of the Mississippi Years Ago.

The old steamboatman was in a talkative mood again to-day and he said to the river reporter of this paper, "I was very young in 1848, but in the fall of that year I came up this river on the steamer Mondiana, Capt. Ed. Saltmarsh, Plie Alferd was one of the pilots, as far as Quincy, and returned to St. Louis, on the first Kate Kearney, Whitney master, and Mike Campbell and Mike Ohlman pilots. This Kate Kearney, with the first Lucy Bertram and the single engine first Die Vernon, were the beginning of the old original Keokuk Packet company, which under the management of the late John S. McCune, became, after fighting down an opposition line or two, very powerful and built and operated a number of very

Constitution-Democrat.

JULY 26, 1893.

EARLY STEAMBOATING.

An Old River Man Tells How Several Fine Steamers Were Crushed in the Ice—Washed Ashore.

A CONSTITUTION-DEMOCRAT reporter having heard about the flush times in steamboating on the upper Mississippi in the long ago, asked the "old steamboatman" to-day about it. He said: "Well I will tell you about the spring of 1857. That year I was on the steamer Connewago, James Ward, master, T. H. Griffith, clerk, Mat. Hickman, engineer, and W. H. Cupp and Albert Wempner, pilots. She was a stern wheel boat and ran regularly between St. Louis and St. Paul, and made a fortune. At that time there were a large number of boats employed in this trade, but there were no regularly organized companies except the Minnesota Packet company, O. Smith, president, and Russel Jones, secretary, who ran their boats between Galena and St. Paul. This company owned some of the finest boats on the river, their names being, as far as I recollect, the Northern Light, Itasca, Key City, Galena, War Eagle, City Belle, Alhambra, Ocean Wave, Northern Belle, Milwaukee, Grey Eagle, Lady Franklin, Neminee, Royal Ark, and I think some others.

"The spring of 1857 was very late, the first boats passing through Lake Pepin, that year on May 3. The river above and below this lake which is sixty miles

Constitution-Democrat.

WEDNESDAY, JANUARY 11, 1893.

MORE RIVER TALK.

Rumors That the Diamond Jo Line Will Retire From the Upper River Trade.

Rumors of what will be done in river business circles next season are flying about thick and fast. Now comes one to the effect that the Diamond Jo line will not be in the upper river trade hereafter. It was published in the Hannibal-Courier Post and reads as follows:

"A matter of great importance is what will the Diamond Jo line do next year. There is a great deal of talk that the Eagle company will purchase the line, but it is nothing more than talk so far. E. M. Dickey, who had so much to do with making the line a success, is now in Chicago, and he, as well as Capt. Killen, have about all they can attend to without devoting any part of their time to the river business, consequently, it is not improbable that they would be glad to have an opportunity to abandon their river business.

If the Diamond Jo is to remain in the river it needs about two more boats of light draft and as fast as possible. The Sidney is all right, as well as the Gem City, but the Pittsburg is heavy and draws too much water to do much good when the water is as low as in recent years. The steamer St. Paul, which is now on the market, would be an advantageous purchase for the Diamond Jo for the through trade, and the fact that she is not purchased seems to be evidence that the Diamond Jo people would be glad to abandon the river if it could be done without too great loss.

But the chances are now, anyhow, that there will be more than one line in operation next season unless the Eagle people should make a trade with the Diamond Jo line."

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

The Daily Gate City.

THURSDAY MORNING, APRIL 17, 1873.

RIVER NEWS.

It is not perhaps generally known that Mark Twain, the humorist, gave his first effusion to the public while serving as "cub" pilot on the steamer W. H. Morrison, running on the lower Mississippi river trade. It was suggested by an illiterate epistle on high water, sent as a warning by John Sellers to the "citizens of New Orleans," and was given over the soubriquet of "Sergeant Fathom," as follows:

R. R. STEAMER TROMBONE,
VIENNA, May 8, 1859.

The river from New Orleans up to Natchez is higher than it has been since the niggers were executed (which was in the fall of 1813), and my opinion is that if the rise continues at this rate the water will be on the roof of the St. Charles Hotel before the middle of January. The point at Cairo which has not even been moistened by the river since 1813, is now entirely under water.

However, Mr. Editor, the inhabitants of the Mississippi Valley should not act precipitately, and sell their plantations at a sacrifice on account of this prophecy of mine, for I shall proceed to convince them of a great fact in regard to this matter—viz, that the tendency of the Mississippi is to rise less and less higher every year, with an occasional variation of the rule; that such has been the case for many centuries, and finally that it will cease to rise at all. Therefore, I would suggest to the planters, as we say in an innocent little parlor game commonly called "draw," that if they can only "stand the raise," they may enjoy the comfortable assurance that the old river's banks will never hold a "full" again during their natural lives.

In the summer of 1853 I came down the river on the old first Jubilee. She was new then, however; a singular sort of single-engine boat, with a Chinese captain and a Choctaw crew: fore-castle on her stern, wheels in the center, and the jackstaff nowhere, for I steered her with a window-shutter, and when we wanted to land we sent a line ashore and rounded her to with a yoke of oxen.

"Well, sir, we wooded off the top of the big bluff above Selma—the only dry land visible—and waited there three weeks, swapping knives and playing 'seven-up' with the Indians, waiting for the river to fall. Finally it fell about a hundred feet, and we went on. One day we rounded to, and I got in a horse-trough which my partner borrowed from the Indians up at Selma while they were at prayers, and went down to sound No. 8, and while I was gone my partner got aground on the hills of Hickman. After three days' labor we succeeded in sparring her off with a capstan bar, and went on to Memphis. By the time we got there the river had subsided to such an extent that we were able to land where the Geyoso House now stands. We finished loading at Memphis and engaged part of the stone for the present St. Louis Court House (which was then in course of erection), to be taken up on our return. You may form some conception by these memoranda of how high the water was in 1763. In 1775 it did not rise so high by 30 feet; and in

1790 it missed the original mark at least 65 feet; in 1797, 150 feet, and in 1806 nearly 250 feet. These were 'high water years.' These high waters since then have been so insignificant that I have scarcely taken the trouble to notice them. Thus you will perceive that the planters need not feel uneasy. The river may make an occasional spasmodic effort at a flood, but the time is approaching when it will cease to rise altogether.

"In conclusion, sir, I will condescend to hint at the foundation of these arguments. When me and DeSoto discovered the Mississippi, I could stand at Bolivar Landing (several miles above 'Roaring Waters' bar) and pitch a biscuit to the main shore on the other side, and in low water we waded across at Donaldsonville. The gradual widening and deepening of the river is the whole secret of the matter. Yours,
"SERGEANT FATHOM."

The Daily Gate City.

THURSDAY MORNING, MAY 29, 1873.

THE QUINCY EXCURSIONISTS.—The mismanagement by which the Quincy excursionists who came to this city on Saturday last were kept on the river until 7 o'clock Sunday morning has become the subject of investigation on the part of the School Board of that city. The *Herald*, under the head of "Some One to Blame," has the following to say concerning the matter:

"The Andy Johnson departed from our wharf in the morning freighted with as merry a throng as ever congregated upon a steamer and the God speeds of relatives, friends and spectators followed the good craft as she moved gaily up the river. At night the scene on the levee was radically changed. The boat was confidently expected on her return at 9 o'clock or 10 at the furthest, and at that hour relatives and friends were at the wharf to welcome the excursionists. Ten o'clock came, eleven, twelve and then on through the wee small hours of morning, and the anxiety of the waiting friends became distress. No account from the boat or its freight of human life after 11 o'clock, and the alarm and uneasiness of fathers, mothers, relatives and friends grew more painful as the night wore on. Suspense became agony, and not until the Andy Johnson landed at our wharf in the morning was the heavy load of anxiety lifted from the watchers on the levee. All were safe, but all was not satisfactory. Explanations were in demand and those who had been wrapt up in their own forebodings now gave vent to their indignation. It was urged, and with good reason too, that the excursionists—and particularly as the majority were young children—should have been returned to Quincy by 11 p. m., at latest, and that on no account should they be kept over until Sunday morning. Who was to blame that they were not so returned? was and is the important question. Much has been said against the officer in charge of the boat and Professor Starkey who originated and managed the excursion, and we have therefore endeavored to obtain information from parties who participated in the excursion, that would throw some light upon the whole matter. In behalf of Captain Asbury, it is urged that his contract with Professor Starkey allowed the

boat to transact its regular business, and that whether this was the case or not, it would have been impossible to have reached here Saturday night without taking risks that no prudent steamboatman would encounter, having on board so many lives. When the Andy laid at Alexandria, a party of ladies and gentlemen of the excursionists are said to have called upon Capt. Asbury, and urged him not to attempt to descend the river, as a violent storm was in progress, the night was intensely dark, and the boat heavily loaded. In reply the Captain assured them that he would not risk the lives that he had under his charge, under the circumstances, for the weight of the boat in gold. On the other hand, it is charged that Professor Starkey should have so contracted with the boat as to have made her return to Quincy before 9 o'clock, p. m., imperative, and had this been a condition of the agreement the parties would have been safely at home before the storm came up. As it was, the professor claims to have had no control of the boat, and, therefore, not responsible for the all night trip. Thus the question of responsibility is still unsettled, but will be investigated by a committee of the board of education to day, and probably fixed somewhere.

Other charges of a grave nature will also be the subject of a thorough sifting. Among these it is stated there was more or less drunkenness; that there was no attempt to prevent it; that a number of young girls were seen to drink at the bar of the boat, and other allegations which, if true, are discreditable in the extreme to the management of the excursion. Of course there are denials and explanation, and an investigation may clear away much that now presents an ugly look, but from all that we can learn there is enough in these reports to warrant the belief that it would have been better for all concerned that the excursion had never taken place. It is but justice to a courteous and gentlemanly officer to state that universal credit is awarded to Ed. Morehouse for his efforts to accommodate the excursionists.

The Daily Gate City.

FRIDAY MORNING, MAY 30, 1873.

THAT EXCURSION.—The committee of the Board of Education of Quincy, after an investigation of the alleged mismanagement of the High School Excursion to this city, last Saturday, have made a report to the public, in which they exonerate the officers of the boat from any improper motives in detaining the excursionists. As we have published the criticisms of the Quincy papers upon the management of the affair, we give the report of the Committee in full:

To the Public: The undersigned, members of the Board of Education, with a view of arriving at the truth of certain rumors and statements in circulation throughout the city in relation to the High School Excursion to Keokuk, beg leave to say that they have had conversations with the officers of the steamer Andy Johnson, with teachers, pupils and citizens in general, who accompanied that excursion, and believe that their investigation has been thorough and that what we state herein is the truth:

We find and desire to say, first: That river excursions of High School originated

some years ago, and that they have long since become sanctioned by custom, and we believe that an order of the Board of Education restraining or enjoining them would have met with universal opposition.

In a conference had with the officers of the boat, we were informed that it was their expectation and intention both before and long after they left this city to be back at the wharf boat at 9 o'clock the same evening, but that they were delayed taking on freight, and that early in the evening, Capt. Asbury saw that it would soon be very dark, and, that in fact, a storm was fast approaching, which would make it dangerous, if not impossible, to pass through the bridge. Forseeing that he could not reach the bridge, in time, the Captain remained at Alexandria while the storm prevailed. He represents that the danger was real, and that if an attempt to pass through the draw at the bridge had occasioned an accident, by which any one of the excursionists had been injured, he would have had to assume the responsibility and take the consequences, and that taking into consideration the large number of persons on the boat, the risk was too great to make the attempt. And we are of the opinion that the officers of the boat were the proper judges of the course to be pursued in such emergency. In this view we believe all sensible people will agree with us. There was nothing in the contract between the officers of the steamer and Prof. Starkey, preventing them from doing their regular business of carrying freight and loading and unloading it; and we were informed that they could not do so for the sum agreed to be paid them for carrying the excursionists. The officers further assured us that after it was determined by them to remain above the bridge during the night, that the state rooms which had not been previously engaged were thrown open to the excursionists free of charge—further, that a more respectable and well-behaved throng of ladies, gentlemen and children they have seldom, if ever, had the pleasure of carrying on any of their boats.

There were on the boat some eight or ten boys, who the officers learned, and which is the fact, did not belong to any of the schools, who misbehaved, and who, during the evening, attempted, while the boat was lying at Alexandria, to raise a disturbance with some of the boys living at that place; and that they patronized the bar, in consequence of which the bar was ordered to be closed.

We also learn in answer to interrogatories, that three or four females called for and obtained some lemonade, but that no spirituous or other intoxicating liquors were sold to, or even called for by any females or any of the pupils of the schools; or by any boys except those above mentioned.

In consequence of the rumors in circulation relating of Prof. Starkey, that gentleman proposed to resign his position as principal; but as the end of the school year is so close at hand, and the services of the Professor are almost, if not absolutely indispensable, it was not thought best to accept it.

- R. S. BENNESON.
- C. R. RICHARDSON.
- THOS. W. MACFALL.
- A. DEMAREE.

The Daily Gate City.

THURSDAY MORNING, DECEMBER 7, 1867.

A DECEMBER THAW.

THE ICE IN THE RIVER MOVED DOWN.

The Gipsy Gone Down Stream—Other Steamers in Danger.

A LUMBER RAFT DEMOLISHED.

The weather yesterday assumed a very mild form, putting a quietus on the frigidty which prevailed during the two previous days, moving the ice in the river, and playing smash generally. The genial rays of the sun converted the snow and ice into water, which ran down the gutters freely. About two o'clock in the afternoon the ice in the river commenced to move out, not with the commotion which usually accompanies it in the Spring of the year, but with sufficient force to cause a considerable amount of damage.

The steamer Gipsy, which was sunk in the current of the river some weeks ago, was the first to suffer. The great body of ice, as it moved out, took the boat with it and would have been carrying her along down stream at this time except for the fact that it stopped after a short period and left her in a gorge near the pork houses. She will probably prove a total loss.

We understand that shortly after the ice lodged a wholesale robbery was instituted on the boat—men going aboard of her and carrying off everything that was available. The next movement of the ice will probably finish what is left of her. Ample time was had after she was bought back by the original owner to raise her, but no energetic effort in that direction was made. She was left to the mercy of the ice and the ice has made short work of her.

The steamers Dexter, Cricket and Prescott are moored just above the bridge. Their bows were forced out into the stream and the indications were that they would have to go, but fortunately for them the ice gorged on the upper rest of the draw and was forced over toward the shore. This was the only thing that saved them. Had the ice gorged on the piers instead, they would unquestionably have gone down stream. They manifested such strong symptoms of going as it was, even, that the draw was thrown open to let them through. A large force of men were busily engaged all the afternoon with axes and saws, cutting out the ice between them and the shore, in order to swing them back and fasten them more securely. They are

still in great danger, however, as the river was swelling rapidly last evening and will probably force the ice further down.

The Little Eagle and the Jessie are tied up just below the bridge, and at dark last evening were still unmoved, but they are not considered out of danger by any means. A large raft of lumber belonging to Chapman & Thorp of the LeClaire Lumber Company, which was lying a short distance below the city, was carried down stream and thrown on Patterson's dyke, completely demolishing it—the raft not the dyke. The damages will amount to a considerable sum.

THE GATE CITY.

KEOKUK, IOWA

THURSDAY MORNING, SEPT. 24, 1869

The Very Latest. SECOND EDITION.

3 O'CLOCK A. M.

The Steamer Guide Sunk in the Arkansas River.

FROM THE SOUTH.

MEMPHIS, Sept. 23.

The steamer Guide hence for Little Rock, struck a snag in the Arkansas River on Tuesday and sunk in 4 feet of water. She had a valuable cargo which will be lost, but the boat will be raised.

THE GATE CITY.

KEOKUK,

IOWA:

FRIDAY

MORNING, DEC. 31, 1867

FROM ST. LOUIS.

St. Louis, Dec. 30.

The total number of vessels enrolled at this port the past year is 166, aggregate tonnage 78,000 tons; most of them owned here. The vessels of the Northern Line Packet Company and the Northwestern Union Packet Company numbering 113; tonnage 19,000 tons, are not included in the above; nor the large number of steamers and barges which come to this city from various Ohio river ports; neither any of the many other vessels which during certain seasons abandon their regular trades and ply between here and New Orleans.

THE GREAT JUST HEAR CALLED HISTORY N. J. BICKEL KEOKUK, IOWA

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. O. 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 succeed 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:

TUESDAY MORNING, OCT. 10.

STABBED TO THE HEART.

James Maloney, a Deckhand on the Steamer Pittsburgh Fatally Stabbed by a Colored Roustabout—The Left Jugular Vein Severed and the Heart Pierced.

Sunday evening James Maloney a deckhand on the steamer Pittsburgh was killed by a colored roustabout while the steamer was in the canal between the middle and upper lock. It is reported that they had a quarrel while the steamer was at the wharf at Canton. At the time the affray occurred the two men were on the barge hauling in a stern line and no one was close to them so that the details are meagre. Maloney was stabbed in the heart and had his left jugular vein severed. He died instantly. The roustabout left the boat at the upper lock. The body of Maloney was taken to Montrose where a coroner's inquest was held. Yesterday a colored man boarded the steamer Josie at the middle lock and the officers decided that he answered to description—as furnished them by the captain of the Pittsburgh—of the man who killed Maloney. They telephoned to the police to meet the boat at the lower lock which they did and arrested the man who gave his name as Lewis Summers. He accompanied the officers some distance before he inquired what offense he had committed. Summers claims he was sick when the Pittsburgh landed at Keokuk and that the mate had him paid off. The agent says he is not the man that was paid off. In speaking of his whereabouts Sunday night he claimed that he slept in a freight car in Keokuk and got his breakfast here before going to the middle lock yesterday morning. Late Sunday night Jacob Metel, of Peoria and Rock Island, who claims to be knocking through the country hunting work was going to Montrose and met a colored man in the vicinity of Whitney's dredge boat in the canal. They entered into conversation and the colored man said that he had cut a man—accompanying the words by a motion circling the throat—on the Pittsburgh, but that he did not know how bad. City Marshal Barber, of Montrose, brought Metel to Keokuk yesterday, and while he is not positive, yet he thinks Summers is the man he talked with. The officers of the steamer Pittsburgh have been telegraphed to send a man to Keokuk to identify Summers. Maloney has been about Montrose a great deal but his home is in St. Louis.

THE GATE CITY:

THURSDAY MORNING, OCT. 12.

THE RIGHT MAN.

Wm. Brown, of Nashville, Tenn., Roustabout on the Steamer Pittsburgh, Arrested at Hannibal.—He Admits the Stabbing of Maloney Sunday Night but Makes a Plea of Self Defense.

The police force of this city decided Monday evening that the colored man Lewis Summers, who was arrested on the steamer Josie was not implicated in the stabbing of James Maloney on the steamer Pittsburgh Sunday night, and they quietly went to work to capture the right man. A telegram announced the arrest of Wm. Brown of Nashville, Tenn., at Hannibal Tuesday and Deputy Marshal Mayhew took the train for that city yesterday morning and returned with the prisoner last evening. Brown does not deny that he stabbed Maloney but claims that he did it in self defense. According to his version of the affair in pulling in the head line on the barge Maloney's elbow came in contact with Brown's cheek. Out of this grew the quarrel in which Maloney was killed. Brown states that after words had passed between them Maloney pulled a revolver from his hip pocket and shoved it in his face. He then threw up his arm to ward off the deadly weapon and in the scuffle that followed the revolver was knocked overboard. Brown then walked ashore and started towards Keokuk. He slept in a barge in the canal a few miles above the city Sunday night. Monday morning he passed through Keokuk and walked to Canton. He remained in Canton all night and sold his knife there. The knife will be sent up here to-day. Tuesday morning the city marshal of Canton came to Brown and inquired "what have you done with that knife with which you killed a man up the river?" "I have no knife and did not kill a man" replied Brown. "All right said the city marshal, "you are not the man I wanted anyhow" and walked off. Brown boarded a freight train and was put off by the brakeman at Hannibal, where he was arrested and put in jail. Brown admits that he had some difficulty with Maloney near Canton any says Maloney threatened to kill him. W. Ayer, watchman of the Pittsburgh, arrived in the city yesterday and at once said Summers was not the man, and last evening recognized Brown as the proper party. Mr. Ayer did not see the blows struck but heard the row and noticed Brown running from Maloney and off the barge. The revolver story is a new one to all having knowledge of the affair. Brown had his lower lip cut through to the bone in an affray in St. Louis before he shipped on the Pittsburgh.

THE GATE CITY:

FRIDAY MORNING, NOV. 17.

THE RIVER. 1882

Navigation of the Upper Mississippi About Closed—The Number of Boats, Barges and Rafts that Passed Through the Draw of the Keokuk Bridge.

The steamers that plough the waters of the upper Mississippi are now nearly all in winter quarters and navigation on the northern river is virtually closed. The St. Louis and St. Paul Packet company have two boats yet running but will lay the Grand Pacific up as soon as she arrives at St. Louis. The Minneapolis will continue in the Keokuk and St. Louis trade a short time yet. The Diamond Joe line has two boats making regular trips, but the agent at Keokuk thinks they will be put in winter quarters within a week. Raft boats are few and far between. The first part of the steamboating season was profitable as there was a large movement of grain down the river and the boats had as much freight traffic as they could well handle. During the summer and fall months the Chicago grain market was much better than that of St. Louis and the result was that the great bulk of grain from northern points was shipped by rail to Chicago and the east. Usually during the fall months the boats carry large quantities of northern potatoes to the southern markets. This year there was a great dearth of tubers in the east and much of the northern crop was bought up by eastern parties. A great many apples were shipped last from Missouri and southern Illinois, a very unusual thing. Low water during the fall months made navigation troublesome and unprofitable. In 1881 there were 2,746 boats, 2,112 barges and 430 rafts passed through the draw of the bridge across the Mississippi at this place. In 1882, up to this date, the records show a decrease of 829 boats and 1,311 barges, and an increase of 10 rafts. The great decrease in barge transportation tells the story of decreased freight traffic and the advantages to steamboat interests of a stiff market at southern ports. Navigation opened February 9th, although the river was not closed at Keokuk at all during the winter of 1881-82. The highest water, according to the bridge record and standard, was April 25th, when the gauge showed 16 feet and 8 inches above low water mark. On October 31st, 1881, the stage of water was 19 feet and 7 inches, being the highest of that year. The following is the number of boats, barges and rafts passing through the draw thus far this season:

	Boats.	Barges	Rafts.
February.....	39	14	27
March.....	152	81	55
April.....	198	83	55
May.....	225	71	68
June.....	204	39	71
July.....	243	50	69
August.....	285	120	67
September.....	277	130	43
October.....	237	161	33
November.....	67	43	7
Total.....	1,917	8,10	440

THE GATE CITY:

FRIDAY MORNING, JULY 7, 82

THE RIVER DISASTER.

Further Particulars About the Collision of the Scioto and John Loomis.

The Death Roll Much Larger than at first Reported, and will Probably Reach from Fifty to Seventy-five—The Work of Recovering the Bodies of the Victims—The Difficulties met in the Work—Miscellaneous Mention.

THE SCIOTA HORROR.

SCENE AT THE WRECK.
Special to Chicago Herald.

MINGO JUNCTION, OHIO, July 5.—The scene of the recent terrible river disaster was visited yesterday by hundreds in search of missing friends who had been passengers on the ill-fated Scioto. Men, women and children, with pale, anxious faces, alighted from the west-bound trains and hurried away with eager feet toward the river side, half a mile from the dingy station. Sheltered by a grove of elm trees that skirted the river bank, from the drizzling rain that fell at intervals during the day, a crowd of not less than 700 people watched the movements of those who were engaged in the task of searching the river for the bodies of the missing. Among this number were over 200 from East Liverpool, who had arrived on the first train, seeking information of missing friends. Fully 150 were from Wellsville, on a like mission, while the remainder were drawn by curiosity from Steubenville, Wheeling and other points within easy access of the grief-haunted spot. The crowd surged forward whenever a body was brought ashore, and as friends were recognized a wail would go up that was horrifying. The scene on the sunken steamer beggars description, so suggestive is it of the struggle of life that took place upon its decks. The Scioto lies with her bow up the stream, slightly turned towards the Ohio shore. The pilot, Dave Kellar, says that the Loomis did not call for sides until within 450 yards, and when too late to give her the Ohio side, and avoid the collision. The Scioto was backing as rapidly as possible when the Loomis struck her with great force ten feet from the stern, crashing in her timbers, when she immediately began to sink. In less than one minute she was full of water up to the cabin floor. The Loomis (Captain Engelbright) throws the whole of the blame upon the Scioto, in trying to keep the Ohio side.

THE ENGINEER'S STORY.

Page, the engineer of the Scioto, said to-day: "I was on watch at the time of the accident, and when the boats whistled for passing I noticed that there

was something wrong, but thought nothing of it and stepped out on the deck for a second, when I saw that the Loomis was right upon us. I rushed back to my engine, obeyed the bell to back, which was followed by a bell to stop, and then seeing that the boat was sinking, threw a skiff into the water. I ran after my coat, and when I got back the skiff was so full of terror-stricken people that I knew it would sink, so I jumped into the water and struck for the West Virginia shore. The current was strong, and in order to save myself I struck out for the Ohio shore, but with all my strength I was hard able to reach the land and assist two boys who were in the water near me, whom I helped as best I could, and we all arrived safely, but so exhausted that we could scarcely stand. As to how many were saved I cannot tell, nor do I know how many were lost or what caused the accident. In looking around me as I swam I saw a sight that fairly took my breath. The water was black with people struggling for their lives, and the expression of their faces I can never forget. Women and children were crying and men were shouting and cursing, and the whole scene was a pandemonium such as is seldom witnessed on earth; and this so unmanned me that I could hardly swim."

THE DEATH ROLL LARGER THAN FIRST ANNOUNCED.

MINGO JUNCTION, OHIO, July 6.—This morning the bodies of the following victims of the Scioto disaster were found: Chas. Sweainger, Dayton, Ohio; Ed. Thomas, the captain's son; E. H. Smith, of Wellsville; also a man named Dunhamer, of Wellsville. About forty men came down with skiffs from East Liverpool, yesterday, and are doing good work. By night they had secured about ten bodies. There are a number of bodies in the engine room and under the boat's bow, but the want of necessary appliances prevents getting them from the wreck. Boats, grappling tools, diving bells, etc., are on the way from Pittsburg, and when the wreck is raised at least thirty to fifty bodies will be found. The missing are accumulating, and, with those already found, the dead will amount to sixty-five or seventy-five, and nearly all will probably be found in and around the wreck. Every hour brings people here hunting for absent ones and giving names not given before. The dead have thus far been recognized and removed to their late homes.

The body of Stewart Pipes, reported found yesterday, has not been found yet. SEVENTY-FOUR KNOWN TO BE LOST.

STEBENVILLE, O., July 6.—Up to 11 o'clock to-night 20 bodies have been recovered and those still missing make the death roll 74.

SUIT AGAINST THE SCIOTO.

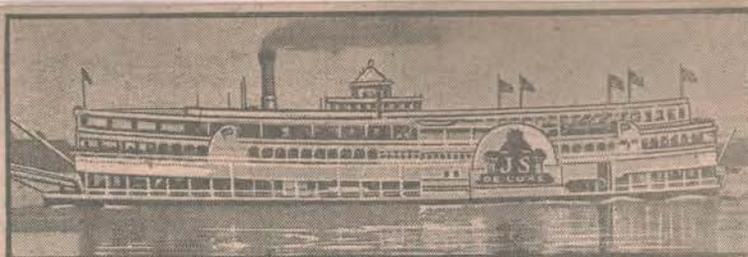
WHEELING, July 5.—Suit has been filed against the owners of the Scioto for the forfeit in carrying too great a number of passengers. The amount sued for is \$3,150, half to the informant.

The Valley Whig.

THE DES MOINES VALLEY WHIG IS PUBLISHED EVERY WEDNESDAY MORNING.

STEAMER TROPIC.—This boat running on the Missouri river between Jefferson City and Weston, was sunk on Thursday evening last. Ten or twelve lives were lost. She sank in deep water. OCT. 28, 1857

THE GREAT DUNE-HILL CALLED HISTORY
K. J. BICKEL, KEOKUK, IOWA



Ocean Liner Luxury and Service on the Mississippi

AMERICAN LEGION
Ralph Parker Post 682
ANNUAL EXCURSION
To QUINCY

Lv. Keokuk 8:30 am — Rt. 11:30 pm
Lv. Warsaw 9:30 am — Rt. 10:30 pm

Tickets
75c

Spend All Day and Evening on the River

★ **FRI. JULY 24** ★

Featuring
PIRON'S DIXIE COTTON PICKERS
Famous 12-Piece New Orleans Band

Huge Side-Wheeler, 300 ft Long, 80 ft. wide, Capacity 2200



THE KEOKUK DAILY GATE CITY

DAILY GATE CITY

**BIG SIDEWHEELER
TO TAKE OUT
POST EXCURSION
JULY 15, 1936**

The big side-wheel Streckfus "J S" paying its second visit of the season to Keokuk and Warsaw on Friday, July 24 and will feature an all day and evening excursion to Quincy under the auspices of Ralph Parker Post 682 of the American Legion, leaving Keokuk at 8:30 a. m. and Warsaw at 9:30 a. m., returning to Warsaw at 10:30 p. m. and to Keokuk at 11:30 p. m.

Piron's "Dixie Cotton Pickers" who made a hit with local dance devotees on the steamer's first visit of the season, will again furnish music on the outing here.

The "J. S." excursion will go through the new U. S. Canton locks.

DAILY GATE CITY

**WILL REPAIR
J. S. DAMAGE
IN DRY DOCK
AUG. 1, 1936**

**Streckfus Excursion Steamer
on Way to Keokuk for
Repairs to Hull Dam-
aged by Striking
Rocks.**

Officials of the U. S. Engineers office here announced that the Steamer J. S. of the Streckfus line was expected to enter the dry dock here some time this afternoon for emergency repairs to be made on its hull which was damaged twice in the last few days when the craft struck submerged rocks in the shallow channel.

According to the information at the Engineers office, the first damage occurred near Keithsburg, Ill., but that the rent in the hull had been temporarily patched and the steamer continued on its way north.

Yesterday, the J. S. again encountered rocks at Linwood, Iowa, and two or three holes were torn in the hull. Linwood is a few miles south of Davenport.

Robert Iakisch, in charge of the office here, received a phone call from the boat officials shortly after midnight last night, requesting that provisions be made for the repairs in the Keokuk dry dock. The steamer was said to have started south at four o'clock this morning and was expected to be put into dry dock here sometime late today.

DAILY GATE CITY

**MANY SEE BIG
J. S. IN DOCK
FOR REPAIRS**

Many local people joined the customary large crowds of tourists who visit the U. S. lock and Mississippi power station, Sunday to see the Streckfuss excursion steamer "J. S." which has been put into the dry dock here for repairs.

Set firmly on the cradles in the dry dock, workmen set about replacing a large plank in the hull of the boat. The repair was necessitated when the plank was stove in by a submerged rock in the

shallow water near Linwood, Iowa, Friday.

It was indicated that the steamer may spend a few days here since bookings have been cancelled for more than a week until a rise in the river stage may be expected. It is impossible for the boat to reach points farther north than Davenport at present, one of the officers said, and it was decided to bring the boat here for the repairs during the enforced lay-over.

**KEOKUK GATE CITY
TUESDAY, MAY 12, 1942**

**NEW STEAMBOAT
WHISTLE HEARD
THIS MORNING**

A strange steamboat whistle sounded at the Keokuk lock this morning as the Demopolis, an 800 horsepower, steam-driven propeller craft made its first appearance on the upper Mississippi river.

The property of the Inland Waterways Corporation, the steamer is enroute to St. Paul and Minneapolis with two barges. It will remain in that area to switch barges for the summer.

The Patrick J. Hurley also went north with four barges at about 9:15 o'clock this morning after stopping over in the Keokuk drydock last night to install a new valve in the hull. It is taking 9,000 tons of coal north.

Lockmen were also busy last night as the Twin Cities went south and the Horace E. Horton north.

THE DE LUXE GARDEN STEAMER



"Pride of the Mississippi"

WED. AUG. 17

JR. CHAMBER OF COMMERCE
— & — TOREADOR CLUB
AFTERNOON TRIP

Thru the Canton Lock

Lv. Keokuk 1:30 pm
Rt. 7:30 pm — ONLY 50c — Children 25c

AMERICAN LEGION — & — U. C. T.
MOONLIGHT DANCE

Lv. Keokuk 8:30 pm
Tickets 75c

LAST EXCURSION THIS SEASON

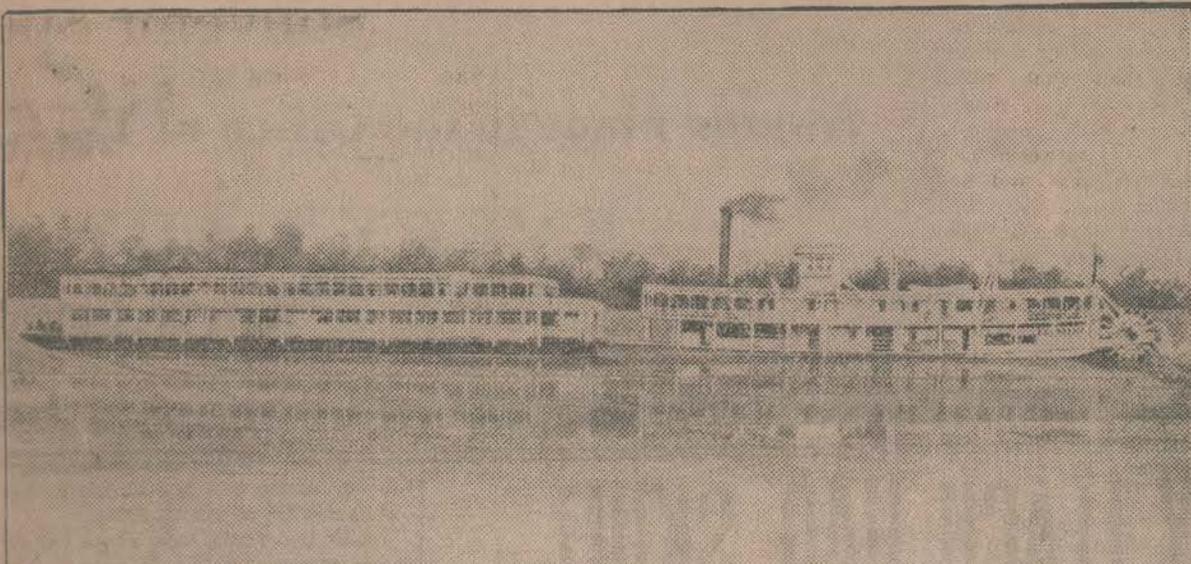
Steamer



Featuring the
**MISSISSIPPI
SERENADERS**
The Famous 12-Piece
Novelty Dance Band

de Luxe 1938

BARGE MISSISSIPPI



Constitution-Democrat.

AUGUST 20, 1913.

QUEEN OF THE BIG RIVER

6,000 sq. ft. hard maple dance floor, without pillar or post. Big concert band and orchestra. Largest floating dance pavilion in the world. Other attractions not to be found on any other excursion boat.

Open for public inspection, Saturday afternoon. Splendid music for the occasion.

BIG MOONLIGHT EXCURSION, FRIDAY EVENING, AUGUST 22

Gents 50c Ladies 25c

When the "MISSISSIPPI"

Comes steaming down the river

Everybody's happy.

Big Moonlight Excursion Friday Aug. 22

This mammoth excursion equipment is now on its way from St. Paul after having shattered all records made by any excursion steamer plying north of St. Louis.

A much larger orchestra is now being carried than ever before, and we can state without fear of contradiction that there is no music or dance floor that even claims to compare with the big Mississippi. That these features are what the public wants is proved by the fact that we have carried more passengers than any boat on western rivers.

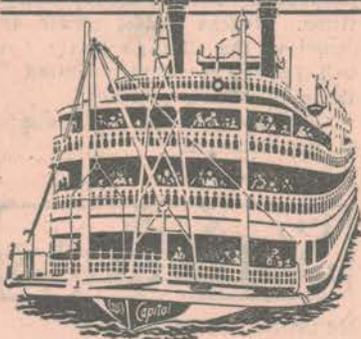
"You have tried to dance on the rest. Now try to keep from dancing on the best."

Cents 50c. Ladies 25c.

THE GATE CITY AND CONSTITUTION- SATURDAY, JUNE 1, 1940

Coming

FIRST EXCURSION



KEOKUK

SUN. JUNE 9

ALL DAY & EVENING EXCURSION

To Quincy

Lv. Keokuk 10:00 am
Lv. Warsaw 10:30 am

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

Tickets 75c

Entertainment — Thrills — Fun

dancing to the music of

PICHON'S 12-pc. "LOUISIANA SWING MASTERS"

featuring Lovingsgood at the piano

You'll Enjoy Every Minute of This Glorious Excursion

Steamer Capitol

THE GREAT DUST HEAP CALLED HISTORY
"J. J. RICKET" KEOKUK IOWA

DAILY GATE CITY

WORKING MODEL OF KEOKUK DAM AND U. S. LOCK

George Ribyn, Builder,
Hopes to Show His Handi-
work to Hugh L. Coop-
er Next Week.

MAY 30, 1925

A perfect working model of the Keokuk lock, and the dam and power plant of the Mississippi River Power company, has been built by George T. Ribyn who expects to exhibit it at state fairs and other amusement centers during the summer. The model which is a perfect replica of the hydro-electric plant in the river here, and of the U. S. government lock and dry dock, was built by Mr. Ribyn in nine months of work at odd times. He built it at Bushnell, Ill., loaded it on the truck which will carry it over the country this summer and brought it to Keokuk, where it is for the present in the garage in the rear of James Sneberg's residence, 1927 Johnson street.

The model is built of galvanized iron and wood, all except the gates of the Keokuk lock, which are constructed on iron, and are made water tight. The dike on the Illinois side of the river, and the bank of the river on the Keokuk side below the lock is made of cork in which grapes are packed, mixed with a composition of hardening substance and painted to represent the clay, grass and rocks. The model was built in three sections and has all been bolted together and mounted on a truck and will be driven around the country and exhibited through the summer by Mr. Ribyn.

Hopes Cooper Will See It.

Mr. Ribyn used pictures of the lock property and of the power house which had been taken by H. M. Anschutz, and combined these with his personal knowledge of the plant and his personal observations, when he made the layout. The result is an almost perfect replica of the big plant here. He is hoping that when Hugh L. Cooper comes to Keokuk Tuesday he will see the model. He has reproduced everything even to the lumber piles in the dry dock yards. The lights on the lock are made of black headed pins, painted. There are real electric lights inside the power house which are lighted at night.

Water is poured into the forebay from a tank at the side of

the model and a level is maintained. When this level is reached the water runs through a system of pipes to the lock and when the gates are opened and a boat is admitted it is raised and lowered as a real boat is by means of levers which allow the lock to fill or drain as the case may be.

Even to the engineer's flag, and the signal for boats to pass into the lock, the model is a perfect representation of the original.

DAILY GATE CITY

COOPER SEES REPLICA OF KEOKUK DAM

JUNE 3, 1925

Hugh L. Cooper, builder of the Keokuk dam, looked upon the model of his great plant this morning. He complimented the builder, George C. Ribyn, on the correctness of the model. The model was described in The Gate City Saturday, May 30, and was seen by Mr. Cooper at 1927 Johnson street where Mr. Ribyn has his model preparatory to taking it on the road.

"It is very interesting and the man deserves a great deal of credit for the conscientious way in which he has produced the plant in detail," Mr. Cooper said after he had seen it.

Yesterday afternoon, Mr. Cooper with J. A. Dunlap, C. R. Joy and C. A. Sears made a foursome at golf on the Keokuk Country club links. When he was in Keokuk building the dam Mr. Cooper did not have time to play golf, but he has learned the game in the east and the foursome yesterday had an enjoyable afternoon on the club grounds.

DAILY GATE CITY

WAKEROBIN HAS PLACED LIGHTS TO GUIDE BOATS

TUESDAY, MAR. 26, 1935

All along the upper Mississippi river, light keepers are shining up their lanterns preparing to make the Mississippi safe for navigation. The United States lighthouse tender, "Wake Robin," is en route up stream, and with her coming the big river will light up from the head of navigation to its mouth.

In the 170.6 miles between Minneapolis and Davenport there are 148 lights on fixed structures, reports state. In the 482.4 miles between Davenport and Cairo, Ill., 316 light guide the mariner

at night. These figures do not include hundreds of lights on buoys or floats, nor the hundreds of unlighted shoreline daymarks or unlighted channel markings.

Those who maintain the lights are proud of their record, and seldom heard are the one long and three short blasts from a passing steamer that signals "your light is out."

Many Changes Made

Many changes are taking place in the lighting system of the Mississippi. At one time kerosene burning lamps were used exclusively. Now acetylene and electric flashing lights are installed at many points. Some are timed to flash every one and one-half seconds, some every two, four or five seconds, the six-second lamps giving a double flash. But the cost of the electric installations is considerable, and though they might be economical in the long run, because a paid keeper is not necessary, they cannot be installed in exposed places, and therefore the kerosene lamps and keepers still dominate the program.

The "Wake Robin," one of the most modern and comfortable steamers on the Mississippi, constantly plies up and down the Mississippi and St. Croix rivers hovering over her charges like the mother bird she is named after. She keeps the light keepers supplied with kerosene and wicks and everything necessary to keep the warning lights burning.

Keepers Practice Economy

It is permissible to burn the lamps day and night, and that would necessitate but one trip per day to the light. But many of the light keepers are keen for economy records, and would rather make two trips, lighting the lamps at night and putting them out in the morning, than waste the government's fuel by burning it all around the clock.

The acetylene automatic lamps burn continuously, and are supplied by pressure cylinders that last for three or four months. The "Wake Robin" looks after them as it does also the electric automatics. The latter are run by primary wet cell batteries, in which the elements are renewed about once in three months.

THE GATE CITY:

THURSDAY MORNING, JULY 1.

—Of the accident to the steamer Northwestern the *Globe-Democrat*, says: "All the boats in the Keokuk Northern Line are built strong at the nose, the intention being to knock down all the bridges on the Mississippi river. The Northwestern of that line, had a whack at the Burlington bridge a week or two ago, but the bridge got mad and wouldn't play. The result was a broken wheel for the Northwestern. Tuesday she tried it on the Keokuk bridge, the bridge wouldn't budge, and the boat had to give way, which she did, by breaking a gallus frame."

WELCOME TO KEOKUK STEAMBOAT

MUSEUM



HISTORIC STERNWHEELER, GEO. M. VERITY

OPEN DAILY
APRIL to NOVEMBER

AT THE FOOT OF MAIN ST. BY THE HISTORIC MISSISSIPPI

On Hy. 136 South of Keokuk, 3 blocks from Des Moines River Bridge.

THE KEOKUK DAILY GATE CITY

STEAMER MACKENZIE AND 14-PIECE TOW THRU LOCK

MONDAY, JUNE 12, 1939

A fourteen-piece tow, which represents the largest ever seen on the upper Mississippi river, had lockmen on the jump and kept the draw of the Keokuk and Hamilton bridge open for nearly an hour here Saturday afternoon when the new coal-burning steamer, The Alexander Mackenzie, made its maiden trip up river from St. Louis to St. Paul.

The steamer actually had 15 pieces in tow when she arrived in Keokuk but since one barge of coke was left at the Keokuk Electro-Metals plant only 14, including a small dispatch boat, passed through the lock. The load, in all, amounted to 8,200 tons and the length of the tow, overall, was 1,005 feet, with a width of 105 feet.

Four Lockages.

So large was the load that it required four lockages to transfer it from the lower to the upper river. In the tow were five coal barges carrying 5,200 tons, five empty coal barges, two barges of steel weighing 1,300 tons, 500 tons of gasoline on another, and the dispatch boat.

"POPLAR" HERE.

Another new arrival in Keokuk Saturday was the recently completed lighthouse boat, "The Poplar," brought here from Dubuque where it was built. It is tied up in the forebay, and is described as one of the most attractive small boats on the river.

The new Alexander Mackenzie was built by the Marietta Manufacturing Co. at Point Pleasant, W. Va., and of especial interest to Keokuk residents is the fact that this company is headed by C. O. Weissenburger, a brother of the late G. E. Weissenburger of this city. Launched on April 12 of this year, the craft has a hull 204 feet by 37.6 by 8.2 feet and is of steel, electric arc-welded throughout. The gross net tonnage is 782.24 and the displacement 931 tons.

Big Engines.

The main engines are of 1,600 horsepower with high pressure cylinders 16 inches in diameter and the low pressure 32 inches with a common stroke of 120 inches. The boilers have 8,032 square feet heating surface which are allowed 360 pounds of pressure to the square inch. The unusual feature of the boat is its coal-handling device which eliminates wheeling and eas-

ily handles 20 tons per hour with only one man at the levers forward of the pilot house and another to operate the trigger rope which opens and closes the bucket.

Among members of the crew are Capt. A. C. Ingersoll, Jr. master; Capt. Harry Morse and Marquette Lancaster, pilots; and Carl Hall, chief. The boat's appearance is somewhat unusual for a sternwheeler with its short texas aft of the pilot house and on top of the full cabin. The flat-sided stacks are set abreast of the pilot house.

The Valley Whig.

THE DES MOINES VALLEY WHIG
IS PUBLISHED EVERY MONDAY MORNING.

FEB. 20 Navigation Opened, 1861

On Saturday morning last the favorite packet, Hannibal City, Matson master, and Lee the clerk, arrived at the wharf from St. Louis, leaving that city on Thursday evening and making her usual time to Fox prairie, or some other point below here, where the ice-gorge compelled her to lie over till morning. This is the first arrival of the season. She brought a good load of freight and passengers. Weather permitting, regular trips may now be expected.

The Aunt Letty came in the same day, bringing up the load of groceries, &c., which she stored last December on an island above Alton.

The river was rising. There was some floating ice in the channel, and the shores were still ice-bound. FEB. 20, 1861

THE DES MOINES VALLEY WHIG HISTORY
R. J. BICKEL KEOKUK, IOWA

THE DAILY GATE CITY.

JULY 21, 1892.

THE GRAND OLD DAYS.

When a Steamboatman was the Greatest Aristocrat of Them All.

A writer in a contemporaneous publication resurrects this interesting bit of ancient history: A chap out of the Illinois river with a little side wheel boat, back in the 50's accosted a couple of gilded and ornate Missouri river pilots: "Gentlemen, I have got a pretty good trip for the up country, and shall want you for about a month. How much shall it be?"

"Eighteen hundred dollars apiece."

"Heavens and earth! You take my boat, let me have your wages, and I will divide."

In those days steamboat men were "some punkins," and exceeding important in a landsman's eye, and, in a great degree, their own too, rating according to the boat they were on. For instance, it was a proud thing to be of the crew of such boats as the Alex Scott or the Grand Turk. Negro firemen, deck hands and barbers belonging to those boats were distinguished personages in their walk in life.

A stalwart darkey once gave offense at a negro ball in New Orleans by putting on a good many airs. Finally one of the managers bristled up to him and said: "Who is you any way? Who is you? Dat's what I want to know?" The offender was not disconcerted in the least, but swelled himself up and threw that into his voice which showed that he was not putting on those airs on a stinted capital. "Who is I? Who is I? I let you know mighty quick who I is. I want you niggabs to understand I fiabs de middle do' on de Alex Scott." That was sufficient. His explanation branded him the "boss ob de ball."

THE DAILY GATE CITY.

SEPTEMBER 13, 1892

THE MARY MORTON.

Her Cargo was Mostly Saved and She will be Safely Raised

Speaking of the Mary Morton's disaster the St. Louis Post-Dispatch Sunday says:

"The Diamond Jo Line steamer Mary Morton, that cleared Friday afternoon at 4:30 o'clock from the foot of Vine street, bound for St. Paul with 400 tons of freight, sank in seven feet of water near Clarksville, yesterday morning at 7:30 o'clock. The Mary Morton left St. Louis in command of Captain Boland and was drawing four feet. Rounding a curve on the Pike county shore she struck a blind reef and sank to the bottom of the river without tilting. Sacks of sand are being dumped to

hold her steady with the current, and as most all of the freight has been removed the wrecked steamer will be held in safety until she can be raised. Water is running over the boiler deck, although enough fuel was saved to keep up steam until a rescuing steamer puts in an appearance. One will arrive at the scene of the disaster this morning. The passengers of the ill fated steamer were rescued and conveyed to Clarksville. The Mary Morton was built in St. Louis by the Diamond Jo Line in 1880, and has a capacity of 600 tons. She has been in the trade between St. Louis and St. Paul since her construction and was considered one of the best boats in the trade, and was valued at \$10,000. Boats were sent out from St. Louis last night to rescue her, and an attempt will be made to raise her tomorrow."

The Gate City.

DECEMBER 9, 1890.

Entered in Keokuk Postoffice as Second Class Matter.

MISSISSIPPI PILOTS.

The Annual Session of the Brotherhood Held at Clinton.

The four days' session of the Upper Mississippi River Pilots closed at Clinton Saturday night. Government Engineers Meigs, of Keokuk, and McKenzie, of Rock Island, were in consultation with them relative to river improvements. The officers elected are: L. A. Day, LeClaire, Iowa, president; E. J. Chasey, Hillsburg, Ills., vice-president; D. C. Low, Lyons, Iowa, secretary and treasurer. The directors are: Walter Bloir and G. Denby, of Davenport; E. J. Lancaster, LeClaire; J. E. Huginin, Cordova, Ill., and W. H. Slocumb, Albany, Ill. La Crosse, Wis., was selected as the next place of meeting in December, 1891. A graceful act was the presentation to the retiring president, J. W. Rambo, of LeClaire, of a handsome oak cane. It is an interesting souvenir, as it is made from a timber of the old packet "Nominee," which was wrecked in Coon's slough, July 27th, 1854, the day that Capt. Rambo was ten year of age. The head of the cane is of brass, taken from the machinery of the old craft, and is inscribed with a pilot's wheel, the emblem of the brotherhood, and with the captain's name and date of presentation, while the shaft of the cane bears the word "Nominee." One hundred and twenty pilots were in attendance.

THE DAILY GATE CITY.

MARCH 27, 1885.

OLD TIME BOATS.

In the roll of honor of the old timers will be found Shellcross, Chieftain Throckmorton, Red Rover, May, Shantrock, Reynolds, Java, Crossley, Ouas-

cousin, Holcomb, Olive Branch, O'Flarity, Winnebago, Cameron, William Wallace, Cole, Dubuque, Gleim, Marshall Ney, VanHouten, Adventurer, McAllister, Illinois, The Harris's and Smith with the Smelter, and Missouri Fulton and our fellow citizen Capt. J. W. Campbell with the Bridgewater; pilots, Mike and Wm. Littleton, Hardin Roberts, Newton Wagner, Joseph De Butts, Alexander and Hugh White; La-Claire, Chas. La Fave, Loyd Goll and Wm. Holliday.

The first pilot on the upper Mississippi was Paul Bissett. The first boat sunk on the lower rapids was the Machanic in 1827, from which circumstance the Iowa shore between Montrose and Nashville received its name. The next boat was the Mexico, which was sunk the next fall in passing between Commerce and Nashville. She was raised and proceeded on to Nashville and landed where the present lock pit is, where she laid through the winter and sank again when she was wrecked.—Republican.

KEOKUK DEMOCRAT.

TELEPHONE No. 82.

WEDNESDAY, NOVEMBER 16, 1887.

—The little steamer, Henry W. Longfellow, which has been at our levee awaiting a purchaser for some time, steamed down the river about eleven o'clock this morning to try some other city. There was some talk of buying the boat here and a syndicate was being formed for that purpose, but for some reason the project was abandoned. If the proprietor would use a few dollars in advertising and make a few experimental trips with possible purchasers on board, he would dispose of his neat little craft with much less difficulty.—Burlington Gazette. The boat arrived at our wharf to-day and already has been visited by many citizens, all of whom are loud in their praise of the trim little craft. She is a beauty and is well adapted for an excursion steamer, and as such should prove a source of profit to any owner. Among those who looked over the boat during the day, was Eph Radasch, and that gentleman is now negotiating with the owner with a view of purchasing the craft. We hope that he will do so, as a first class excursion steamer is badly needed here during the summer season.

THE GATE CITY

PUBLISHED BY THE GATE CITY COMPANY

C. F. SkirvinManager
Keokuk, IowaOctober 29, 1914

DUBUQUE TO MAKE LAST TRIP SOON

Steamer Will Start South November
11—Will Take on Cargo
of the Steamer
Calhoun.

WILL RAISE MAJESTIC

Several Plans Advanced for Raising
Boat—Wisherd Expects to
Find Big Rent in
Hull.

The steamer Dubuque will make her last appearance on the upper river this season on Nov. 11, on which date she will leave Quincy for St. Louis, where she will winter so as to be ready to resume navigation as soon as it may open in the spring.

The Dubuque has been engaged to carry the cargo of the Belle of Calhoun, which sank recently four miles north of Alton, to the St. Louis market. This cargo consists of 4,700 barrels of apples. About 400 barrels rolled off the deck of the Calhoun into the river and floated down stream, giving the Alton rivermen first intimation that something was wrong up-stream. The thirty passengers were landed on an island. It is thought that the heavy load caused the seams of the Calhoun's hull to part. She was flooded with water. The Calhoun was a first class packet and was built in 1895 at St. Louis at a cost of \$25,000. She had been running in the St. Louis and Calhoun county trade.

Last of Season.
Sunday the steamer Keokuk ran her last excursion from Quincy and intermediate points to the dam. She will make her final trip of the season on Saturday, Nov. 14, and will go into winter quarters at Rock Island.

Raising Majestic.

St. Louis city authorities are considering legal proceedings to compel the Wisherd line to either remove the wreck of the Majestic or abandon it so that it may be removed by the government. The wreck interferes with the new intake water tower at St. Louis.

Captain Wisherd says he expects to have a force of men at work in two weeks raising the Majestic. It will be remembered that the sinking of this craft was the biggest river disaster of the year. Early in the past season this steamer, the largest excursion boat on the river, struck the intake pipe just north of St. Louis and went to the bottom.

The present condition of the Majestic and the practicability of raising her have been much mooted questions among rivermen, many of the "old-timers" claiming that the currents have made the boat practically useless by this time. However, Captain Wisherd entertains no such discouraging views. He expects to find a terrible rent in the prow torn by the intake pipe in the collision; also the light upperworks will have been carried away. In his opinion, the hull and machinery will not have suffered great damage.

Captain Wisherd says there are three possible ways that might be employed in raising the big boat: Cofferdams might be built—that is, dams might be built around the sunken boat and the water pumped out, the craft repaired and water let in slowly and the boat floated. The captain, however, dismisses this plan, as the cost of erecting cofferdams would almost equal the cost of the boat. Another way might be employed—that is, raising the boat by means of cables and jacks. The plan that probably will be adopted is the constructing of bulkheads.

The Gate City.

Entered in Keokuk Postoffice as Second-Class
TUESDAY, OCT. 17, 1922

WISHERD PLANS ALL STEEL BOAT ON THIS RIVER

It Will Take Place of the Majestic
Which Burned Last May and
Will be Fireproof.

A new excursion steamer, entirely constructed of steel, the largest of its kind on western rivers, will be built by D. N. Wisherd, president of the Wisherd Line Steamers, in the spring of 1923.

Larger than the steamer Majestic, which was burned May 9 of this year, the new steamer will have no inflammable parts. Everything will be built of steel. She will probably be 50 feet wide, the same width as the steamer Majestic, but will be much longer. The Majestic was 228½ feet long and eight feet deep.

Plans Being Drawn.

Captain Wisherd returned Sunday from Spottsville, Ky., where he has been with the steamer G. W. Hill. Plans for the new boat are being drawn now, he said, and he expects to be ready to accept bids for the construction of the new craft by spring. Market conditions are now advantageous, he believes, and he is anxious to see his plans completed.

The steamer would probably be built on the Ohio river, since there is but one big plant on the Mississippi equipped to do such work. The cost of such a boat cannot be estimated. The Majestic cost between \$200,000 and \$300,000 when she was built as a packet in 1914. She was remodeled several times, however, and the year before she burned improvements totaling \$15,000 were made. The Majestic was burned to her hull by fire of unknown origin at the Havana, Ill., docks. Her hull was recently sold.

G. W. Hill Marooned.

The G. W. Hill is marooned on the Green river in Spottsville, Ky., awaiting a raise in the river. As soon as the Ohio river becomes navigable, she will be brought to Quincy and harbored in Quincy bay for the winter. The Hill was grounded on several sandbars in the Ohio river and it was only with great difficulty that the excursion steamer was pulled into the Green river, a narrow but deep stream which leads to Mammoth cave. Southerners were anxious that Captain Wisherd keep the Hill on the Ohio, running it as a packet. The Hill, however, is not equipped for this sort of work.

The Hill was to have been at Cape Girardeau October 1. Then she was scheduled to come up to Rock Island, where she would have taken four hundred ex-service men to the American Legion convention in New Orleans on a thirty-day cruise. But when the steamer reached places where the water varied in depth from two to two and a half feet she could go no farther. A series of dams being built on the Ohio is responsible for the lack of water in places, Captain Wisherd believes, though the river is the lowest it has been for twenty years.

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

DAILY GATE CITY.

THURSDAY MORNING, JAN. 20, 1876.

EAGLE PACKET COMPANY.—The following are the appointments of the Eagle Packet Company for 1876:

Spread Eagle—Henry Leyhe, captain; Nip. Morehead, first clerk; Law. Cody, second clerk; Ed. Medcalf, first pilot; Thos. Boon, second pilot; Jacob Anthony and Chas. Lohr, engineers; Jake Brown, mate.

Grey Eagle—D. M. Morris, captain and clerk; not appointed, pilot; U. H. Hyde, engineer.

Little Eagle—W. Leyhe, captain and clerk; Frank Slater, pilot; Samuel Critchfield, engineer.

Agents—Hunter B. Lenkins, St. Louis; Capt. J. A. Bruner, Alton; H. Pagel, Portager; Thos. Hansell, Jersey Landing; Jas. Dougherty, Grafton; J. M. Farel, Quincy; J. T. Bohon, LaGrange; Samuel McCutcheon, Canton; C. D. Eberhart & Co., Alexandria; D. H. Cox, Warsaw; A. B. Ball, Keokuk.

Henry Leyhe was appointed Superintendent in place of J. M. Earl, as stated the other day.

KEOKUK AND HAMILTON FERRY.—The lease of the franchise of this Ferry to Messrs Van Dyke & Hinc, who have operated it so unexceptionably for the last six years, expired by limitation March 1st inst., and the Company which founded it and lifted it to the second place among those upon the Mississippi river has resumed the management.

That model ferry boat "Keokuk," and all of the serviceable stock and implements heretofore used in the transfer business, have been purchased by the Company and will be retained until the completion of the bridge; while, to provide for contingencies, the steamer Toledo has been chartered.

The President is determined the facilities for crossing at this point shall be complete and reliable, and with the assistance of Captain Van Dyke upon water, and Captain Berry and Mr. Ivins upon land, he expects to fully meet the necessities of travel and satisfy all reasonable persons.

3/9/1871 SAM. S. SAMPLE, Prest.,
Keokuk & H. Ferry and M. Co.

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 Vansant 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.

THE GATE CITY

SATURDAY MORNING, MAY 27, 1876.

THE COLOSSAL.—Capt. Mose Hall of the Colossal, returned from his trip down the river yesterday morning. He has not given bond yet and does not propose to for the present at least. From what we can learn of the situation, he is convinced that there is no ground for action against the Colossal and that he can recover damages, for the time that she is detained. He will, therefore, remain here and fight it out. The case will come up at the regular term of the U. S. District Court at this place next month, but whether or not it will be heard then, it is impossible as yet to state. The defense say they are ready for trial any time.

The Colossal's freight was reshipped yesterday on the Chambers and she will remain here and await developments. The case is one of much importance and will be watched with interest by river men everywhere.

D. C. CITY FIRES.

MAR. 4

1868

St. Louis, March 3.

The steamers M. S. Mepham and Fanny Scott were burned at the Levee about one o'clock this morning. The Mepham was a New Orleans boat, valued at \$65,000; insured for \$45,000. The Fanny Scott was a stern-wheel boat, valued at \$35,800; insured for \$20,000 to \$25,000. Both were totally destroyed, and both belonged to M. S. Mepham & Bro.

KEOKUK GETS BOAT MUSEUM

(The Register's Iowa News Service)

KEOKUK, IA. — Mayor L. R. Lofton announced Wednesday that Armco Steel Corp. has donated its sternwheel steamboat, the George M. Verity, to the city of Keokuk.

The vessel, built 33 years ago by Dubuque Boat & Boiler Works will be placed in Keokuk's riverfront Victory park as a river museum. Many historical marine exhibits, collected during Keokuk's 140-year history as the "Gate City" to the Upper Mississippi river, will be displayed in the sternwheeler.

The river museum will be maintained by the Lee County Historical Society.

In 1940, the boat was purchased by Armco and renamed the George M. Verity in honor of the man who founded Armco and served as its first president.

During her 18 years of service to Armco, the Verity made 1,018 round trips from Huntington, W. Va., to Cincinnati, Ohio, hauling 10,180,000 tons of coal in barges. Last April Armco began transporting coal from its West Virginia mines to its coke plants in Hamilton and Middletown, Ohio, by rail, thus discontinuing its river operations.

The boat has a steel hull and three decks. She is 162 feet long, 40½ feet wide and displaces 371 tons. Her oil-fired steam engines are believed to be among the most efficient steam engines ever developed for river towboat service.

Armco also is giving a boat to Ashland, Ky., for use as a museum.

DAILY GATE CITY

NAUVOO FERRY TO BE REBUILT DURING WINTER NOV. 26, 1924

NAUVOO, Ill., Nov. 26.—Captain J. W. Reimbold will take the steam ferryboat "City of Nauvoo" to St. Louis in a few days to have repairs made. The ferry barge will be used during the time the boat is out of service. Next spring the ferryboat will be brought back and ply between Nauvoo and Montrose as heretofore, all rebuilt.

ILL-FATED.

The Steamer McDonald Collides with the Piers of the Bridge,

Is Crushed Between Her Barges and Goes Down in Twenty Feet of Water.

The Boat Completely Wrecked—No Insurance.

Narrow Escape of Those on Board.

Steamboat catastrophes seem to be having a run just now. No sooner had the public finished reading the reports in the GATE CITY of the frightful calamity at the Hannibal bridge, than they were startled by the announcement that the river in front of our city had been the scene of another mishap, though fortunately not so disastrous in its results as the one at Hannibal.

At 6 o'clock yesterday morning the draw of the bridge was swung open to permit the steamer

MCDONALD

to pass. She had in tow two large barges, one containing about four or five, and the other about three hundred tons of ice, en route for St. Louis.

As she was going through the draw, the small barge on the larboard side struck the pier at the East end of the draw span, about midships. The boat then swung round and the barge on the starboard side struck the pivot pier.

The boat was caught between the two barges and badly

CRUSHED.

The small barge commenced sinking and was cut loose. After sinking as far as the ice would permit, it floated off down stream.

The boat careened to the starboard side until it was almost impossible to stand on the hurricane deck, but soon righted up again. She gave no signs of sinking, but the Captain was satisfied that she would go down, so he went below and instructed the crew to look out for themselves. Meanwhile Mr. Vansant, the brother of the Captain, who was in charge of the ice, turned his attention to the women and children in the cabin. These were Mrs. Charles Bridgman and Mrs. Messer and two children, of Muscatine, and Mrs. Sam. Vansant, the Captain's wife. He succeeded in getting them all out on the large barge without difficulty, except Mrs. Vansant, who was very much frightened, and did not want to go. She was taken out by main force.

The engineer and firemen remained at their posts, the engines were reversed and an effort made to reach shore.

The boat floated down to a point directly opposite and about thirty or forty feet from the elevator, where she

WENT DOWN

in about twenty feet of water. She lies there a complete wreck, with the texas about two or three feet above water.

The large barge was only slightly damaged and is tied up at the wreck.

From what we can learn, the officers of the steamer Eagle are guilty of the most

CONDEMNATORY NEGLECT

in failing to go to the assistance of the sinking steamer. She was just backing out for Quincy and was only a few hundred feet distant at the time of the disaster. The pilot of the McDonald gave the signal of distress—five distinct whistles. The engineer of the bridge, finding that the signal of the McDonald was not heeded, gave ten shrill whistles, and the Jennie Brown, which was just firing up but hadn't sufficient steam yet to work her engines, also gave the distress signal. In addition to this men ran down to the bank of the river and shouted and waved their hats and did everything in their power to attract the attention of the officers of the Eagle, but they paid no attention whatever to any of these signals, going quietly on their way. It is thought that Fred Condit, the pilot of the Eagle, must have seen the McDonald when she was sinking, as he could not have failed to hear the numerous signals of distress that were given. Severe censure was passed upon him by those who were acquainted with the facts in the case.

With the assistance of the Eagle it is thought that the crippled boat might have been beached and saved.

Had the McDonald sunk in the middle of the river when she was first crippled, she would have gone down out of sight, and there would undoubtedly have been loss of life, as the skiffs were both on the small barge. The officers and crew acted with promptness,

COOLNESS

and courage, and to this fact may be attributed the escape of those on board. In addition to the Jennie Brown the Andy Johnson and Dan Hine were lying at the wharf, but none of them had up steam and were, therefore, unable to render any assistance. The ladies on board composed a small party, who had been invited by the Captain's wife to make a pleasure trip to St. Louis.

After being rescued from the wreck, they went on board the Andy Johnson, and resumed their journey. One of the number is the wife of Chas. Bridgman, the nephew of Gen. Bridgman of this place.

The Jennie Brown went in pursuit of the small barge, overtook it near Warsaw, and tied it up at that place. An effort was made yesterday to dispose of the ice to parties in this city.

The affair created considerable

EXCITEMENT

here in the city, and large crowds of people visited the wreck during the day.

The accident was the result of a miscalculation. The pilots, James Coleman and Geo. Rutherford, are old and experienced hands at the wheel. They were both in the pilot house at the time consulting as to the course. In endeavoring to avoid the ice breaker above the pivot pier they got a little too far over

THE MCDONALD.

was a side wheel tow boat, and was built at Le Claire in 1873. She was 120 feet long, 24 foot beam, and had a carrying capacity of 160 tons. She was owned by J. W. & S. R. Vansant, of Le Claire, and commanded by the latter. She was valued at about \$14,000, and as there was no insurance on her she will be almost a total loss.

Capt. Vansant telegraphed to the owners of the wrecking boat Eckert and left last night for St. Louis to make arrangements for raising his boat.

The McDonald is the steamer which blew up north of Gregory two years ago, by which accident several lives were lost.

P. S. Since writing the above we have received a call from Fred Condit, the pilot of the Eagle, and as we have given publicity to the censure that was passed upon him, we are glad of an opportunity to give his statement of the case in the same connection. He says that when they backed out the McDonald was coming through the bridge. When they got some little distance down the river some one noticed that one of the barges had been cut loose, and was floating down, but as this is no unusual thing in going through a bridge, they thought nothing of it. There were three men in the pilot house beside himself, and not one of them heard any of the signals of distress. Neither did any of the officers. When they were half way to Warsaw some one on board noticed that the McDonald was sinking. This was the first intimation they had that she was in any danger. They say that they would have gone promptly to the assistance of the sinking boat had they known that she was in need of it.



**DAILY PACKET
Stmr. SILVER CRESCENT**

WILLIAM BLAKESLEE MAST. S. R. DODDS, CLK
Leaves Keokuk every weekday at 6:30 a. m. and every Sunday at 7 a. m., for Warsaw, Alexandria, Canton, LaGrange, Quincy and way landings. Returning arrives at Keokuk at 8:30 p. m.

No intoxicants sold on board. Good order guaranteed. Special rates, and special attention to round trip family parties. For information inquire of J. B. HUTCHINSON, Agt. Telephone 130. 1875

50 MILE GALE SWAMPS PACKET KEOKUK AT NAUVOO

It Was Tied Up There to be Sheltered from Storm and Early Sunday Morning Wind Shifted.

BOAT LISTED TO PORT

Captain McKenzie, Crew, Passengers and All Freight Were Saved and Boat Will be Righted.

MONDAY, APRIL 10, 1922

The steamer Keokuk, of the White Collar line, was swamped at the landing at Nauvoo, Ill., at 4:00 o'clock yesterday morning, when a fifty to sixty mile gale shifted direction and blew across the lake directly against the anchored boat. The boat listed to port, its side resting on the shore, while the outer guard rail was three feet or more under water, and the hold filled with water. Passengers, crew and freight were all removed, and there was no panic or loss of life or damage to freight cargo. The removal of the freight and passengers was carried on by the crew under the direction of Captain Hugh McKenzie of Keokuk, who is the master of the boat.

Captain Walter Blair, owner of the boat, left it Saturday night at Fort Madison. He went to Nauvoo yesterday morning, and viewed the swamped craft. He expects to take divers back today to ascertain if any damage has been done the hull, and by using pumps expects to raise the craft. It will be brought to the Keokuk dry dock if any repairs are necessary, and will be in commission again inside of a week, it is expected. Captain Blair said yesterday that the storm on Lake Keokuk was one of the most severe he had known of, and that a fifty to sixty mile gale was registered at times.

When the steamer Keokuk, which began its regular schedule of trips between Burlington, Keokuk and Quincy, one week ago, pulled into Nauvoo Sunday night the storm broke in all of its fury, and Captain McKenzie decided that it would be best to tie up until after the storm abated. Consequently the boat was tied to the shore to await results. All afternoon the breeze had been from the north and northeast, and Captain Blair and Captain McKenzie had talked over the possibility of running into a squall, before Captain Blair left the boat at Fort Madison. As long as the wind continued from the north and east, the Keokuk was sheltered

at its landing, Captain Blair said.

Wind Changed Suddenly.

However, early Sunday morning the wind seemed to change and veered in the opposite direction, bringing the heavy sea onto the packet, and swamping it. The boat carried an unusually heavy cargo of freight for this season of the year, and Captain McKenzie gave orders immediately to get it to shore. The passengers, who were on the boat, were gotten off safely, and they came to Keokuk Sunday morning in Thomas Nagg's automobile which was on the forepart of the packet and which was rescued along with the rest of the freight.

"The Keokuk was tied up at the landing at Nauvoo in nice security," Captain Blair said yesterday morning when asked about the accident. "As long as the wind was east or northeast we were all right. But suddenly the wind seemed to swing around and blew great waves toward the boat. The lake was about as awful as we ever saw it, I have been told, with a wind of from fifty to sixty miles an hour. The boat was listed towards the shore, and the waves rolled over the lower deck, swamping it. The boat listed till its knuckle rests on the shore and the outer guard rail is in about three feet of water.

Freight and Passengers Off.

"They got all the freight and passengers off, and the freight is in storage in our warehouse at Nauvoo. The passengers, I understand, were brought to Keokuk by the man who owned the automobile which was on the forward part of the boat. I was afraid the automobile might have gone into the lake, but Captain McKenzie told me they got it off all right and the owner brought the passengers to Keokuk. There was no loss of any lives and no loss of any freight.

"It is really fortunate if the accident had to happen, that it happened where it did, as this is a very good landing place, and there are so many places along the shore full of stumps and rocks, where the boat might have torn a hole in its hull and might have sunk."

Will Get it Out Again.

Captain Blair said that he expected to take divers and pumps to Nauvoo today and would be able then to tell if the hull of the craft was damaged, and if so, to what extent. He was notified at Fort Madison of the trouble and went to Nauvoo at once, coming to Keokuk just before noon yesterday. He praised the efforts of Captain McKenzie and the crew in getting off the freight, and in their handling of the situation.

"We talked over the possibility of a storm before I got off the boat," he said, "but no one suspected there would be any danger. They tell me the lake was the most awful sight imaginable when that gale blew

across it, and kicked up those waves." The Keokuk began its regular trips between the three cities last Saturday, when it came down the river and landed here on its first stop of the season on its regular run. It was carrying its full crew under command of Captain Hugh McKenzie, one of the most efficient captains on the river. It is expected by both Captain McKenzie and Captain Blair that the boat will be working on its regular schedule in a few days, again.

Almost a Hurricane.

[Special to The Gate City.]

NAUVOO, Ill., April 10.—A terrible wind storm struck Nauvoo last Saturday night which became almost a hurricane. The steamer Keokuk came down from Burlington on her regular trip and the captain of the craft concluded to tie up here for the night for the lake was raging as it was never known before. At about 3 o'clock in the morning the boat was lashed by waves furiously and with the lowering of the water some three feet or more by the water power dam caused the steamer to be thrown sideways with her hull to the shore. The hull inshore is out of the water while

on the outside it is submerged in the water.

Report at first came up town that the popular little steamer was sunk at the Nauvoo landing and much sympathy and sorrow felt for the owners.

It seems that there is not much damage done to the steamer and work of righting the craft has begun when it will be learned if there is any damage in her hull. There was not a great deal of freight on the boat for southern points and what she contained was placed in the warehouse.

It was quite an experience for the management and crew of the steamer and our people were pleased to learn that the accident was no worse.

Quite a crowd of Nauvoo people went down to the steamer's landing place to look at the disabled craft during all day Sunday and a number carried kodaks with them and made pictures of the steamer Keokuk as she lay peacefully on one side of her hull.

Old Chimney Collapsed.

The terrific wind storm of last Saturday night caused the large brick chimney standing at Nauvoo's old steamboat landing in the northern part of the city to collapse and crumble on its foundation. This chimney has stood there for sixty years or more and could be seen for many miles on the river. It was built entirely of brick and was many feet in circumference and a hundred feet or more in height. It is said that the foundation crumbled by water caused by the Keokuk dam being built. Some time ago Elmer Buckert purchased the chimney, intending to raze it for the brick which he intended using for building purposes, but recently changed his mind. He circulated a subscription paper to secure his price to retain it for one of Nauvoo's historical land marks, and the price asked was \$75, he having paid \$50 for it. He raised a satisfactory amount among Nauvoo people and business men only a short time ago and the large brick chimney was to remain intact, but nature decreed otherwise and now it cannot be seen standing in its loftiness, a silent mark at the old steamboat landing in Nauvoo.

114

Bet on Direction.

A true incident is also connected with this large smoke stack. About fifty years ago Mr. Felix Hansman conducted a brewery in Nauvoo and also a saloon on the brewery property. One time, Mr. Henry Weigand, mayor, M. M. Morrill, attorney, and others of Nauvoo met in this saloon and the conversation lead to this large chimney. The mayor or attorney made the suggestion that when the chimney fell it would topple over into the river. A bet of a pony keg, containing four gallons of beer was made by these two officials, one claiming it would fall toward the bank of the river. The brewer was called and made known of the wager, and agreed to furnish the beer which was to be paid for when the chimney fell and the loser to liquidate. All parties to the incident are deceased and the smoke stack didn't fall either way, but crumbled in a heap on its foundation.

Captain J. W. Reimbold took his steam ferry over to the Montrose landing last Saturday evening at 6 o'clock, fearing the high wind blowing at that time would damage the boat if it got worse during the night and it is well he did so and his craft escaped damage which the terrific wind would have afflicted that became more powerful as the night advanced.

THE DAILY GATE CITY

KEOKUK BACK IN THE TRADE

Swamped Steamer is Pumped Out and Brought to Keokuk This Morning and Will Resume Her Regular Trips.
4/19/22

The steamer Keokuk which was swamped a week ago Sunday at Nauvoo has been raised and brought down to Keokuk. The "Sand Boy" which pumped the water out of the "Keokuk" came down from Nauvoo last night after completing its work and the "Keokuk" arrived here this morning and is ready to start on the regular schedule.

The cargo, unloaded when the steamer was swamped, was loaded back on the boat before the trip down.

High Winds and Necessity for Construction of a Bulk Head Has Made it Imperative to Go Slow With Work.
4/15/22

Work of raising the steamer Keokuk which was swamped last Sunday morning at Nauvoo, was retarded somewhat by the high winds which have been blowing all week, and by the fact that it has been found necessary to build a bulk head around the boat before it can be pumped out.

Some damage has been found on the decks, and before the water could be pumped out, it was necessary to build the bulk head. It is probably that water will be pumped out of the boat either tomorrow or Monday.

PUMPING OUT KEOKUK TODAY

Expect to Be Able to Put White Collar Line Boat Back in Commission by the First Part of Next Week.

APR. 18, 1922

BRING IT TO DOCK HERE

Craft Will Have to Have Guard Rails Replaced and Some Minor Repairs Made to It.

That the steamer Keokuk of the White Collar line will be in commission again by the first of next week is expected at the local offices of the packet company. The Sand Boy went to Nauvoo this morning to pump out the boat, and as soon as this is done, it will be brought down to Keokuk and placed in the dry dock here for repairs to its guard rails.

The high wind will be the only thing that will interfere with the raising of the Keokuk today. The work of pumping out the boat has been delayed several times in the last week on account of the wind, but it is hoped today to be able to complete the work.

There is no damage to the hull of the boat, and the only serious damage is to the guard rails, which can be replaced in short order once the boat is in the dry dock. It is hoped to dock it by tomorrow, and complete the repairs so that the packet will resume her trade next week.

Had Best Prospects.

The Keokuk commenced the season in a very auspicious and successful way. She carried an unusually large list of freight for the first week, and it is expected that as soon as the boat can be put back into the trade again, she will resume her large carrying trade, and as the season arrives will continue to be the popular boat for trips to Quincy and Burlington.

If the high water continues when the Keokuk is back in the trade it will be necessary for the boat to land just south of the warehouse, as the water is now up to the threshold of the doorway leading to the staging from the warehouse.

STEAMER AUCTION IN KEOKUK

Big Sidewheeler Lily Will Likely Be Sold to the Highest Bidder While in Port Here.

ON HER LAST TRIP

At Thirty-Six Years of Age the Boat is Still One of the Best and Prettiest on the River.

APRIL 27, 1911

CLINTON, Ia. April 27.—For the first time in the history of the upper Mississippi, the government will sell at auction a big sidewheel steamer next July. The lighthouse tender Lily, in service on the upper river and tributaries for thirty-six years, is to be "knocked down" to the highest bidder.

The Lily came up the river and after remaining at the Clinton levee during the night, departed for the north. She is making her last trip over her 3,600 mile district, and will distribute oil, burners, lamps and other supplies and materials to the lighthouse tenders in sufficient quantities to last one year. Then she will be taken to Keokuk, where the public auction probably will be held.

Smaller boats will take up the Lily's work along the river, covering much shorter stretches of water in the future.

The Lily, probably the best known boat on the Mississippi, was built at Cincinnati for up river lighthouse service thirty-six years ago and has been in the service continually since that time.

The captain is W. C. Egan, while Campbell Hunt pilots the boat. Mr. Hunt has been on the river forty-five years and is one of the best known steamboat men on the river. In the old packet days Hunt ran on the Diamond Jo liners and other big packets.

THE WARSAW PACKET CO STEAMER PATIENCE

Now ready for PASSENGERS and FREIGHT and solicit your patronage. See time table in this issue.

1904

Capt. Wempner.

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

Old Records Show Arrival of 3,014 Steamboats in 1884

THURSDAY, DEC. 19, 1946

Although modern towboats with their mammoth loads of coal and oil completely dwarf tonnage figures of the old days, and, as a matter of fact established a new all-time record of almost four million tons this year, in the matter of numbers the prize is still held by the old steamboats of the 1800's.

And, if the amount of lumber shoved down the river in huge rafts were considered, even the modern tonnage might be exceeded.

59 Different Boats.

Keokuk's record year for steamboating, according to files of the Gate City, was 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.

In addition to the steamboats in 1884, 533 rafts of lumber passed through the canal and in 1889 a total of 169 million feet of lumber was brought to Keokuk alone.

Before the opening of the 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 showed the passage of 1,513 boats, in 1881 there were 2,734, in 1882 1,034, in 1884 3,014 but by 1893 the number had decreased to only 516.

Mechanic Sinks.

Among the earliest dates in Keokuk river history is July 2, 1829, when the Red Rover from St. Louis landed with several representatives of the American Fur company which had a station here. On the following year the Mechanic sank in the rapids after striking a large boulder which was subsequently named the Mechanic Rock.

The 1849 season opened February 21 with the arrival of the Clermont and was closed by the Wyoming which went down river on December 28.

Boat Names.

Names of the boats landing in Keokuk in 1849 as recorded by Brownell were the Archer, Alvarad, Bon Accord, Citizen, Die Vernon, Domaine, Danube, Daniel Boone (a circus boat), Excelsior, El Paso, Financier, Fleetwood, Gen. Bern, Gen. Gaines, Hindoo, Highland Mary, J. I. Crittenden, J. Q. Adams, Lucy Bertram, Little Dave, Mary Blane, Minnesota, Martha, Nominee, Oswego, Plaza, Senator, Tiger, Visitor, Wyoming, America, Auth, Clermont, Consignee, Dr. Franklin, Dubuque's I and II, Enterprise, Eureka, Falcon, Gov. Briggs, Gajaso, Irene, Hudson, Kentucky, Kate Kearney, Lamartine, Mary Stevens, Magnet, Monogahela, N. Waggoner, New England, Oneta, R. H. Lee, Sjockokon, Uncle Toby, Wisconsin and Yankee.

On March 23, 1855, 12 boats landed here in 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. F. Cox, and Cleghorn and Harrison.

Ferry Explodes.

Among interesting dates in Keokuk's early river history are August 14, 1850, when the ferry Hancock exploded killing 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 for Salt Lake City.

With the Civil war much of the river traffic was devoted to the transport of soldiers to the Keokuk embarkation center and the arrival of wounded for treatment in the local hospitals.

First of the war steamers was the Hawkeye State which arrived May 6, 1861, with two companies from Dubuque and one from Davenport, and by 1862 the sick and wounded were being brought up river in large numbers.

7,296 Wounded.

For example, the Express arrived April 19, 1862, with 300 wounded including four who died enroute. From then on the flood continued with 300 on April 23, 200 on May 18, 350 on May 21, 311 on June 24, 302 July 7, 378 July 9, 260 July 13, more than 400 October 8, 274 on October 14 and 250 on October 18.

On January 6, 1863, the Diligent brought 210, the Sunnyside 226 and the Glasgow 305 and by December 24 of that year steamers had brought a total of 7,396 sick and wounded of whom 617 had died. The consignment of 260 on July 13, 1862, was taken to a public school house which had been made over into the city's fourth army hospital.

Those who recovered were returned to their regiments by boat, more than 100 leaving on the Lucy Bertram on April 18, 1864. On June 20, 1865, the steamer Burlington stopped here with 260 prisoners of war enroute from Rock Island.

An Invitation!

Having secured the W. W. and Barge for a Moonlight Excursion Thursday evening, August 21, I extend an invitation to my friends to attend. ED. S. LOFTON.

AGNE'S FULL ORCHESTRA.

All rights reserved. No intoxicating liquors allowed on boat.

TICKETS 50c; CHILDREN 25c.

ROYAL NEIGHBORS EXCURSION

to

Quincy

Thursday, August 21

ON STEAMER W. W. AND BARGE

AGNE'S FULL ORCHESTRA
Will Furnish Music For Dancing.

Rights of Admission Reserved. No Intoxicating Liquors Sold.

Admission, adults 50c, children 25c.
Boat leaves at 7:30 a. m. sharp.

DAILY GATE CITY.

WEDNESDAY MORNING, SEPTEMBER 17, 1873.

THE steamer Rock Island arrived at Davenport, Sunday evening, without a pilot house, with the pilot on an open-air platform, and looking as if she had been the subject of hard usage. While the boat was lying at LeClaire, awaiting daylight navigation over the rapids, the watchman discovered fire in the pilot house. He immediately made attempts to extinguish the flames with the hurricane buckets, but finding his efforts vain, he gave an alarm. The cabin was well nigh crowded with passengers—all the state-rooms full, and thirty

passengers asleep on cots along the floor.

No sooner had the alarm been given, says the *Democrat*, than wild, indescribable confusion and uproar ensued in the cabin. Women and men stopped for nothing. Without dressing, with nothing on but light—and frequently short—night garments to shield them from the really cold air of the morning, they seized such of their effects as were within reach, and ran to the doors, the men crowding, pushing, trampling and shouting, the women weeping and shrieking. Neither seemed to care for appearances, but arrayed just as they were when they got into their berths, they made for the shore—and in ten minutes the cabin was entirely clear of passengers, who huddled together on the levee, shivering with cold and fright.

Meantime Captain LaMont, the pilots, mates and deck-hands had got to work at the fire. The fire pumps were in motion, hose was attached to the hydrants on deck, and right into the fire went the men with the pipes. In fifteen minutes the danger was past, and in ten minutes more the fire was quenched entirely.

Then the passengers were invited to return to the cabin—and, now the ludicrous and not the terrible formed the major part of the scene. The gents were made to "keep back" until the ladies had got aboard and were in their staterooms, safe from view. This piece of etiquette set all in great good humor—being considered as a *bare* joke. The way the ladies hurried back to clothing and comfort, after having hastened from apparel and berths, and the succeeding procession of gents in whatever they happened to have on when the alarm sent them rushing for lower deck and shore, was—well, they'll never forget it.

The fire was not extensive. The sides of the pilot house were burned or chopped away entirely, with the wheel and its barrel. The tiller rope was wire and was hardly injured at all. The Texas deck was burned through in several places, but the fire did not injure the Texas floor at all, and of course the cabin ceiling was not touched by it, and none of the water entered the cabin. The roof of the pilot house was cut away before it was burned, and can be used again. So the passengers might have staid in their beds as well as not, if they had not been panic stricken. And the panic was justifiable, for rarely is a fire on a steamboat subdued after it has gained the headway this one did.

The cause of the fire was sparks from a stovepipe.

DAILY GATE CITY.

TUESDAY MORNING, SEPTEMBER 23, 1873.

A \$10,000 SUIT AGAINST THE KEOKUK NORTHERN LINE PACKET COMPANY.—An important suit was entered in the District Court at Davenport last Thursday against the Keokuk Northern Line Packet Company—one that will test the right of steamboatmen to put passengers off a packet by force at a barren island.

John Duffy, of Cincinnati, is the plaintiff. In his petition he alleges that he took passage on the steamer Rock Island at Red Wing, on the 10th of the present month, telling the clerk that he desired to go as far as LaCrosse, anyhow, and might continue as far as St. Louis. The clerk told him the fare would be \$2 to LaCrosse, and \$7 to St. Louis. Duffy took a ticket for the former port, but did not land there. On the morning of the 12th, when the steamer was within five miles of Clayton, the Clerk called on plaintiff, and, not remembering him, asked him where he got aboard; being told Red Wing with St. Louis the destination, the Clerk demanded full fare, \$7; Duffy produced his ticket, and alleges that he offered to pay the full balance for passage to St. Louis, but the clerk would not receive it, but demanded as full fare as though the defendant had paid nothing at all. Plaintiff refused to pay, the Captain was called, who ordered the pilot to lay to at the island, which being done, he put plaintiff on the island—an uninhabitable, low marshy place. Rain was falling, and there plaintiff was, without shelter, and only a sort of marsh to walk in; he wandered about vainly endeavoring to find shelter, for several hours, and at last hailed a man in a skiff, and was taken by the boatman to the Iowa shore. Thence he walked five miles to Clayton.

Now, by reason of harsh treatment, hardship, exposure, and damage to health, the plaintiff lays his damages at ten thousand dollars.

The *Gazette*, from which we learn the above, adds:

It is not an unusual thing for steamboat officers to put passengers off on islands, or at lonely places, for refusal to pay fare, or for bad conduct, and this case will probably test their right to do so quite thoroughly, as it will probably go to the Supreme Court, no matter which side is victorious in the Court below. That railroads have no right to put passengers off except at stations, has been decided in several States, now it will be ascertained whether steamboats can do it with impunity.

KEOKUK, IA., GATE CITY — JAN. 21, 1953 —

Former Queen of Packets, St. Paul Will be Scrapped

Last of the old side-wheel packet steamers which once were so familiar a sight on the Mississippi, the *St. Paul*, was towed down the river below St. Louis yesterday to the junkyard.

The old steamer has been just about everything in her time — a fast packet, excursion boat, coast guard barracks and training ship, and finally a store boat for the Streckfus line at St. Louis.

Built in St. Louis in 1883 at a cost of \$75,000, the boat was sold to the Diamond Joe line and operated between St. Louis and St. Paul. At that time it was 300 feet long, had a 37.4 foot beam and a draft of 6.4 feet. It had cabins for 200 passengers.

It was rebuilt in the Dubuque boatyards in 1903 and in 1918 was purchased by the Streckfus line as an excursion steamer. In 1939-40 it was rebuilt again and placed in the Ohio river excursion business under the name of Senator.

During World War II it was towed to St. Louis and used as a barracks for coastguardsmen.

KEOKUK, IA., GATE CITY — MAY 15, 1951 —

Old Steamboat Whistle Used By Local Plant

There's been plenty of water at South Fifth and A street for the last month but despite the deep-throated blasts of a steamboat whistle which reverberates against the bluffs the big plant of The Hubinger Co. has not been equipped with pontoons for a trip up the river.

It's really a steamboat whistle, however, which signals the shift changes at the plant and those who think it sounds familiar are correct.

It echoed up and down the river for years aboard the old U. S. government steamer, the *Muscatine*, and has been borrowed by The Hubinger Co. for a substitute while its own whistle is being repaired.

The old *Muscatine* was sold by the government some 25 years ago but the whistle has been retained at the boatyards here which loaned it to the industrial plant.

THE GREAT DUST HIGH CALLED HISTORY
RIPPLES KEOKUK IOWA

Body of Edward Fox recovered by Goldenrod near Canton Tues.

The body of 35-year-old Edward Fox, of Dupu, Ill., who drowned in the Mississippi river near Nauvoo, Illinois April 14 when the towboat Bixby swamped and sank, was recovered at about 12:30 Tuesday afternoon near Canton, Mo. some 30 miles downstream from where the boat sank.

The body of Fox was found by the US Coast Guard buoy tender, the Goldenrod, about three miles north of Lock 20 at a wing dam near the Illinois shore. It was several hours before his body was identified by tatoos on his arm which matched descriptions supplied by his wife, Joyce. Fox's body was clad only in denim trousers, and was first seen Monday by a towboat captain.

Plaque to Goldenrod

Only last Sunday, another member of the crew of the Bixby expressed his gratitude to the crew of the Coast Guard buoy tender, Goldenrod, for saving his life.

Donald Rutledge, 25, Alton, Illinois, a deck hand aboard the Bixby when it sank some 400 yards from the Illinois shore, was pulled from the river several miles downstream nearly two hours after

The Daily Gate City

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WEDNESDAY, MAY 3, 1967

CAPT. BILL BROCK, right, skipper of Goldenrod, and Fireman Richard Spoon, examine plaque presented to skipper and crew of the Coast Guardbuoy tender, by a grateful deck hand of the ill-fated Bixby, a towboat which sank in the Mississippi river near Nauvoo April 14 The deck hand, Donald Rutledge, was rescued by the Goldenrod crew after being spotted in the river by Spoon. —Gate City

his boat sank, by the crew of the Goldenrod.

Sunday, Rutledge's mother and several brothers visited the home of the Goldenrod's skipper, Capt. Bill Brock, and presented to him a plaque on behalf of Rutledge. The inscription on the plaque reads, "April 14, 1967—to the Skipper and crew of Coast Guard cutter Goldenrod — personal

thanks for your outstanding service — Thanks — Donald Rutledge."

Honor Entner

Yesterday, the Iowa Conservation Commission passed a resolution commending conservation officer Dale Entner, of Ft. Madison and another man who braved the strong wind and high waves on the Mississippi to rescue the master of the Bixby, Harry Rutan, 43, of Granite City, Ill., and the engineer, Charles Jakubek, 28, of Belleville, Ill.

The Commission commended Entner for "this act of heroism far beyond the call of duty"; and John Willey, of Beardstown, Ill., "for his courageous assistance" of Entner.

Entner will receive his commendation officially at the next regular meeting of the Commission.

The Daily Gate City.

TUESDAY MORNING, NOVEMBER 14, 1971.

THE Galena Gazette says of the two great Packet Lines that compete for the carrying trade of the Upper Mississippi:

The officers of the Northwestern Union company are: Commodore W. F. Davidson, President; Wm. Rhodes, secretary and treasurer, and P. S. Davidson, superintendent, and their headquarters are in La Crosse, Wis. They own nineteen steamers, registered mostly in Galena, and the stock of the company is owned in different States. Their steamers run from St. Louis, or in connection with St. Louis boats, between New Orleans and St. Paul. The following is a list of the boats owned by the company: Sidewheel passenger steamers—S. S. Merrill, Alex. Mitchell, Belle of La Crosse, Phil. Sheridan, Milwaukee, City of St. Paul, Keokuk, and Northwestern. Sternwheel steamers—Viceroy, Addie Johnston, Annie

Johnson, Damsel, Dexter, G. H. Wilson, Mollie Mohler, Flora, Mankato, Hudson and Jennie Baldwin. These steamers are probably worth \$300,000. They also own sixty-one barges, carrying 12,000 tons, and worth probably \$150,000. Their combined capacity is about 9,000 tons.

The officers of the Northern line are T. B. Rhodes, President; T. H. Griffith, Secretary; T. C. Buford, Superintendent, and I. M. Mason, agent, and their office is at the corner of Levee and Vine streets, St. Louis. They own twelve splendid passenger steamers. The following is a list of the boats: Sucker State, Savanna, Red Wing, Pembina, Muscatine, Minneapolis, Lake Superior, Davenport, Dubuque, Minnesota, Bill Henderson and Dan Hine. These boats are worth \$385,000. They have forty barges and lighters, with a capacity of 9,000 tons, and value of \$100,000. Their wharf boats at the foot of locust street, St. Louis, and at Dubuque, are worth \$35,000, and they are building a new side wheel steamer at Carondelet. This steamer will be furnished with the machinery of the once popular Sucker State, and it will be 245 feet in length, 38 feet breadth of beam, and six feet depth of hold. The freight capacity of their steamers is about 6,000 tons.

YESTERDAY afternoon there was considerable excitement occasioned along the Levee by the antics of a raft that had just come over the Rapids. Being a very large raft of lumber, it was considered best to divide it at Montrose, in order to get it safely over the rapids and between the piers of the bridge. The first half of the raft came down without trouble, passed the bridge in safety, but became unmanageable at this juncture, and lodged against the bow of the steamer Gipsey, which lies partly sunken in the channel in front of the city. With some exertion the raft was released and floated off. The other half, following shortly after, less fortunate, was torn into three pieces on the rapids, and one of these, in passing, struck its sharp corner into the starboard side of the Gipsey, carrying away her guards and ripping her wheel-house into splinters, damaging the boat perhaps to the extent of several hundred dollars.

The Gipsey is an unfortunate craft, and her troubles seem to be augmenting. Let her remain in her present position a few

weeks longer, and the coming floating ice will cut and tear her to pieces. She was sold a few days ago, and may be raised and floated to a safe harbor. If so it had better be done quickly.

The river being so low, it is rather a hazardous business to raft lumber in large quantities over the rapids, and it is done only at great risks.

THE GATE CITY.

KEOKUK, IOWA
THURSDAY MORNING, AUG. 6.

Robbery On The Tom Jasper.

A Number of Passengers Relieved of Money, Clothing, and Other Valuables.

ARREST OF AN OLD OFFENDER.

From the Dubuque Times.]

The passengers on the steamer Tom Jasper, which landed here yesterday, were robbed by the wholesale on the upward trip of the boat. A large number of raftmen were on board, and many other rough characters including an old offender well known in Dubuque, who responds to the name of Con. O'Donnell. This gentleman in connection with another worthy, enticed a poor Norwegian ashore at some point down the river, after which they knocked him down and took all his money. The most extensive haul among the passengers was made last Friday night. Mr. E. H. Bailey, connected with the Washington University, St. Louis, and Mr. French, Speaker of the House of Representatives, Arkansas, who roomed together, were both robbed; the former of his silver watch and clothing, and the latter of some valuable Masonic emblems. Another passenger, whose name we were unable to learn, was robbed of \$192 in cash, and many others of smaller amounts. When the Jasper landed here, the persons suspected of the robbery got off, and Mr. Bailey, concluding that the thief, whoever he was, would attempt to dispose of the clothing in some manner, got off also, and commenced a vigorous search. He first went to Solomon's pawnbroker establishment, but could find no trace of his property there. He was just turning to go out, when a couple of raftmen, who had overheard him making inquiries, informed him that a few minutes before they had noticed a man with a coat much too large for him, making his way to the First Ward saloon. Mr. Bailey at once turned his footsteps in that direction, and sure enough, there were the identical garments that had been stolen from him on board the boat. The proprietor stated that they had been left there by O'Donnell, and the latter was soon after arrested and taken before Justice Tuttle for examination. When O'Donnell found out exactly how matters lay, he grew quite belligerent, and in the presence of the court and all the bystanders, had the temerity to hit a witness named Thompson a violent blow on the head because the latter would or could not testify in regard to certain facts. For this offense Con was sentenced to three days'

confinement in the county jail, and on the second bound over for grand larceny. Con has the reputation of being a villain of the deepest dye, and we are glad to know that he has at last received his deserts. His supposed accomplice in the robbery has made his escape up the river, but measures have been taken which must soon lead to his detection.

THE GATE CITY.

KEOKUK, IOWA
TUESDAY MORNING, AUG. 5.

A Raft Stopped.

A RAFT of about eighty pine logs was stopped by the undersigned a short distance above the city of Keokuk, on Saturday, July 31. The owner can recover his property by applying to Morris Soellinger, at Weyand's Boarding House, 4th street, between Main and Johnson, and paying all expenses.

THE GATE CITY.

KEOKUK, IOWA
WEDNESDAY MORNING, DEC. 22, 1869.

NEWS BY TELEGRAPH

CINCINNATI, Dec. 21.
The steamer Swallow, running between New Orleans and Cincinnati, collided this morning with the steamer Champion No 6, two miles below this city and sunk. Probably a total loss. The cargo was large and very valuable, being estimated at \$75,000. Snow was falling so fast at the time of the collision that the boats could not see each other.

The Gate City.

KEOKUK, IOWA
WEDNESDAY MORNING, AUGUST 15.

FROM ST. LOUIS.

The Cholera Rapidly Increasing—87 Cases and 36 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.

The Gate City.

A. W. SHELDON, } EDITORS.
S. M. CLARK, }
1866

KEOKUK, IOWA:
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.

THE GATE CITY.

KEOKUK, IOWA
SUNDAY MORNING, AUG. 15.

Latest by Telegraph

Steamboat Boiler Explosion—Eighteen or Twenty Lives Lost.

Mt. VERNON, Ind., Aug. 14.
The Evansville and Cairo packet, Cumberland, exploded her boiler near Shawneetown, Ill., at four o'clock this morning. Eighteen or twenty lives lost. The boat's books were blown overboard, and the names of the missing cannot be ascertained. The boat is a total loss. A portion of the cargo, consisting principally of wheat and corn, will be saved. About \$6,000 insurance.

A Missouri River Steamer Sunk Near Atchison.

A dispatch from Atchison, Kansas, says the steamer Metz, laden with material for the Leavenworth and Atchison railroad, sunk yesterday seven miles below that city.

THE GATE CITY.

KEOKUK, IOWA
THURSDAY MORNING, OCT. 28, 1869.

MEMPHIS, Oct. 27.
The steamer Lipton, hence for Ft. Smith, Ark., with a full cargo of groceries, struck a snag on Monday, near Cut Off, on the Arkansas river, and sunk. Boat and cargo a total loss. The boat was valued at nine thousand dollars.

THE GATE CITY:

THURSDAY MORNING, MAY 2, 1878.

WATERY GRAVES.

Explosion of a Tug Boat at Memphis, Tenn., and Entailed Horrors.

Five Men Killed and Many Others More or Less Injured.

Burning of a Steamer Near Milwaukee--Two Persons Drowned.

STEAMBOAT EXPLOSION.

MEMPHIS TENN., May 1.—The towboat Warner, from New Orleans for St. Louis, has just exploded opposite this city. All on board are believed to be lost.

PARTICULARS OF THE ACCIDENT.

MEMPHIS, Tenn, May 1.—At 9:30 this morning the towboat Warner, from New Orleans to St. Louis with five model barges and the trading boat Kaligan in tow, exploded her boilers when opposite the elevator. The pilot house and roof were blown to a great height and fell back upon the wreck, while the air was filled with splinters and fragments. The wreck took fire instantly and the smoke and steam hid the boat from the crowd which soon lined the bluffs, and it was thought all on board had perished. The tug Desota and two or three skiffs were soon at the wreck and succeeded in saving twelve. Dixon Kennett, pilot and Wm. Radcliffe, second engineer, who were asleep at the time, were lost, and one fireman was literally blown into fragments. The boat had a total crew of twenty-five, but owing to the confusion and hurrying off to the hospital of the wounded it is impossible to tell exactly how many were lost.

Although two of the crew stated they saw Captain Dawson after the explosion, it is now certain he was lost, as no trace of him can be found since immediately after the explosion.

THE KILLED AND SAVED.

MEMPHIS, May 1.—The following is a correct list of the saved and lost by the explosion of the tow boat Warner this morning:

Lost—George Dawson, captain; Dickson Kennet, pilot; Wm. Petitt, Wm. Ratcliffe, unknown deck hands, all of St. Louis; Wm. Radcliffe, engineer, of Pittsburg.

Saved—John W. Peck cook, Jacob Cox pilot, Charles Anschutz engineer, Barney Cassidy mate, Clara Briton chambermaid, Larry Cassidy deck sweeper, Mike Keefe, Henry Meyer, Albert Benecke, James Bartono, Charles Sullivan, Mike Cassidy, Henry Boelker, Wm. Fletcher, Henry Smith, Geo. Long, Wm. Campbell, Chris. Francke, deck hands; Pat. Thompson, Peter Connolly, firemen; Wm. Jenks, carpenter.

The latter saw Dick Kennet in the water after the explosion and shoved him a plank, but Kennet was badly wounded and soon sank. Captain Dawson assisted two men out of the wreck and it is

believed was trying to rescue others when the wreck sank, carrying him down. All the wounded are doing well.

VALUE AND INSURANCE.

St. Louis, May 1.—The towboat Warner, that exploded at Memphis this morning, was owned by the Babbage Transportation Company, valued at \$30,000 and insured for \$50,000, but not against explosion.

SCHOONER BURNED.

MILWAUKEE, May 1.—About two o'clock p. m. yesterday, when twenty-five miles off this port, the schooner St. Lawrence took fire from the boiling over of a kettle of pitch in the galley. When discovered the fire had made such headway that all efforts to control it were of no avail. The captain ordered the boats lowered while the vessel was under a headway of six miles per hour. The boat capsized the moment it touched the water, drowning Captain Martin Larkins and a passenger named Arthur Piplow, of Gifford, Ills. The remainder of the crew were picked up by the schooner Granada and landed at Ahnape this morning. The St. Lawrence was owned by Captain Larkins.

THE GATE CITY:

WEDNESDAY MORNING, MAY 29, '78

BOLD ROBBERY.

Four Men Robbed on the Steamer Rob Roy Saturday Night

Several Hundred Dollars and a Number of Gold Watches Missing.

(Hannibal Courier.)

Saturday night a bold and daring series of robberies were committed on the Rob Roy on her up trip. The thieves "got their work in" between Alton and a town about thirty miles from there called Cap au Gris. The sufferers were J. J. Tipton, of Cameron, a Mr. Dane, a telegraph operator of St. Louis and two gentlemen from Canton, Mo.

MR. J. J. TIPTON

retired to his berth soon after leaving St. Louis. There was but one clothes hook in his room, and the top prong of that one was broken off. He slipped his coat through the armhole of his vest and hung them both on this hook. The thieves reached a stick through the transom of the door and caught the vest and pulled it out, the coat falling to the floor. The vest was "gone through," but contained only some \$3 in change. In his pocket book, which was in his coat pocket, were several hundred dollars. He got up and recovered his vest, but his loss was so small that he did not make any fuss about it and returned to bed.

MR. DANE

Also retired to bed early and slept very soundly. His door was broken open and a pocket book containing \$110 in cash was taken from under his head and a gold watch from his vest pocket that was hanging on a rack. He knew nothing of the robbery until he was woke up

and was told of it by the watchman. It seems strange to him that the watchman should come and wake him up and tell him he had been robbed before he had discovered the fact himself.

THE OTHER TWO MEN

Were from Canton and occupied the same room. Their clothes were taken out over the transom by means of a stick, but they had taken the precaution to take their money out of their pockets, excepting a little change, and put it between the mattresses.

AFTER THE DISCOVERY

The sufferers got together and waited on the captain and wanted to search the boat; a great many other passengers hearing the noise got up and expressed themselves as willing to be searched and to assist in searching the whole boat, but the captain did not give his consent to it being done. He said that the theft must have been committed by a couple of deck hands who were discharged and got off at Cap au Gris. He did not know their names, but knew they got off there.

One of the parties who had lost his money went back from this city with the intention of stopping at Cap au Gris and seeing what he could find out about the men getting off there. The night watchman of the boat says he was down taking tickets at the time the deed was committed and is not able to give any information of the occurrence. But the victims do not propose to let the thing drop uninvestigated and further developments are expected daily.

THE GATE CITY:

SUNDAY MORNING, JAN. 18, '78

—The steamer Alex. Mitchell is being dismantled, and her powerful engines and machinery are to be placed in one of the new packets building for the Northern Line. The Alex. Mitchell has been an unlucky boat—has been sunk two or three times, almost ruined by ice once or twice, and had narrow escapes from destruction by fire. Her hull has been racked till it can't be righted. Another of the new steamers is to receive the machinery of the Lake Superior.

THE GATE CITY:

WEDNESDAY MORNING, FEB. 5, '79.

—The steamer Dan Hine, of the K. N. Line was sunk by moving ice at Alton on Saturday last. She is uninsured, and to what extent she is damaged has not been ascertained. The Dan was rebuilt last season and was in excellent condition.

The Daily Gate City.

THURSDAY MORNING, JANUARY 16, 1878.

FROM ST. LOUIS.

St. Louis, Jan. 15.—Capt. Abe McPike, a well-known steamboat captain and business man, died yesterday at his plantation at Edwards' Point, Mississippi.

THE GATE CITY:

SUNDAY MORNING, FEB. 15.

New Rules for River Steamers.

The Board of Supervising Inspectors of steam vessels, in session in Cincinnati last week, adopted some new rules, knowledge of which is important to all steamboatmen, and we note them as follows:

The pilots' rules on Western rivers were changed so as to give the descending steamer the *absolute* right of way. The form of all certificates of inspection of passenger, ferry, freight and towing vessels was changed by striking from the backs thereof the memorandum of inspection and transferring to the face of the certificate so much as was deemed essential. Rule forty-four was amended so as to require an extra man to be in or near the pilot house on passenger and ferry steamers at all times; the former rule only required an extra man on night routes. All ferry steamers will hereafter be required to carry the same lights as passenger steamers navigating the same waters. All steamers navigating route waters are to have one life raft to every two life boats required. All iron used for marine boilers of 45,000 tensile strain and under, are to show 25 per cent. contraction of area and 1 per cent. additional contraction for each additional 1,000 pounds tensile strain up to and including 55,000 pounds. All pilots are to be examined for color blindness. The rule requiring all wooden life boats to be clinker built was repealed.

THE GATE CITY:

FRIDAY MORNING, FEB. 20.

The Change of Pilot Rules.

One of the oldest and most reliable pilots on the Upper Mississippi river, who has run for many years between St. Louis and St. Paul, was interviewed by a Davenport Democrat reporter concerning the changes in pilots' rules for the Mississippi and Ohio rivers, just agreed upon by the supervising inspectors of steamboats. He said that the rule allowing descending pilots the *absolute* right of way was one which would annoy pilots considerably, especially when on an ascending steamer. As it has been the latter had something to say in the matter, could signal his preference which was allowed by the rule; now he will have nothing to say even though he knows the descending boat can, in many instances, leave the channel better than he can. "It will take us a good while to get used to that rule," said he.

The reporter asked him the reason for the amending of rule four so as to re-

quire "an extra man to be in or near the pilot house at all times." He replied that such a thing had never been thought of until quite recently. Within a few years there has occurred, three times, that which may not be known again in many years, and had not been experienced before in all the history of pilotage in this country so far as the record shows. In the time named three pilots, one on the lower Mississippi, one on a Hudson river ferry steamer, and one on the Ohio river, he believed, had fallen senseless from heart disease or apoplexy while on duty in the wheel-house with nobody near, and in each instance there was a very narrow escape from frightful casualty. To prevent any more accidents from such a cause, this change in the rule is adopted, requiring the extra man in the day time; the old rule required him in the night time only. The new rule requiring examination of pilots as to color blindness was all right he believed—it is very necessary that a pilot should be able to distinguish the colors of signal lights.

THE GATE CITY:

SATURDAY MORNING, FEB. 28.

The Great Steamboat Case.

Concerning the case of Hunkins et al vs. Commodore Davidson and the K. N. L. Packet Co., on trial at St. Louis, the *Globe-Democrat* of yesterday says:

The great steamboat case, which Judge Lindley has been trying for nearly five weeks, promises to come to a close to-day. The arguments will be made at some future time. Capt. Hunkins, mayor of Galena, left for home some time ago. Capt. Dick Gray, the *enfant terrible* of the suit, will go to Pittsburg to-day, well satisfied with his work. The attorneys for the plaintiffs, Messrs. Madill and Taussig, have stood at their posts from the start, and will be glad of a rest. The lawyers on the other side, Messrs. Wagner, Dyer, Glover and Shepley, have taken turns at the helm, and all but the second of the quartet have at different times hauled off for repairs. The shorthand reporters, Walbridge, Miller, Brown, et al, have relieved each other from day to day, and by regular changes of venue from Davidson to Moody have kept their loins girded up and their lamps burning. The judge will, it is thought, blow the whistle at noon to-day and come into port.

THE GATE CITY:

WEDNESDAY MORNING, M'CH 5, '79

Northern Line Packets Burned.

Sr. Louis, March 4.—The steamers Lake Superior and Dubuque, belonging to the Keokuk Northern Line Packet Company, were burned.

THE GATE CITY:

FRIDAY MORNING, MAY 24, 1878

STEAMBOAT SEIZURE.

A Quincy Firm after the Towboat Minnesota for Damages.

A petition in admiralty has been filed in the U. S. District Court against the towboat Minnesota. The petitioners are Hutmacher & Kertz, ice dealers, of Quincy. They set forth in their petition that they are the owners of the barge Osceola, used in transporting ice from Lake City to Quincy. On the morning of May 14th, while aground on a sand bar, opposite Wabasha, Minn., the Minnesota, which was on her way down the river with a raft, ran into the barge and sunk it. They claim that they had a perfect right to be where they were, that they had watchmen out, that they were doing all in their power to get the barge off, that there was plenty of room in the channel for the steamer to pass, and that the collision was the result of negligence on the part of the towboat and its officers and crew.

The petitioners claim damages for the loss of the ice, 200 tons at \$10.00 per ton, \$2,000; damage to the barge, \$180.00; loss of time, \$300.00, making a total of \$2,480.

Colonel Root left yesterday morning for Burlington, to seize the boat and detain her until the required bond is given.

He returned last evening, having attached the boat at Burlington. The officers succeeded in giving bond in the sum of \$3,000, and the boat was released. E. D. Rand, of Burlington, went upon the bond.

THE GATE CITY:

SATURDAY MORNING, MAY 25, 1878.

NEW ADVERTISEMENTS.

United States Marshal's Proclamation.

United States of America, District of Iowa ss.

WHEREAS, A libel hath been filed in the District Court of the United States, for the District of Iowa, on the 22d day of May, A. D. 1878, by R. Hutmacher and John M. Krutz, against the steam towboat Minnesota, her engine, machinery, tackle, apparel and furniture; and

WHEREAS, The substance of said libel is that said libellants claim of said steam towboat Minnesota or her owners two thousand four hundred and eighty dollars as damages claimed as set forth by the plaintiffs in this cause.

Now, therefore, in pursuance of the monition under the seal of said court to me directed and delivered, I, John W. Chapman, U. S. Marshal, District of Iowa, do hereby give public notice to all persons claiming the said steamboat, her engine, machinery, tackle, apparel and furniture, or in any manner interested therein, that they be and appear before said District Court at a rule day term thereof, to be held at the city of Keokuk, in and for the said District of Iowa, on the 18th day of June, A. D. 1878, at 10 o'clock in the forenoon, then and there to interpose their claims and to make their allegations in that behalf.

Dated May 25th, 1878.
JOHN W. CHAPMAN,
U. S. Marshal.
By R. Root, Deputy. Gillmore & Anderson, Proctors.
may25d4t

THE GREAT EAST BEAR CALLED HISTORY
N. J. BICKEL KEOKUK IOWA

THE GATE CITY:

SATURDAY MORNING, AUG. 26, 1876.

THE COLOSSAL CASE.

Decision as to the Value of the Enterprise.

Judge Love announced his decision yesterday as to the value of the Enterprise at the time she was sunk by the Colossal. He fixed this at \$4,500, and the value of the wreck at \$500, leaving \$4,000 to be divided between the two boats—in other words, rendered judgment against the Colossal for \$2,000. The decision of the court as to the apportionment of court costs, was reserved until next Monday. The plaintiff maintains that these should be paid in full by the defendants, while the latter hold that they should be divided the same as the damages.

THE GATE CITY:

TUESDAY MORNING, AUG. 29, 1876.

THE COLOSSAL CASE.

Judge Love Divides the Costs, as Well as the Damages.

Judge Love gave his decision yesterday as to the apportionment of costs in the suit of J. H. Weston vs. the steamer Colossal. He decided that the costs should be equally divided between the parties, subject to the further order and judgment of the Court, either upon its own motion or upon a motion by either party for a retaxation or division thereof. Both parties gave notice of appeal.

KEOKUK CONSTITUTION.

1876
KEOKUK, TUESDAY, SEPTEMBER 5.

The Colossal Pays Out.

The owners of the steamer Colossal appeared in the U. S. Court yesterday morning and paid the judgment of \$2,000 and half the costs of the suit. The granger packet will at once enter into the trade again.

The judgment was rendered in the suit brought by Weston and the owners of the Enterprise against the Colossal for the sinking of the former boat early in the season.

Three or four weeks after the accident happened, suit was brought in the U. S. District Court at Keokuk, and on the Colossal's next trip she was tied up here. Bonds in the sum of \$10,000—the amount

claimed by Weston for damages—were demanded, which the owners of the Colossal did not feel like giving. She has been tied up here since the early part of June, and the loss arising out of the boat's detention is large. However, Capt. Hall has several good months work before him, and no doubt he will make it win. One of the sad results of this suit, is the death of Gov. Osborne, one of the owners, which was brought on by nervous excitement induced by the suit.

The Daily Gate City.

SUNDAY MORNING, JUNE 18, 1871.

THE FERRY BOAT WITHDRAWN.—The ferry boat, which has been running since the bridge was thrown open to the public, was, on yesterday, withdrawn, arrangements for an amicable and final settlement between the Bridge Company and the Ferry Company having been perfected. The ferry dock on this side was towed above the bridge, in order to give steamboats the benefit of the levee in front of Main street.

The ferry boat, "Keokuk," will be put through a course of repairs, after which she will be used for a variety of purposes.

The ferry at this point is thus permanently abolished, and Keokuk is the first place on the river to have a bridge across the Mississippi that will accommodate all kinds of travel. While we rejoice in the possession of the bridge, as an improved and greatly advantageous method of transportation, we should not be unmindful of the valuable service which the ferry has performed in years gone by. The Ferry Company has been untiring in its efforts to serve the public satisfactorily. The ferry boat has frequently been run under difficult and even hazardous circumstances, and the officers of the Company are entitled to much praise for their persistent determination to operate the ferry whenever it has been within the reach of human skill to do so.

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.

DAILY GATE CITY:

TUE-DAY MORNING, FEB. 15, 1876.

Loss of the Steamer City of Quincy.

MEMPHIS, Feb. 14.—The steamer City of Quincy, from New Orleans for St. Louis, sank last night at Hardin Point, 15 miles below here. She had a cargo of about 450 tons of sugar, which will prove a total loss as she lies in ten feet of water. About half past 8 o'clock she struck an obstruction and a large hole was knocked in her hull. She sank in five minutes after striking. No lives were lost. The boat was owned by the Northern Packet Company of St. Louis and was partly insured in Cincinnati. It is considered doubtful whether she can be raised.

THE GATE CITY

TUESDAY MORNING, MAY 2, 1876

RAISING A STEAMER.—The wrecking boat T. F. Eckert arrived from below on Sunday, having come here to assist in raising the sunken steamer McDonald. Yesterday morning, John Guire, the diver, donned his diving bell and proceeded to make an examination. His subterranean voyages attracted quite a large crowd of spectators who stood on shore and watched him for hours. It was expected that they would be able to raise the McDonald by building a bulkhead around her and pumping it out, but it was found on examination that she is damaged more than was supposed, and it has been determined to place a barge on each side of her and raise her by means of chains and jack screws. The services of the Eckert will not be required in this process, and she will probably return to St. Louis. The work of raising will be commenced to-day.

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.

The Daily Gate City.

UNDAY MORNING, JANUARY 5, 1873.

THE RIVER.

The Northwestern Union, Keokuk, and Northern Line Packet Cos.

We gather from the St. Louis Dispatch of the 31st ult., the following interesting items regarding the three popular Packet Companies whose boats touch at our wharf:

Northwestern Union—Better known as the "White Collar Line," ran part of the season in connection with the Northern Line Packet Company, and the latter half independent. They own the following named boats: Alex. Mitchell, Belle La Crosse, Phil Sheridan, Milwaukee, Nellie Kent, Victor, Addie Johnson, Damsel, G. H. Wilson, Mollie Moehler, Mankato, Hudson and Jennie Baldwin. They also own the John Kyle, City of Quincy, Tom Jasper and Northwestern, now running between Belmont and New Orleans. Last year they were unfortunate in losing the S. S. Merrill, a new and elegant boat. She was accidentally burned at Warsaw, Illinois, Sept. 18th. During the coming season this company will send out a boat every evening at 4 o'clock for all ports between St. Louis and St. Paul, and will probably do a larger business than ever before. Owing to their having run in connection with the Northern Line Packet Company part of the season, we cannot give a full report of their business, and the same reason must be offered for not making a full report of their business of the Northern Line Packet Company.

The officers of this company are: William F. Davidson, President; William Rhodes, Secretary and Treasurer; P. S. Davidson, General Superintendent, and A. McPike, Assistant Superintendent. Their sixteen boats are worth \$350,000, and have a freightage capacity of 5,800 tons. They also own forty barges valued at \$100,000, and having a capacity of 16,000 tons. During the year 1871 they carried 85,294 sacks

of wheat, 60,486 sacks of oats, 10,347 sacks of corn, 6,325 sacks of rye, 62,212 sacks of barley, 46,140 sacks of potatoes, 8,801 packages of onions, 819 packages of lard, 4,255 barrels of pork, 1,059 packages of bacon, 24,253 barrels of flour, 17,557 pigs of lead and 556 packages of eggs. During 1872, with a less number of boats they made 47 trips from St. Louis to St. Paul and return, 49 to Keokuk and return, and 55 to Montrose and return. During this time they carried 41,881 passengers. On their up trips they carried 14,451 tons of freight, and brought back 47,098.

Keokuk Packet Company—This Company was organized in 1839, and started with two boats. Since then they have built and run many boats very successfully between St. Louis and Keokuk, (208 miles) stopping at Alton, Grafton, Cap au Gris, Clarksville, Louisiana, Hannibal, Quincy, La-Grange, Canton, Alexandria and Warsaw. They own the steamers Lucy Bertram, Andy Johnson, J. H. Johnson and Rob Roy, and run them between St. Louis and Keokuk, leaving their wharfboat, foot of Chestnut street, every evening, including Sunday. The Company also run the steamer Bayard tri-weekly to Louisiana (114 miles) and the St. Johns, a tow boat, to Keokuk. They now own the steamer Illinois, and run her daily to Alton and Grafton, (thirty-five miles), and are building a new boat and four barges for the Illinois river trade. The officers of the Keokuk Packet Company are: John S. McCune, President; Napoleon Mullikin, Secretary and Treasurer, and Ansl Phillips, Superintendent. The boats of this Company are valued at \$280,000; the St. Louis wharfboat, \$25,000; and a barge at \$2,500. The freightage capacity of these boats is 5,000 tons. Last year the boats of this Company moved 28,639 bales of hay, 28,524 barrels of lard, pork and tallow, 1,447 hogsheads of tobacco, 2,286 barrels of high-wines, 3,315 boxes of eggs, 71,660 barrels of flour, and 408,210 sacks of grain.

The boats of the Keokuk Packet Company made 299 trips and carried 51,800 tons.

The Northern Line—This company has a number of elegant steamers that leave the wharfboat, foot of Locust street, every evening at four o'clock, when the upper river is open, for all points between St. Louis and St. Paul—eight hundred miles. When the river is low they introduce a number of light draught steamers that run between Keokuk and Dubuque, and the larger boats run between Dubuque and St. Paul. The sidewheel boats are named Clinton, Red Wing, Muscatine, Minneapolis, Lake Superior, Davenport, Dubuque and Minnesota, and sternwheel boats are named Savannah, New Boston, Bill Henderson and Dan Hine. These boats have a carrying capacity of 6,000 tons, and cost \$500,000. The company also uses forty barges. These barges will carry 9,000 tons, and are worth \$100,000.

The wharf boats at the foot of Locust street, St. Louis, and at Dubuque, Iowa, are worth \$35,000. The officers of the company are: T. P. Rhodes, President; T. Griffith, Secretary; T. F. Buford, Superintendent and I. M. Mason, Agent. During the year 1871 these boats carried 56,623 sacks of wheat, 50,302 sacks of oats, 3,901 sacks of corn, 7,115 sacks of rye, 72,343 sacks of onions, 1,895 packages of lard, 3,574 barrels of pork, 896 packages of bacon, 25,667 barrels of flour, 10,594 pigs of lead, and 893 packages of eggs.

The Daily Gate City.

FRIDAY MORNING, FEBRUARY 14, 1873.

SINKING OF THE ANDY JOHNSON.—The St. Louis Republican gives the following particulars of the sinking of the steamer Andy Johnson, on the 10th inst:

"As announced in our telegrams of yesterday morning the Andy Johnson sunk at Price's landing. From her clerk, Mr. E. B. Morehouse, who came up from the wreck by rail, arriving last evening, we learn that she was moving pretty fast, in eight feet of water when she struck the obstruction, her bow striking first with such force that she jumped thirty feet and in coming down knocked a very large hole in her hull, but she was run into shallow water, where she sank on a bar with two feet of water in her hold at the stern and below the damage forward. She settled on a mud and sand bottom which filled the hole in her bottom, and also filled up her open seams and prevented much water from coming in, so that her pumps, eight in all, four of which are syphons, can easily keep the water from gaining any on them. A telegram from Captain Asbury, last evening, says there was three feet of water in the hold, and he thought he could keep it at that. The only freight damaged on her is two hundred barrels of flour and twenty bales of hay. The Lucy Bertram will go to the wreck this morning, and take her trip for her. She needs no bell-boat, and can raise herself as soon as her cargo is off. She left this port on the fifth, drawing six feet, and at close calculating would have made \$6,000 clear if she had reached her destination without any accident. Her freight list was

THE GATE CITY.

THURSDAY MORNING, FEB. 5.

—The Peck line of steamers, of which Ed. F. Brownell, of this city is President, and Capt. J. W. Bishop, general agent, was one of the bidders for Government transportation on the Missouri river at the letting at St. Paul on Monday. Its bid was 10 cents on the Missouri river and 20 cents on the Yellowstone. The Powers line bid 9 9-10 cents on the Missouri and 25 cents on the Yellowstone—two of the lowest bids by \$50,000. The Sioux City Journal says: "The bids were for the carrying of 100 pounds 100 miles. Last year, when it was supposed the rates were ruinously low, and labor was cheaper when the bid was put in than it is now, the rates were 10 cents from Yankton, 12 cents from Bismark, and 25 cents on the Yellowstone, or according to some authorities, 15 cents all around. From the figures on the bids as telegraphed it would seem that the Peck and Powers folks have faith in a good stage of water and a kind Providence."

THE GREAT DUST HEAP CALLED HISTORY"
BICKEL, KEOKUK, IOWA

THE GATE CITY.

KEOKUK, IOWA

FRIDAY MORNING, JULY 30.

Latest by Telegraph

Bloody Affray on a Steamer near Davenport--Eight Men Reported Killed.

DAVENPORT, July 29.

A terribly affray took place on the steamer Dubuque, at Hampton, about ten miles above here, this morning. A number of raftsmen who took passage on the boat here and at Rock Island, insisted on being allowed in the cabin, and on being refused, commenced a row, which was participated in by the rest of the passengers, and the crew. Some eight men are reported killed. A police force was sent up from this place and Rock Island.

THE GATE CITY.

KEOKUK, IOWA

TUESDAY MORNING, SEPT. 28.

THE GATE CITY.

KEOKUK, IOWA

SUNDAY MORNING, AUG. 1

Latest by Telegraph

Examination of the Rioters on the Steamer Dubuque.

MISCELLANEOUS ITEMS.

ROCK ISLAND, July 31.

The examination of the steamer Dubuque rioters was resumed this morning. The testimony thus far exonerates Captain Rhodes and the other officers of the boat, who did all in their power to suppress the riot. The mate narrowly escaped death and only leaving his post when compelled to do so by the rioters. The officers and crew being greatly in the minority were at the mercy of the raftsmen. Twelve of the leaders in the affair have been recognized and securely confined, and it is thought at least 32 of the 45 arrested will be bound over for trial at the next term of the Court.

The man who commenced the riot has not been apprehended, but several officers are on his track, and it is expected the officers of the line to which the steamer belonged will offer a liberal reward for his capture.

THE GATE CITY.

KEOKUK, IOWA

FRIDAY MORNING, AUG. 6.

Latest by Telegraph

Result of the Trial of the Steamer Dubuque Murderers.

ROCK ISLAND, Aug. 5.

Ten of the steamer Dubuque prisoners have been held on a charge of murder. Three others ask for a further hearing. The examination concluded at noon to-day.

THE GATE CITY.

KEOKUK, IOWA

WEDNESDAY MORNING, AUG. 18.

LYNCH.—The Davenport Gazette has this in relation to the notorious Dubuque rioter: "When the Dubuque bridge was being built, Lynch was employed by the contractors as a laborer upon the work. Tempted by the offer of \$500 reward for his capture, two men who knew him at Dubuque, came down to this section and entered upon a hunt for Lynch. They traced him through Muscatine county into Louisa county. They called at different farm houses on their route, and found that at no less than five of them Lynch had received food. They lost all trace of him near a place called Harrison, in Louisa county, which is on the Iowa river. The day before they had reached that point, a skiff belonging to a farmer had been stolen and they believed that Lynch had taken the

skiff and made his way down to the Mississippi with it. These facts we learned from one of Lynch's pursuers, who arrived in this city yesterday morning, from Burlington, on his return to Dubuque, having a theory of his own as to Lynch's whereabouts, which he chooses to keep to himself. His companion is still after the villain, on the lower Mississippi.

The Gate City.

A. W. SHELDON, } EDITORS.
S. M. CLARK, }

KEOKUK, IOWA:

FRIDAY MORNING, AUGUST 3.

—The tug-boat Western Star exploded her boiler on the 31st, killing a deck hand named Somers, and tearing her hull to pieces. The remainder of the crew escaped injury beyond a few slight bruises. The boat sank about a half an hour after the explosion. She was seven and a half miles from Vicksburg when the accident occurred, under full pressure of steam. The crew swam ashore.

The Gate City.

KEOKUK, IOWA:

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.

THE GATE CITY

KEOKUK, IOWA

SUNDAY MORNING, JULY 4.

THERE was a presentation of a gold watch to Captain John W. Gunn, of the Rob Roy, aboard of that steamer last evening. It was the gift of the officers and crew, and the affair took that prince of good boat masters by complete surprise. It is an elegant three hundred dollars worth of accurate time-keeping in gold enclosure, and Captain Gunn may be proud of it for its beauty, and especially as a testimonial of the high esteem in which he is held by his associates and subordinates. It is a voluntary heart-offering to a mighty good steamboat man.

The watch has an appropriate inscription. The Rob Roy, with Gunn in charge and Mr. Ed. Morehouse in the office, is one of the most inviting crafts known to any part of the American public.

THE WEEKLY GATE CITY.

Printed at Keokuk Postoffice as second class matter
JANUARY 3, 1889

RIVER DISASTER.

Thirty or More People Burned and Drowned on Christmas Morn.

The Vessel Catches Fire in Midstream and it is Found Impossible to Make a Landing.

PLAQUEMINE, LA., Dec. 26.—The burning of the steamer John H. Hanna Monday night near this place was one of the most terrible river disasters that has ever happened in southern waters. The loss of life was very heavy. About thirty persons perished in the flames, and a large number jumped overboard and were drowned. One of the deckhands who escaped says there were about 100 persons on board, and that only about a dozen can now be found alive. The engineer and pilot were saved. All were burned more or less, some of them severely.

It was just before Christmas day was being ushered in that the fine steamer was coming down the river. Several of the passengers were seated in the cabin having a merry time and with no thought of the impending catastrophe. Many of the crew and passengers were asleep when the fire broke out and spread with indescribable rapidity. The details of the sufferings and death of some of the passengers are harrowing in the extreme. The boat had reached a point which was but a short distance above the town, when a negro roustabout near the boiler room ran out to the deck and shouted that the boat was on fire. John Cullen, a stoker, was near the place at the time, and, seeing the flames bursting forth from the big tiers of cotton near the boiler, ran hastily to the engine room and gave the alarm.

Engineer Merriman took in the situation at a glance, and at once sounded the alarm by blowing the steam whistle and ringing the bells. In an instant, certainly in a much shorter time than it takes to explain it, the flames shot through the cabin and over the sides of the cotton, enveloping the entire boat in fire. Clerk Powell was up stairs at the time, and when he saw the flames he heroically ran through the smoke which filled the cabin and tried to arouse the sleeping people. He kicked at the doors, and in a short time almost everybody was awake. Then confusion worse confounded appeared, and the frantic people on the boat ran to different exits to make their escape, but the boat was piled high with cotton and the passages were filled with smoke. Many dropped before they were able to get to the forward parts of the boat and were dead when the steamer went down.

As soon as the fire was discovered Engineer Merriman set the steam pumps working and tried to battle with the flames, but the fire swept through the boat like a blaze on a prairie, and the engine room was soon in flames. Then to add further to the consternation the steam pipe burst and filled the place

with scalding steam. Engineer Merriman was forced to abandon his post, and he and the stokers and others ran to the sides of the boat, and rushed through pell-mell in order to save their lives. As soon as the smoke and flames began to start up the sides of the boat Captain Jolles, the pilot, swung the wheel around and headed for the shore. A full head of steam was on at the time, and the boat was soon run into the bank. Before she did so, however, she was doomed. All of her timber was furiously burning.

When the Hanna struck the bank she bounded away again and swung around, drifting down as she burned. Then Captain Jolles jumped out over the cotton bales and springing into the river, swam ashore. The sight was a weird one viewed from the bank, and the town was aroused. Floating cotton, charred timber and other debris filled the river, and many people were struggling desperately in the water for their lives. Some of them were able to swim ashore, but most of them were so badly burned or so thoroughly exhausted that they struggled but a few moments and sank to rise no more. As the burning boat struck the bank of the river, the crew and passengers who had been able to reach the forward end of the boat sprang ashore, some of them with scorched faces and bruised limbs, and many of them with scarcely any covering.

Among those who managed to get off were Captain Holmes and Bob Smith, the unfortunate pilot of the ill-fated *Wite*, who was a passenger. Both men were burned nigh unto death and the story of the manner in which they suffered is most heartrending.

When the captain jumped ashore he was burned horribly, and in his frantic desire to be relieved from the pain he was suffering he buried his face and hands in the soft mud and begged most piteously for some one to help him. Smith was just behind and was laid out by the side of the dying captain. Nothing could be done for the suffering men and the two died together on the river bank.

The death of John Crafton, the carpenter, was a sad one. He was in the upper portion of the boat, struggling to get near the front end of the boat. The flames were twisting and sweeping all about him. He tried nobly to reach the bow, but he dropped and burned to death before the eyes of the people, who were not able to render him any help.

A short time previous to the alarm of fire Powell was conversing with Willie Higgins, barkeeper, about the burning of the *Kate Adams*, an account of which Higgins had just finished reading. On being told that fifty lives were lost, Powell said:

"I can't understand how so many lives can be lost when land is so near."

Half an hour later cruel fate made him a corpse floating down the river.

The fire was so rapid that before the pilot had finished sounding three alarm whistles the entire boat from stem to stern was a roaring mass of flames, and the scene that ensued was terrible in the extreme. Men yelled and ran about the decks of the burning steamer like maniacs and others, screaming at the top of their voices, threw themselves into the dark waters and were lost to sight in the twinkling of an eye.

The second bar-keeper said that several persons near him struggled in

the water and begged pitifully for help, but he could not render them any assistance because the water chilled him to the marrow, and his clothing clogged his every movement. A cabin boy who was an assistant of the steward, said the crew who were in the "Texas" were aroused from their slumbers by the flames which roared over them and they were compelled to dive headlong from the roof of the boat into the river, and many of them were burned to death while in the water. The impression now is that the number of lives lost will not exceed thirty.

The Gate City.
= MARCH 14, 1899. =
Entered in Keokuk Postoffice as Second-Class Matter.

UNDER THE WAVES

Steamer Hock White Goes to the Bottom.

SOME NOTES ALONG THE RIVER

Season of Navigation Soon to Open at Keokuk.

Yesterday morning about 5 o'clock the steamer *Hock White* sunk in the lower lock of the government canal, where she has been in winter quarters. The immediate cause of the catastrophe is not definitely known, as no one saw her when she took the plunge.

The work of raising the sunken craft was started almost as soon as her condition became known. The water was of considerable depth and only a small portion of the pilot house was visible above the surface of the water. A block and tackle was used effectively and the steamer was partially raised, her cabin being partly out of water last night. The work of floating the boat will be finished today.

The cause of the disaster is a matter of conjecture. Her owner, J. N. Jones, is of the opinion that some time during the night her lines parted and that she was swept and knocked around in the lock by the force of the water pouring through the wickets in the lock gates. He thinks that in the course of her meanderings she struck against the *Silver Crescent*, which is also in the lock, and this may have caused her to sink. Other explanations are offered but none of them are based on the testimony of eye witnesses. The fact remains that the boat went down and explanations were forgotten in the effort to float her.

THE GREAT GUST HEAR-CALLED HISTORY
BY J. BICKEL, KEOKUK, IOWA

THE GATE CITY.

KEOKUK, IOWA

WEDNESDAY MORNING, AUG. 26. 1869

Latest by Telegraph

Burning of the Steamers Evening Star and War Eagle, at St. Louis.

St. Louis, Aug. 24.

The steamers Evening Star and War Eagle burned at the levee here at 4 o'clock this morning.

KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, JULY 3. 1874

STEAMER SEIZED.

The Rafters Last Chance Taken Possession Of by the U. S. Marshal.

Last year the stern wheel steamer Last Chance was used by Dan Rice as an advertising boat, the craft was seized while lying here on a claim, the case went through the United States courts and the boat, after lying here several months, was sold by the Marshal. Rambo & Co., of Le Claire, Iowa, became the purchasers, and fitted the boat out for a rafter.

Yesterday she arrived at Keokuk, and while lying at the levee, was seized by the U. S. Marshal, on a libel issued by B. S. Hine, and taken into the canal, where she is at present tied up, and with Andy Brown in command.

Hine's claim is an old one,—one which stood against the boat before she was sold. Rambo telegraphed for bonds last night, and has probably given them by this time. The case will be decided at this term of the U. S. District Court, which convenes next Tuesday.

The Gate City.

KEOKUK, IOWA: 1869

THURSDAY MORNING, AUGUST 16.

—We noticed some time ago that a company of negroes from St. Louis had passed up the river to Dubuque to take the place of the "striking" hands of the Northwestern Packet Company. The result was a slight civil war. The Times says: "Some time since there was a strike among steamboat hands. The N. W.

U. Packet Co. brought up a cargo of darkies to take the place of the strikers, much increasing the latter. Sunday afternoon, the Key City came down and stopped at Dunleith. Some of the strikers struck up a quarrel with the workmen on board, throwing brick-bats and stone-bats, seriously injuring two or three of the colored crew. Captain Langhton drew a revolver and fired a couple of shots, which persuaded the crowd to cease their hostile demonstrations. The shots unluckily hurt nobody, probably from being fired a little too high. "Aim high" is a good piece of advice for an ambitious young man, but when it refers to a crowd of negro-stoning rioters we are tempted to reverse the motto.

The Daily Gate City.

SUNDAY MORNING, AUGUST 6, 1871.

TELEGRAPHIC

The Steamer John Kyle Stuck on a Rock at the Mouth of the Ohio.

CASUALTIES.

CAIRO, ILLS., Aug. 5.—The steamer John Kyle, leaving here at nine o'clock to night, ran on the famous rock in the mouth of the Ohio river. She blew the signal of distress and the steamer Belle Memphis and a tug went to her assistance. A party just from the boat reports her as having run well upon the rock, but no water was in her hold. Cannot learn extent of damage to-night.

THE GATE CITY.

KEOKUK, IOWA 1869

TUESDAY MORNING, AUG. 17.

Latest by Telegraph

The Steamer Havana Burned on the Ohio River.

The steamer Havana, of the Nashville Packet Co., was burned to the water's edge at Parlor Grove, twelve miles below this point, at one o'clock to-day. She had just landed a picnic party. Nobody hurt. Loss \$12,000; insured \$9,000.

THE GATE CITY.

KEOKUK, IOWA:

WEDNESDAY MORNING, DEC. 8, 1869.

NEWS BY TELEGRAPH

Sinking of the Steamer Richmond on the Red River.

FROM THE SOUTH.

SHREVEPORT, La., Dec. 7.

The Red river packet, Richmond, struck a sawyer 12 miles below here, on the 2d inst., and sunk. She was one of the best boats in the trade. No lives lost.

THE GATE CITY.

KEOKUK, IOWA:

TUESDAY MORNING, NOV. 2, 1869.

A \$3,200 Express Robbery on the Andy Johnson.

There was a very bold and successful Express robbery on the steamer Andy Johnson, at the wharf in St. Louis, on Saturday night. After preparations had been made for her departure on Saturday, one of her regular days for leaving that port, a defect was discovered in one of her boilers and it was determined to retain her for repairs. Some time in the night the Express messenger went to the boat in a very dubious condition, and was put to bed by the night watch and one of the passengers, the former taking the safe keys from the messenger's pocket, under the claims of solicitation for their safety. The watchman left the boat at four o'clock in the morning. Previous to his departure he returned the keys to the messenger's pocket. The latter, on getting up in the morning, examined the safe and discovered that \$3,200 in money had been taken therefrom. The case was at once reported, but no clue to the perpetrator could be obtained. The watchman was arrested on suspicion. It is not definitely known that he took the money, but the indications were sufficiently strong for the authorities to detain him. It is obvious that, if he is not the guilty party, some one must have entered the Express office between the hours of four and six in the morning, taken the keys from the messenger's pocket, committed the theft and returned them. But as no one was seen about the office, suspicion rests pretty heavily on the watchman. The Andy arrived here yesterday about noon.

THE GATE CITY.

KEOKUK, IOWA: 1865

THURSDAY MORNING, AUGUST 31.

KEOKUK FERRY.

Messrs. VANDYKE, MARTIN & CO. are now running the Ferry at this place, and will not spare labor or expense to making efficient Ferry.

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

APRIL 25, 1887

WIND AND WAVES.

A Terrible Catastrophe Results From Thursday Evening's Storm.

The Rafter Everett Capsized by the Wind in the Mississippi Above Burlington and Five Persons Drowned.

A horrible river catastrophe, resulting in the drowning of five persons occurred near the head of Otter Island, six miles north of Burlington, Thursday evening at 7 o'clock. The Hawkeye published the following account of the accident:

The storm was so threatening in appearance that several steamers tied up to the bank to wait until it blew over. As soon as it was evident that the danger was over, the steamer Everett, belonging to the Burlington Lumber company, and commanded by Captain Vincent Peel, set forward on her voyage to New Boston bay, probably forty miles above here, for the purpose of bringing down another log raft. Hard rain fell and some gusts of wind swept the river as the boat proceeded but there was no unusual appearance of danger until just as the boat was opposite the place of Mike Sater and off the head of the Otter Island. Sater's house can be seen from the north bluff any clear day, and is known to every one who frequents the river. As the boat was quartering the channel at this point, and was approaching within one or two hundred yards of the Illinois shore, the second storm came upon it. It was about seven o'clock and very dark. The clouds were dense and the lightning was sharp and frequent. Without more warning than a few seconds the gale struck the steamer. The wind blew a little easier at first, but speedily gathered force and in a very brief space of time was so heavy as to give the boat a very decided list to leeward. For a brief moment the boat hung half balanced on her beam ends and then seemed to settle back into her rightful position, but it was only a moment. The blast came with renewed violence and the storm-beaten craft

TOPPLED OVER INTO THE WATER. It was an awful moment for the poor people on board. Some of these were on the lower deck or in other open parts when they could easily make their escape, but six were in the cabin whence there was almost absolutely no hope of escape. As the boat swayed heavily over she settled almost out of sight in the water, which is probably twenty feet deep at the place where the accident occurred. The lower guards caught the river bed at one point and the current swung her around so that she lay with her stacks inclined toward the Iowa side and the wheel quar-

tering up stream. Some of the people made their way to the upper side and clung to the guards, so that they were held up as the other side went under, but others lost their hold and fell into the river, where they swam about until they caught the wreck and joined the two or three men who had been fortunate enough to retain their hold. There was room enough for them all. Had the boat gone completely under it is probable that no one would have escaped.

PEOPLE ON THE BOAT.

The people on the boat beside Captain Peel were Harry Bell, pilot; Mrs. Harry Bell, clerk; their little three-year-old daughter; Jim Harris, engineer; George Howard, first cook; Mrs. George Howard, second cook; Andrew Hess, Samuel Frantz, Frank Smith, Samuel Goble, Daniel Goble, Phillip Higgins, Charles Tubbs, Frank Ventris and a nurse girl, name unknown—sixteen in all. Mr. Bell, the pilot, was in his place at the wheel. When the boat careened he was struck by the pilot house stove, which was thrown from its fastenings, and a serious gash was cut under his eye. The pilot house did not go under in an instant and while it was settling Mr. Bell dashed out the windows with his hands, cutting them badly, but effecting his escape. He soon gained a hold upon the wreck and was saved, but none too soon. He was under water long enough to be badly strangled and with a little more delay he would not have been among the saved. Below him were

SIX PEOPLE IN THE CABIN.

These were Captain Peel, Mrs. Bell and her little daughter, Mr. and Mrs. Howard, and the unknown nurse girl. The doors and transoms were all closed and they were in a veritable death trap. The water poured in in a flood from all sides and there was no escape. A small space remained along the upper edge of the cabin on the larboard side which was free from water, and this space Mrs. Howard was fortunate enough to find. She knocked the transom out with her hand and succeeded in getting air, but was almost strangled by her submersion and the dashing waves. She called for twenty or thirty minutes. By that time the men heard her, located her, and kicking a hole through the light woodwork, succeeded in getting her out. She vomited water copiously and was almost drowned.

THE FIVE OTHERS WERE DROWNED.

In their desperate condition, clinging to a frail fragment of a sunken vessel, not knowing what moment its hold upon the river bottom would give way and allow it to settle beneath them, the survivors were in a desperate position, exposed as they were to the fury of a raging storm. They united their voices in cries for help, but they knew as they cried it was very small chance of rescue they had. Poor Harry Bell knew his wife and baby were in the cabin when the boat sank, and Mrs. Howard, too, knew that her husband had been with at that awful moment. Neither of them could endure the suspense of uncertainty, no matter how serious their own condition, without making some endeavor to ascertain the fate of the missing. While others called for help they began

THE SEARCH FOR THE DEAD.

But little could be seen, except as the flashes of lightning revealed things, of the interior of the cabin. Mr. Bell, however, knocking in the transoms along the upper edge came upon a piece of cloth. It was a woman's dress, caught in some manner in a seam that had opened and closed upon it so as to support the body at the top of the water. There was only one other woman in the cabin beside Mrs. Howard who was rescued.

"IT'S MY WIFE!"

"It's my wife, boys," called the agonized husband to his companions. "Come and help me get her out." Mrs. Bell's body was drawn through the narrow opening. It was still warm but life was gone, and all the efforts of the willing hands that worked over her could not bring her back to consciousness.

Nothing could be seen of any of the others, but there is no doubt that they lie in the bottom of that awful cabin.

THE RESCUE.

It was about 7 o'clock when the Everett went down. Two hours were spent on the wreck by the eleven fortunate persons who escaped. Beneath them almost in reach, lay the bodies of four of their companions and above them and about them pelted the pitiless storm. They called, with small hope that these calls would be answered, but they were. About 9 o'clock a rattle of oars was heard in the distance and in a few moments, during which the calls for help were not allowed to flag, be sure, a skiff appeared. Away off on the Illinois main land and a good long distance from the scene of the disaster, were two sturdy yeomen,

ANDY AND SAM JACOBS.

They heard the cries and as quickly as possible rowed to the spot whence they came. It was a homely craft they came in but no varnished and nickelled and upholstered pleasure barge will ever look so beautiful to those shipwrecked people as it did. By its means they were conveyed across the space intervening between themselves and safety and their feet were again placed upon the solid land, while more than one silent prayer of thanks went up. There is no disaster without some incident that seems almost to have a comic side. Phillip Higgins, one of the rescued, can't swim a stroke and still he came through the whole affair with

DRY MATCHES IN HIS POCKET.

He was in the engine room, saw the approaching capsized, ran to the upper side, climbed up a stanchion as the boat went down, and his only wetting was received from the rain. Upon landing the party were able to collect enough dry stuff in the woods to start a fire and it was kept roaring and the rescued people made themselves as comfortable as they could by its warmth. Two men, Charles Tubbs and Daniel Goble, remained in the skiff and the Jacobs boys rowed them down to Burlington. They found the Lotus, the tugboat of the City of Winona, lying on the east side of the river opposite the city and Captain Alexander at once took them aboard and brought them over to Burlington.

The Everett is a boat of the model and size of the average rafter only that possibly it is rather narrow. It was valued at \$6,000, and will probably be raised without having sustained material damage.

Captain Peel was one of our best citi-

an uncle of the dead girl, resides at Wever, where the body was shipped for interment. The bodies of the other four persons who perished in the disaster were taken to Burlington and buried Sunday.

zens and was a thoroughly good river man and deservedly popular. He leaves a wife, a son and two daughters, all grown. The nurse girl who was drowned on the rafter Everett above Burlington was Ruby Van Eitan. George Smith,

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THE GREAT WEST HEAR CALLED HISTORY
THE GREAT WEST HEAR CALLED HISTORY

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

JANUARY 24. 1889

Early Navigation.
To the Editor.

Seeing the account of a trip on the steam boat, Charles Rodgen from Keokuk to Fort Dodge in May 1859, one of our oldest citizens remarked to me that he had made a trip on the S. B. Pavilion, Capt. Wm. Phelps, master, in 1839, twenty years before; that the boat was loaded for Phelps' trading house at Raccoon Fork, and after arrival there and unloading the freight the captain ran the boat about fifty miles further up, for the delectation of himself and a few other passengers. Thinking this statement incorrect, I wrote to Captain Phelps, giving him the statement and requesting him to give me a history of his early navigation on the Des Moines river. He was kind enough to reply and I give you below this very interesting letter.

C. F. DAVIS.

LEWISTON, ILL., Dec. 29th, 1888.—C. F. Davis, My dear sir: Yours of Dec. 21st received containing the account of the trip up to the Des Moines etc. I read the same with interest in the GATE CITY, which comes to me regularly. As to my experience in navigating the Des Moines river, my first steam boat trip was in 1837, I think, when I took a load of goods from St. Louis on my boat, Pavilion and landed them at my trading post, opposite the present site of Iowa, Keokuk town being just across the river from me. As to the names of the passengers I cannot recall them all. I think just now of Colonel Church, who boarded the boat at the present site of St. Francisville, where the Bartletts, Whalings, Haywoods, and Clarks, besides his own family composed the town as it was then. I also remember two Read brothers got aboard where Bonaparte now is. At that time the Meeks had built a mill at that point and started a temporary dam and we had to cut away to get through.

The following year, 1838, Keokuk and I both moved our quarters farther up the Des Moines and located about four miles below the present site of Ottumwa. I was on the north side of the river and Keokuk's village, also that of Appanoose, on the south side. This year I made a similar trip and brought my goods to this point without meeting any obstructions. That was the highest point I ever reached on the Des Moines with the Pavilion.

The next year, 1839, I bought a smaller boat of Jo Smith, the Mormon prophet, who then resided at Nauvoo; it was called Maid of Iowa. With this boat I went up to the present site of Croton, Iowa, Athens, Mo., opposite, where there was a mill and dam, the mill was owned by a Mr. Thomas, and the lock, being out of repair, was detained there two or three days, then proceeded up to Bentonsport, where I met a similar obstruction, but was detained only a short time. I think a man named Sample owned that mill. I went on up to Keosauqua and entered the lock there all right, shutting the gate behind me. I was standing on the outside pier watching things. When

they let the water through the foregate it was too heavy against the log piers, filled in with stone and they spread right open and away went the water, and my only alternative was to run the risk of reaching the boat by a very long jump, or to go over into the river with the logs, which latter I chose as promising the softer landing, and I was as much at home in one place as the other. Of course I could get my boat no further then, so had keel boats sent down to me from my trading post and got the goods up the rest of the way on them.

The Maid of Iowa remained tied up where she "got left" until she was unloaded, then steamed, empty, back to the mouth of the Des Moines river, where I soon after sold her, to whom, I do not remember.

In 1841 or '42 the Indian agency was moved up to within two miles of the Raccoon Forks. The agency and my trading post on the north side of the river and the Indians and their camps on the opposite side.

This year I took my goods up on a steamboat called The Lighter, (a larger boat than the Maid of Iowa) would draw four feet of water when loaded. I found clear sailing until I had passed the dams at Athens and Bentonsport, and as I had been awake and watching things until I was tired and sleepy, and as I had a man I considered a good wheelman, I gave him particular directions about passing a little island which lay ahead, telling him to be sure to run the boat on the left side as the channel on that side, though it looked very narrow, was the best passageway, because the deepest water. "Don't be afraid," I said, "because it looks narrow—put her right through there." Then I lay down and in a minute or so was fast asleep. The next thing I was conscious of was the sound of brush scraping against both sides of the cabin. The day before there had been heavy rains and though we were nearly a mile yet below the island it was not very strange that the vigilant wheelman, in the darkness of the night, mistook Soap creek, swollen as it was, for the narrow channel which I had directed him to crowd the boat through. At an rate, there we were—"up Soap creek." The boys say I ejaculated. The next thing was to get out without tearing the cabin all to pieces. However, we dropped her out slowly with lines, and I concluded to stay awake and look after matters the rest of the way myself, and so reached my trading post safe and sound, where I unloaded and started back with my boat. On the return trip it was important to make the most of the high stage of water, which I did; but the fall was too rapid for me and the brush dam at Farmington, which we had passed over safely in going up in the high stage of water, was plainly visible with a fall of about three feet. I found by sounding that the depth of water running over the brush dam was two or three inches less than the boat was drawing. I took in the situation, and saw there were just two things to do—leave her there until another freshet, perhaps until the next spring, or jump her over the dam. I took my chances on the latter, as she was well insured. I had landed above the dam and gone down in a skiff to make the reconnoitre, and the villagers, having "took

in" the situation, were alert to see what would be done. It was a bright Sunday morning, one of May's loveliest, and every inhabitant of Farmington, I think, stood on the bank to see the Lighter jump the dam. After having sent everyone ashore except John Campbell, one of my deck hands, who refused to go, saying it was his place on the boat, and he was resolved to stick by her, and the clerk of the boat who volunteered to take Mart Powell's place, the latter being the regular engineer, the clerk saying he knew enough about engineering to start and stop a boat. We got ready by running up the river about a half mile, fired her up and came down under high pressure. I gave the engineer orders to avoid striking the little island below the dam by backing just as soon as she was over, if there was any boat left to back, without waiting to hear the bell.

Citizens on shore said as she crossed the dam they could see under her a third of her length before making the final jump. When she pitched both the hog chains broke but she sustained no other damage, and her crew of three men were only a little shook up. We landed her on the opposite shore, mended the hog chains with the aid of a Farmington blacksmith and were off after not more than twelve hours detention.

I did all the boating above described while I was partner of the American Fur company and their acting agent. I took The Lighter on down to St. Louis and turned her over to the fur company. This ended my steamboating on the Des Moines river.

The same season that I took the Pavilion up the Des Moines, I also run her up the Iowa River as far as Cedar Creek, the only steamboat to undertake its navigation so far as I know. She drew, when loaded, five or six feet of water.

I may be mistaken a year or two, one way or the other, but I write in accordance with my memory.

The events of those old times when I was called Reckless Bill Phelps, are very clear in my memory but of course exact dates are not so easily remembered after the lapse of years which now count me eighty. Of all my friends in that part of the country, who were familiar with all the events transpiring then, the only one living to my knowledge, is my old companion of many years, Jo Benning, of Athens, Missouri.

If our lives and health are prolonged I hope to clasp hands with you at the next Tri-state meeting.

WM. PHELPS.

The Gate City.

MARCH 31, 1899.

Entered in Keokuk Postoffice as Second-Class Matter.

THE LEE DISASTER.

The Boat an Entire Loss, but Only Two Lives Lost.

Memphis, Tenn., March 30.—Definite information was received at the general offices of the Lee line today regard-

ing the steamboat disaster at Tyler, Mo., yesterday. Two lives are known to have been lost and three men missing.

The dead are: Mrs. Chambers, of Caruthersville, Mo., and an unknown negro woman. The missing man is George Keuchler, mail clerk, and two negro roustabouts. The message said the boat left Tyler at 4 o'clock and in backing out from the landing to reach the middle of the channel, struck some hidden obstruction and began to sink immediately. The pilot at once changed the course of the boat and started back to the landing, but before it was reached she had sunk in thirty-five feet of water. All the passengers and crew excepting those whose names have been given were picked up by the steamer Ora Lee.

THE GATE CITY:

WEDNESDAY MORN'G, MARCH 6, '78.

THE RIVER.

Commodore Davidson has announced his purpose to establish a short line between St. Louis and Quincy, which he will probably start this week. The Lake Superior will be one of the boats, but the other has not yet been selected.

The Victory is due to-night, and will leave for St. Louis to-morrow morning.

The Dan Hine did not get away yesterday on account of the high wind. She will leave for Dubuque this morning.

Representative Price introduced a bill in Congress last week for permission to change the name of the steamer "D. A. McDonald" to "Silver Wave." It was read twice and referred to the Committee on Commerce. The new name is an expression of Capt. Sam. Van Sant's feelings over the passage of the silver bill.

A new steamboat is being built in West Keokuk. She is sixteen feet wide and eighty feet long, will carry an engine of sixteen horse power and is intended to ply between Athens, Mo., and West Keokuk, making occasional trips to Quincy and way landings. She is being built by the Lee Brothers, who intend to run her up the Des Moines for wood. John Williams is to pilot her. Dave Lee will walk the deck as commander-in-chief, while Tom. Lee, who will not be allowed on board on account of his heavy moustache, will act as general agent at West Keokuk. This craft will be called the "Grasshopper" and will jump into the water the latter part of this week. She will cost about \$900.

From a letter received in this city from Captain Ball, of the Plough Boy, we learn that he will be here the last of this week with his boat prepared to enter the trade between Keokuk, Warsaw and Alexandria.

Montrose Journal

Official County Paper

PUBLISHED EVERY THURSDAY

Editor—George H. Duty—Publisher

Steamer Keokuk May Not Run This Season

Nauvoo May Be Without River Service for first Time in History

According to news received by John Reimbold from Capt. W. A. Blair will not be put into the local trade this season.

The boat is offered for sale and negotiations are said to be pending for her transfer to the Ohio river.

Should the sale fall through, Capt. Blair may put her into the Quincy-Davenport service, making two round trips per week. In this case she will touch Nauvoo and we will have the benefit of two boats each week instead of three as we have had for the past few years.

Should the traffic be entirely abandoned by the Keokuk it will be the first time in the history of Nauvoo that the old town has been without steamboat service during the navigation season. FEB 14, 1924

Montrose Journal

Official County Paper

FEBRUARY 14, 1924

Editor—George H. Duty—Publisher

Str. Keokuk Not to Run

Capt. Walter A Blair, owner of the steamer Keokuk and well-known in Fort Madison, has accepted an invitation to take command of the steamer Harry G. Drees on its 17-day voyage from St. Louis to the Mardi Gras at New Orleans. The boat will leave on the trip February 25, and return to St. Louis, March 13, later on starting its regular passenger schedule between St. Louis and St. Paul. Captain Blair, however, will be again engaged with the Streckfus line on excursion boats during the summer, the same as he

has been for several seasons.

He is planning on putting his own boat, the Keokuk, on a passenger and packet schedule between Davenport and Quincy next summer, instead of running between Burlington and Quincy. This will be done to make connections with the St. Louis-Tennessee packet line at Quincy for traffic on the lower river, and with the packets for St. Paul and other points north, at Davenport. The boat has been doing local packet business between Burlington and Quincy for a number of seasons.

Montrose Journal

APRIL 13 1922

PUBLISHED EVERY THURSDAY

Editor—George H. Duty—Publisher

Steamer Keokuk Sinks

Last Saturday evening when the Keokuk reached the landing at Nauvoo, the weather was so threatening that the officers decided to await the passing of the storm. The wind increased in violence and veered toward the South West and blew a terrific gale. Sometimes in the night the boat seemed to be pushed up on the bank and that so turned her that the waves so filled her hull with water and she dropped down onto the bottom, where she was Monday still careened toward the river. The passengers were all landed safely, and the freight taken to the freight house.

During this same storm, the old brick chimney that stood at the old boat landing, collapsed, and a landmark which has stood so many years at the north end of Main St. is no more.

On Monday, the wind, which seems to be out for some kind of frolic, began to blow, just about the time for the ferry boat to cross the river, but she was seen plowing through the water down the river, and it soon was seen that the careful manager of the ferry boat was going under the protection of the Bluff Park and its wooded sides. There she lay safely till the storm had passed.

THE KEOKUK, IA., GATE CITY AND CONSTITUTION-

Steamers Golden Eagle and Gordon Greene in June Race

THURSDAY, MAY 8, 1947

Several speedboat regattas are scheduled for the Mississippi river this summer, but one of the most thrilling events in years may be viewed without cost by everyone along the river from St. Louis to St. Paul when the rival passenger steamers, Gordon C. Greene and Golden Eagle, stage a race against time between those two points. The following story was written by Carl Ochs, staff writer on the Dubuque Telegraph-Herald:

Dubuque—Surely those captains who made history on the Ol' Mississippi and are now in the Great Pilot House up there must be smiling these days.

And the old timers still with us are living in a high state of excitement because their sentimental dreams of another packet race on the river are about to come true.

Lee-Natchez Race

Not since that June of 1870, when the Robert E. Lee and the Natchez had it out, have river men been so excited as they are now over the proposed Kentucky Derby of the river between the passenger steamers Gordon Greene and the Golden Eagle, which will race from St. Louis to St. Paul in June.

The race will be against time rather than boat against boat, with the Golden Eagle leaving St. Louis on the evening of June 10 and the Gordon Green leaving at noon the following day. Following their return from St. Paul, the 2 boats may be pitted against each other in a neck-and-neck race from Cape Girardeau to St. Louis.

Narrow channels, sand bars, and the dams are too dangerous for side-by-side racing in the Upper Mississippi, river men say.

Eagle Beaten

No one seems to know how the proposal for a long race came about, but last November both boats were en route up stream from Vicksburg to Memphis at the same time. Neither captain would say there was a race, but the passengers said there was. The story goes that the Golden Eagle was defeated.

The Golden Eagle has had a colorful history. Capt. Henry Leyhe said the packet was purchased in 1918 after the company lost most of its boats in an ice jam on the Tennessee river. In 1939 it was reported to have set a Mississippi river record between St. Louis and Cape Girardeau in winning a race against time against 2 California boats, the Delta King and the Delta Queen, racing on rivers in California. It was said the Eagle won by an hour and a half.

659 Mile Course

The boat went to St. Paul in 1937 to help celebrate the completion of the 9-foot channel project on the river, and was the first large boat to go through the Dubuque locks.

The boat has run several races on the lower river, but none at the distance of the June race. It is 659 miles from St. Louis to St. Paul by river.

The Eagle is of the same family as the Grey Eagle which made a record run from Dubuque to St. Paul in a classic on the upper river against the Itasca with both racing against time. The Grey Eagle made it in 18 hours. The record stood until the railroads connected St. Paul with the lower cities.

Matching red hot boilers and hissing steam with the Golden Eagle will be the Gordon Greene, owned by the Greene Line steamers, of Cincinnati. The boat was built in 1923 by the same builders which put the Eagle together, and it was purchased by the Greenes in 1937, when it was rebuilt and another deck added. She is 265 feet long and has a 45-foot beam. She is used exclu-

sively in tourist service and handles no freight. She is owned by Capt. Mary B. Greene and her son, Tom, who is captain. Mrs. Greene, the only woman master and pilot on the Mississippi and Ohio rivers, is expected to be on the boat when it races past Dubuque.

Engineer Likes Eagle

George L. Wise, marine boiler inspector for the coast guard and temporarily assigned to the Dubuque office of inspection, has a personal interest in the race. He was chief engineer on the Gordon Greene in 1935.

He also likes the looks of the Golden Eagle.

"I saw the Eagle in St. Louis and she certainly looks fine," he said. It has new boilers, and is being primed for its run to St. Paul. New paint and decorations make it a classy boat.

The passenger carrying business on the upper Mississippi died about 1923, when the Henry Drees, boasting of 80 state rooms, was in the St. Louis-St. Paul trade, but there was little demand for its business. Its failure discouraged others from trying to revive the trade though boats carrying passengers are thriving on the Ohio and lower Mississippi rivers.

Passenger Comeback

Lt. Cmdr. F. P. McCaffery, in charge of the coast guard marine inspection office in Dubuque, said that the day of the packet which carried both freight and passengers, is a thing of the past, but predicted that boats carrying passengers alone will soon return to the upper river.

"I look for the establishment of a passenger service on the river, but it won't be for those who are in a hurry to get places," he said. "It will be for vacationers who want to see the beauty of the river and thrill to the picturesque bluffs which line its banks."

"I can't think of a nicer vacation than a trip on the old Mississippi," he said.

Longest Lived of Them All—THE KEOKUK, IA., GATE CITY AND CONSTITUTION-DEMOCRAT

FRIDAY, JULY 25, 1952

Keokuk Packet Company Ruled River From May 1844 Until 1873

The pioneer as well as the longest lived of all the Mississippi river steamboat lines was the Keokuk Packet Company which operated a fleet of boats between St. Louis and Keokuk for many years, according to an article in the Iowa Journal of History by William J. Peterson, superintendent and editor.

Service between St. Louis and Keokuk was inaugurated in May of 1844 by the Die Vernon which was built in St. Louis at a cost of \$16,000 by John S. McCune, founder of the Keokuk Packet Company, and his associates Sam Gaty, Sam Shepperd, Charles Dean and Captain Neil Cameron. The boat was 161 feet long, 25½ feet broad, 5 feet 5 inches in depth and was listed at 211 tons. It was a single-engined sidewheeler and operated for six seasons before burning at the St. Louis levee in the winter of 1849-50.

Carried U. S. Mail. McCune added two boats in 1845, the LaCledé and the Boreas, and secured the contract for carrying the U. S. mail after which daily service was maintained.

In the course of years the Keokuk Packet Company, because of its prosperity, was confronted by many opposition lines but through the ability of its president, John McCune, weathered all storms and continued to flourish until the panic of 1873 and the bitter competition of the railroads, plus McCune's

death, forced its dissolution.

In 1846 the Die Vernon left St. Louis each Monday and Thursday at 5 p. m. for Keokuk, the Boreas each Tuesday and Friday at 5 and the LaCledé each Wednesday and Saturday at the same time. The Die Vernon left Keokuk on the return trip each Tuesday and Friday evening, the Boreas on Wednesdays and Saturdays and the LaCledé on Thursdays and Sundays.

Developed Country.

Before the Civil War, Peterson says, the Keokuk Packet Company was the greatest single factor in building up the country between St. Louis and Keokuk and he quotes from The Gate City of 1856 on a report from a St. Louis lecturer to

a large Philadelphia audience: "Perhaps some of you never heard of that place with a queer Indian name (Keokuk). Ten years ago last May I first saw it. A row of wooden houses under the bluff was the 'city' then. The steamboat men called it Rat Row. Now Keokuk is built a mile back on the bluff, has 10,000 people, is lighted with gas, has two or three daily papers, is improving the navigation of the Des Moines river to Fort Des Moines, away there in the heart of Iowa, and is also building a railroad to the same point. She has a daily line of magnificent steam packets to St. Louis and has an immense trade with the interior, in the Des Moines valley."

Steamer Goes Up Des Moines.

At that time hordes of settlers were pushing through Keokuk up the Des Moines valley and light draft boats were having a profitable trade between Keokuk and the mushrooming Des Moines river towns. It was not until 1859, however, that the first steamboat, the Charles Rodgers, made its way up the river from Keokuk to Fort Dodge. A railroad was soon built up the Des Moines valley, however, and snuffed out the river trade by picking up the freight left at Keokuk by the packets.

In 1847, the Keokuk Packet Company added two more boats; the 268-ton sidewheeler Lucy Bertram and the Kate Kearney, the largest craft brought out by McCune to that time. She was 199 feet long, 30 feet broad and 304 tons burden. The Kearney blew up at the St. Louis levee in 1854 and several unknown passengers were blown overboard and lost.

Opposition Line.

One of the bitterest interline fights occurred in the spring of 1850 when the Monogahela, New England and Mary Stephens formed an opposition line to the Keokuk Packet Company and each evening a boat of each line left St. Louis side by side, carrying freight and passengers at a ruinous rate and racing from port to port. It was not until after the two companies had lost \$50,000 that the rival gave up and left the field to the Keokuk company.

A new Die Vernon was built in St. Louis in 1850 and was one of the fastest boats which ever turned a wheel on the upper Mississippi. It was 255 feet long, 31.2 feet wide, had a 5.9 foot hold and 445 tons burden. It cost \$49,000 which was considered very large at the time for a river boat. In 1853 the new Die Vernon beat the West Newton in a historic race to St. Paul.

Two Daily Lines.

To meet new competition the Keokuk line in 1855 advertised two daily lines of steamboats between Keokuk and St. Louis. The boats included the Westerner, Keokuk, Sam Gaty and Quincy which left Keokuk each morning at 6 and to oppose the rival Sparhawk the Keokuk company operated the Ben Campbell between Keokuk and Quincy, leaving Keokuk each afternoon at 2 to connect at Quincy with the Jeannie Dean and Die Vernon for St. Louis.

Peterson quotes The Gate City of April 3, 1856, on the arrival of the Westerner which "came in at 1 o'clock Wednesday morning with one of the largest loads ever brought to this city. In addition to the manifest as published in this paper, she had a large number of passengers, and 22 families of immigrants with large lots of plunder, about 20 head of horses, 10 head of cattle, three imported dogs and a lot of superior pigs."

Westerner Manifest.

The manifest read as follows: "St. Louis—per Westerner—R. H. Stephens, 5 pkgs; Stafford and McCune, 10 bbls whisky; Hamill and Co., 10 bbls flour; Connable, Smith and Co., 267 pkgs; Burns and Rentgen, 20 pkgs coffee, sugar and sunds; McGavic, Chittenden and Co., 115 bars iron, 187 bbls do, 16 pkgs; P. Hart, 3 bbls ale; S. S. Vail and Co., 10 pkgs machinery; H. W. Drake, 62 sks d apples; Newton and Spelman, 20 pkgs; Bruce and Daniels, 23 bags d salt; Patterson and Co., 49 empty casks; B. F. Moody, 91 cases boots and shoes; Kramer Irvin and Co., 8 pkgs furniture; Beatty Long and Co., 5 pkgs machinery; J. Fry, 31 pkgs; T. I. McKenny, 7 pkgs drugs; Carter and Co., 32 cases boots and shoes; James Crane, 5 bbls vinegar; Krayner and Schrick, 9 pkgs; A. P. Thomas and Co., 1 bbl mdze; Connable, Smith and Co., 50 bxs candy; Kilbourne and Dabis, 3 bxs fire brick; C. Carter and Co., 2 bxs mdze; J. Mount, 48 pkgs, mdze."

Between April 4 and 19 The Gate City recorded the arrival of 55 steamboats, 15 of them Keokuk Packet company boats. Of the 55, 28 were from St. Louis, 11 from the upper Mississippi, 7 from Quincy, 6 from the Ohio and two from the Des Moines.

Boat Names.

Names of the boats were the Alice, Jeannie Deans, Die Vernon, Sam Gaty, LeClerc, Badger State, Ben Campbell, Audubon, Westerner, Montauk, Metropolitan, York State, Keokuk, Jennie Lind, Dan Converse, Cambridge, John Bell, James Lyon, Addia, Forest Rose, Eunice, Fannie Harris, A. G. Mason, Dubuque, Conewago, Grace Darling, Henry Graff, Minnesota Belle, Golden Stave, Brazil, Yuba, Mattie Wayne, Envoy, Michigan, Louisville, Oakland and the Wave.

Early in the spring of 1873 with the panic on and the railroads making great inroads in the river trade, the directors of three great packet companies met in St. Louis and decided to end their devastating competition by merging under the name of Keokuk Northern Line Packet company. It was a combination of the White Collar Line and the Northern Line of St. Louis with the Keokuk Packet company. The new firm operated successfully for a year under the leadership of John McCune but with his death "the ship was caught in the cross currents of adversity and gradually sank to rise no more."

DAILY GATE CITY

**F. A. WHITNEY
OLD TIME RIVER
CAPTAIN DIES**

**Sailor on Great Lakes as
Boy, Pilot and Boat Cap-
tain, He Had Varied
Experiences in This
Line.**

FEB. 23, 1937

Frank A. Whitney, who died Monday afternoon at his home in Centerville, was a prominent resident of Keokuk and Montrose years ago and was one of the old time steamboat captains, being one of the owners of the ra:t boats Park Bluff and Prescott of the Des Moines Rapids Towing Co. He was 83 years of age and had been in poor health for the past few years.

He was born in Chicago May 2, 1853, the son of A. J. Whitney, who came here as one of the contractors who erected the government canal and locks in the river. The son was a sailor on the Great Lakes as a boy and then became a railroad engineer, steamboat engineer, pilot and captain and had a world of experience in contracting work in this vicinity and at Muscle Shoals.

Residing at Sandusky in 1873, he was married to Miss Annie Carter, who was his companion for more than fifty years. She died at Centerville in August 1935, and was buried in Oakland cemetery, Keokuk, where the burial of Mr. Whitney will take place Thursday afternoon, after services in Centerville at 11 o'clock in the morning.

In Rafting Business.

Residing at Montrose, Mr. Whitney was engaged in the rafting business. He also conducted a store there and erected a feed mill. He was president of the Montrose school board and served as worshipful master of Joppa lodge of the Masons. The family moved to Davenport from Montrose, where he was a salesman for the Standard Oil Co. for many years, until he was retired by the company. Since 1917 his home had been in Centerville.

He leaves four daughters and three sons, also twelve grandchildren and 9 great grandchildren, and one brother, Henry E. Whitney of St. Charles, Mo. The children are: Miss Laura E. Whitney of Denver, Colo.; Mrs. Frank Horne and Lucille Whitney of Centerville; Andrew J. Whitney of Bettendorf; Frank Whitney of Davenport; Carter Whitney of Burlington and Mrs. Ross Harmon of Fairfield.

THE GREAT WESTERN PAPER COMPANY, KEOKUK, IOWA

SOME RIVER ROMANCES.

REMINISCENCES OF THE GLORIES OF MISSISSIPPI STEAMBOATS.

St. Louis and Her Departed Commercial Supremacy—The Shifting Sands of the Mighty Father of the Waters—Steamboat Racing—Fastest Time on Record.

[Special Correspondence.]

ST. LOUIS, Mo., May 5.

The curious pranks of the great river that sweeps past this city have always been viewed with suspicion and alarm by the government engineers and municipal authorities. When St. Louis was a small town the river made a bold and almost successful attempt to cut a new channel three miles east of its present course. The effect of this would have been to leave the city "high and dry," and it is to the active intelligence and engineering skill of Lieut. R. E. Lee that the city owes its present harbor.

The Mississippi forms a semi-circle about St. Louis, and the territory thus inclosed has a water frontage of fourteen miles. The levee extends from Carondelet on the south to the water works on the north, along the entire water front of the city. Only about five miles of it is improved, and this portion is directly in front of the business part of the city. The site of St. Louis was originally a succession of natural terraces, reaching back two miles from the river. Then the ground sloped downward and was cut up by deep ravines and covered with numerous ponds. The river front in the vicinity of the present bridge was originally a high bluff, and the early inhabitants had nothing to fear from high water. This bluff has been cut down for miles and its base transformed into a levee. The street directly facing the water was called Front street, but now, since its glory has departed, it is known as the Levee. The improved portion of the St. Louis levee is an inclined plane, paved with stone, extending from the street level to the water. The distance from the apex to the water depends on the mood of the river. The plane is paved fully 300 feet, and the water is in a very low stage when the bed below the paving is exposed. As stated, this inclined plane extends for nearly five miles in front of the business portion, and the improvements cost \$3,000,000.

It is on this levee that the remnant of the great river business that made the city is now transacted. River traffic has dwindled to about 10 per cent. of its ante bellum volume. The gold and glory in steamboating has vanished, and now old river men spend most of their time describing the Augustan age of the steamboat on western waters, the period from 1845 to 1860.

The first steamboat that arrived in St. Louis was the Zebulen M. Pike, in 1817. In 1848 the river trade had grown to such huge proportions that 3,468 boats arrived in the harbor. In 1859 more steamboats arrived in St. Louis than in New Orleans, Cincinnati and Pittsburg combined. The Missouri river trade was then an item of vast importance, and there were half a dozen well equipped lines on that river. To-day there is one line. Railroads killed the river business, and by building up the western cities almost throttled the trade of St. Louis.

The Missouri bank of the Mississippi, almost the entire length of the state, is one chain of bluffs. The Illinois side, from Alton to Cairo, is flat and low, and between

these two towns lies the famous American bottom. The bottoms vary from three to six miles in width, from the low bank of the river to the eastern bluffs, and are 200 miles long, containing 16,000,000 acres of the most fertile soil in the world. The river, especially in the vicinity of St. Louis, is inclined to sweep over these acres, and to protect them great dikes and levees have been constructed on the eastern bank. Directly in front of this city was once a famous island, called "Bloody Island" on account of the many fatal duels fought there. It was there Senator Thomas H. Benton killed Charles D. Lucas, and ex Governor Thomas Reynolds, who recently committed suicide, shot B. Gratz Brown. This island was in the center of the river, and as the current flowed toward the Illinois side the people of the city arose one morning in 1837 and found a sand bar extending from the Missouri side to the island, and almost the whole volume of water flowing between "Bloody Island" and Illinois. The government was appealed to, and Lieut. Robert E. Lee was sent out here in charge of the works. He constructed dikes on the Illinois shore and at the head of "Bloody Island," and gradually turned the water back toward the St. Louis side until the sand bar was washed away, and afterward the entire river was thrown over against this city. "Bloody Island" is now a portion of the main land, and the greatest part of East St. Louis is located on it. Baked at this point the river cut into Illinois below the city. In 1756 Fort Chartres was one mile and a quarter directly east from the river bank. To-day the river runs over the spot where the old fort stood.

The largest dike in this vicinity is the Madison county, Ill., dike, which extends from a point opposite the mouth of the Missouri to East St. Louis. This varies from twenty to thirty feet in height and about the same in width. It protects the lands from any ordinary rise in the river, but there is nothing that can protect them from an extraordinary rise. The Madison county dike broke in 1882 and in one night an avalanche of water ten feet in height swept over the American bottom for 100 miles, destroying stock, crops and human life. The earliest authentic account of a flood is found in an old document in Kaskaskia, the oldest settlement in the state, and situated on the "bottoms." This flood occurred in 1724 and the water extended to the bluffs. In 1785 a terrific flood occurred and the mighty stream spread over a wilderness six miles wide and tenanted only by wild beasts and a few Indians and settlers. The year was known to the French inhabitants as "L'annee des grandes eaux."

In 1844 the river rose forty feet above low water mark and inundated the entire American bottom. Houses, fences and crops were all swept away. Levees were destroyed and warehouses on the banks collapsed.

The peculiar action of the river was illustrated about twenty years ago in a remarkable manner. Opposite the southern portion of the city was a spot of dry land in the stream called Arsenal Island. It was a beautiful spot, and a syndicate purchased it from the city at a round price, intending to make a summer resort of it. This was in 1862. In the next three years the river had carried away 300 feet off the northern end. In 1870 the island had been moved four blocks down the river and half of it had disappeared. To-day there is not a vestige of it to be seen, and the syndicate never realized anything on the investment.

The most exciting event in the history of the river was the famous race between the R. E. Lee and the Natchez in July, 1870.

River racing was then popular with captains and owners of fast boats, but subsequently, owing to the number of terrible casualties it precipitated, racing lost its attractiveness and is now almost unheard of. The Lee and Natchez were recognized as the fastest boats

on the river and the speed of each had long been a subject of dispute. The admirers of the Natchez asserted that she could beat the Lee in a race of any distance under equal conditions. The partisans of the magnificent Lee were equally certain that their boat was the swiftest craft, and although no formal challenge between the captains passed, it was understood that a trial of speed would take place on the 1st of July, on which date both boats were advertised to leave New Orleans for St. Louis. The Lee had perfected every arrangement to win, and instead of stopping to "wood up," as usual, was met by a tender and the pine knots and wood tossed to the boiler deck while the boats were running at full speed.

The whistle of the Lee signaled the start on the morning of the 1st of July, and a few minutes later the Natchez shrieked back a defiance and swung out into the stream. Both crews were made up of picked men, and just enough freight was carried to ballast the boats properly. The papers had been filled with references to the great race for weeks, and the banks of the river from New Orleans to St. Louis were lined with people. After passing Vicksburg the Natchez was compelled to stop a number of times to take on wood, and in this manner lost considerable time. On the afternoon of the 4th of July 300,000 people gathered on the St. Louis levee from St. Louis to Carondelet and witnessed the triumphant entry of the R. E. Lee. The Lee's time for the 1,200 miles was 3 days, 8 hours and 14 minutes. The Natchez arrived some hours later, and her time was 3 days, 31 hours and 58 minutes.

The record of the T. M. White, made in 1844, 3 days, 23 hours and 9 minutes, had been the fastest up to that period.

The captain of the Natchez was not satisfied with the result and challenged the Lee to another race. In October, 1870, they raced from New Orleans to Natchez, 300 miles, and the Natchez won in 16 hours 51 minutes. The Lee's time was 16 hours 59 minutes. FAY.

THE DAILY GATE CITY.

JUNE 25, 1887.

—The Rescue's whistle jars and disturbs the sensitive organism of the Quincy Journal. It says: "The long, peculiar, and to some, nerve-unstringing, whistle of the steamer Rescue will not be heard in the land any more. Few will regret this. That whistle has long been a nuisance. It scared horses and caused people to stug cotton in their ears. Besides the "awfulness" of the whistle, the man at the valve seemed to take delight in blowing it long, loud and with all its myriad and complex variations. This was a nuisance. His monkey-business was the straw that dislocated the camel's spinal column, and Chief Ordning, at the request of all mankind, put his foot down and said "stopper"—and she stopped. This is a move in the right direction. There was no sense nor reason to such a screech and din."

THE DAILY GATE CITY.

JUNE 28, 1887.

THE RESCUE'S WHISTLE.

Why Quincy's Chief of Police Should Not Object to the Melodious Thing.

The excursion steamer Rescue has a whistle. It's a big whistle and loud. We believe we are violating no confidence in making the assertion that everybody living on the Mississippi river from St. Paul to St. Louis is acquainted with that fact. It is no common, every-day whistle, and when it goes off it can be heard for forty miles. It sounds like the trumpet call at judgment day or at least there is justification for any person hearing it the first time to believe that it portends some awful calamity, dire catastrophe or convulsion of nature's forces. People in Keokuk have become accustomed to it and instead of throwing strong men and fair women into hysterics or making weak men go and take a drink to brace their nervous system it has actually become a public boon and benefaction. Even the babies in Keokuk will not go to sleep until they hear the Rescue warble in the evening and thus it brings relief to the wearied mother and tired father. There is only one man on the Mississippi river who objects to this whistle, and that is the chief-of-police of Quincy. He has had it in for the whistle some time and told it when the boat was there the other day that it would have to stop blowing, but it didn't. A peculiarity of this whistle is its musical tendency. Capt. C. A. Hutchinson has procured an artistic performer whose sole duty it is to operate it. He has been practicing for several weeks until now he is enabled to re-produce with considerable musical accuracy the strains of Will you Love me Mollie Darling? This selection was played at the special request of the ladies of the Trinity M. E. church, of Quincy. The performer was feeling in good spirits and as the boat approached Quincy he vigorously manipulated the slide. The ladies expressed themselves as being highly pleased and admired the brilliant technique, artistic execution, and the florid passages. The quavers and semi-quavers were excellent and the only criticism they could offer was that the fortissimo was slightly too energetic and pronounced. In other words they thought there was too much loudness. Captain Hutchinson was gratified by the expressions of appreciation which emanated from the ladies and is at their service any time. He has ordered certain plates manufactured which will be inserted in the whistle. It will then be enabled to present See-Saw and Way Down on Sauwanee River with variations. Immediately upon the extension of the whistle's repertoire the boat will go down the river, anchor opposite Quincy and serenade the town. In honor of the event we understand the people down that way will have a grand illumination and nocturnal pageant.

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.

THE DAILY GATE CITY.

OCTOBER 28, 1883.

DAILY, BY MAIL, WEEKLY.

The River.

- Keokuk up yesterday.
- W. White down yesterday.
- St. Paul for St. Louis Monday.
- Mollie Mohler down yesterday.
- Mary Morton due down to-day.
- White Eagle due from above to-day.
- The Libbie Conger is still at St. Louis and can't get a crew by reason of the mate's having killed a roustabout lately in self-defense.

The New Orleans Times-Democrat of Tuesday says: "The gay and festive roustabout is presenting issues that the steamboatmen will have to meet squarely sooner or later, the sooner the better. They quit a boat under way when and where it suits, sue for a trip's wages and eight times out of ten get it. They jump wages up at their own sweet will, and on two occasions recently successfully demanded a change of mates before they would ship. Submission originates exactions, a fact that is making itself apparent. And there is yet another difficulty that the steamboatmen must master, and that is the tardy shipper. The other day we saw lumber and machinery sent to the landing after 5 o'clock; it is needless to say it was not sent back, as it should have been. There is not a shipper in this city who would think for a moment of sending freight to a railroad after the hour to receive, nor is there a shipper who would hesitate to send it to a steamboat, because they know it will be received. It is right to leave promptly on time. It is an obligation the captain owes to his passengers. It is money to do so in many ways. Delay by shipments that have in many instances been out on the banquettes, marked and ready for the dray all day, means extra labor, trouble in shipping crews, higher wages to same and loss of time, which counts in this, the season of plentiful freights, foggy and bad weather. Concert of action only is needed. The fight will be easily won; the result is worth the effort."

The Gate City.
MARCH 11, 1896.
 THE GATE CITY COMPANY,
 KEOKUK, IOWA.
ON THE MISSISSIPPI.

Heard Along the Shores—Something About the New Gem City.

It has now been a matter of some fifteen days since the last vestige of floating ice in the river dissolved and although there has been a good stage of water the steamboatmen have not evidenced much haste in getting their craft in the trade. One lone boat passed up en route to Davenport on a special trip and one shanty boat passed down. Otherwise, there has been nothing to indicate a coming spirited movement in steamboat lines.

When steamboating was in its palmy days the boats started out in the spring often before the ice had ceased to run and when it was still thick enough to be very troublesome in knocking off wheel-buckets. In those days when steamboats were thicker than they are now scarce the city collected wharfage. It was the custom that the first boat to land in the spring could enter the port throughout the season free from the duty of paying wharfage. Since boats have become few and far between that means of deriving revenue for the city has been discontinued.

The Silver Crescent will no doubt be the first boat to enter the trade at this point. She has been placed on the dry dock to have her hull calked and will probably be started on her regular trips Monday.

Despite the oft asserted decadence in river traffic this season will mark the launching of another upper river floating palace. This will be the new Gem City, of which the Dubuque Telegraph has the following description:

"The new boat being built by the Diamond Jo Packet company will be ready for launching May 1 and will replace the Gem City in the trade between Keokuk and St. Louis. Aside from a portion of the cabin of the Gem City, the steamer will be entirely new and will be one of the finest crafts to be found on the river. The Gem City's beam was 28 feet and the draught will be about 28 inches. The Gem City had three boilers with heating surface aggregating 1,900 feet. The new boat will economize in weight, space and fuel, with a Scotch marine boiler, such as the torpedo boat Ericsson's, and the only boiler of its kind on the upper Mississippi except the one constructed at the Iowa Iron Works for the government tug boat Reliance. The flues in boilers of this type coil about the furnace and this cylindrical form, besides giving the maximum of heating surface in the minimum of space, utilizes that heat which in the old style of boiler is wasted on the bricks at the bottom of the furnace. The boiler in the new boat will have a heating surface of 4,500

square feet. Consequently the new boat will be more powerful and more speedy than the Gem City."

The Gate City.
MARCH 19, 1896.

Entered in Keokuk Postoffice as Second-Class Matter.

ON THE MISSISSIPPI.

A Line of Packets in the Local Trade From Quincy to Clinton—River Notes.

In contemplating the approaching completion of the floating palace at Dubuque, to take the place of the dismantled Gem City and the uncertainty as to what she will be called, the Quincy Whig makes the following pertinent proposition:

"The Gem City, rebuilt throughout and one of the handsomest packets that ever floated on the upper river, is now on the ways at Dubuque and will be ready for business soon after navigation opens. In the regular order of things, this beautiful packet would be the third to float the name, 'Gem City.' If the packet company desires to honor this city in the choice of a name for one of their finest boats, why not christen this rebuilt boat simply 'Quincy.' With the simple word 'Quincy' on the pilot house, there can be no doubt as to what the name signifies. The people of this city as well as the shippers would be gratified to have the new packet named for us, more particularly if the name Quincy is used."

It has been predicted that the name of the new boat will be 'Gem City No. 3' as she will be the second to take the place of the original boat. There is some little room for a discussion as to what city has been honored by a boat's being called 'Gem City.' Fort Madison, Ia., and Quincy, Ill., are both affectionately called the 'Gem City' by the citizens of each, although Quincy, it may be averred, is more widely known as being thus styled than is the former. The Gem City was named after Quincy and if for no other reason than good taste, the boat should either be called plain 'Gem City' or 'Quincy' and not have all the poetry of her wheelhouse knocked out by adding the uneuphonious, inelegant, inartistic and unpoetical 'No. 3.'

The Gate City.
MARCH 17, 1896.
 THE GATE CITY COMPANY,
 KEOKUK, IOWA.

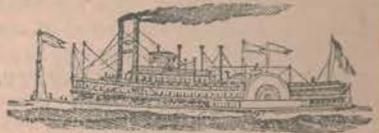
ON THE MISSISSIPPI.

Silver Crescent Makes Her First Trip of the Season—River Interests.

The Silver Crescent came out of the canal Sunday night. The ice was about two inches thick and consequently the trip from the middle lock down was a matter attended with some difficulty. The boat was backed out, using her

wheel to break the ice. While lying at the wharf yesterday she made a pretty picture and one that made it seem as though summer was here. She has been thoroughly refitted and repainted from the water's edge up and now it can be claimed without danger of successful contradiction that the Silver Crescent is one of if not the best appointed craft in the local trade anywhere on the river. The work put on her has not been all for outward show. The interior of the cabin is finished up to the queen's taste. It is painted in white and gold and reminds one of the Anchor line boats on the lower river. The cabin aft has been refurnished and recarpeted and looks bright and fresh. When the piano is added there is nothing that could be suggested as improvement. She leaves this morning at 6:30 o'clock on her first trip of the season with a large cargo of freight.

The Gate City.
APRIL 3, 1896.
 THE GATE CITY COMPANY,
 KEOKUK, IOWA.



**BURLINGTON,
 KEOKUK,
 QUINCY,
 PACKETS.**

**SILVER CRESCENT
 —AND—
 S. R. VAN METER**

Ply regularly between above and intermediate points, as follows:

SILVER CRESCENT.	S. R. VAN METER.
DAILY.	MONDAYS,
Lv Keokuk... 6:30 am	WEDNESDAYS.
Warsaw... 7:15 am	FRIDAYS.
Canton... 9:00 am	Lv Keokuk... 2:30 pm
LaGrange... 9:45 am	Montrose... 4:30 pm
Ar Quincy... 10:00 am	Nauvoo... 5:00 pm
Lv Quincy... 3:00 pm	Ar Ft. Madison 6:00 pm
LaGrange... 4:20 pm	Lv Ft. Madison 7:30 am
Canton... 5:15 pm	Nauvoo... 8:15 am
Warsaw... 7:20 pm	Montrose... 8:45 am
Ar Keokuk... 8:00 pm	Ar Keokuk... 10:45 am

For Freight and Excursion Rates, apply to
J. B. HUTCHINSON,
 Agent.

ON THE MISSISSIPPI.

Navigation Notes and Something of the Cost of a Steamboat.

The good prospects with which this season's navigation in the local trade opened up is being more than realized. Both the Silver Crescent and the Van Metre are doing a good freight and passenger business in their respective runs. The Crescent was in and out on her regular trips yesterday and the Van Metre will be down at 10 o'clock this morning.

The government boat, Ruth, passed down yesterday with a tow of six barges bound for the government im-

provement work below Warsaw.

The United States snag boat, General Barnard left St. Louis Wednesday morning on her way to this point.

The Lorna Doone, which was bought by Captain Asa Woodward of Fort Madison, from Captain A. K. Goodin is expected to arrive here today.

Relative to the cost of constructing a steamboat the Quincy Journal quotes the following observations of a river man:

"The average observer's judgment would be that the main coast of a steamboat comes in the hull and the engine room," said a well-known steamboat man today, "but my experience has been that the biggest part of the steamboat builder's money is spent above the boiler deck.

"For instance, take a boat like the W. J. Young, plying between Burlington and Davenport. That boat cost a little over \$24,000. I can get a contract to duplicate the Young's excellent hull for \$4,000, and I can duplicate her engine room, including electric light machinery, for about \$6,000 more. That leaves about \$14,000 to be spent in her upper works. I was the other day counting up the number of skilled artisans in different trades who are engaged to finish the upper works of a good steamboat. There are about twenty-eight different kinds of trades employed. You find requirements for surprising expenditure of money in the most unexpected places when you go to build a steamboat. The builder who engages in this kind of enterprise is always mistaken in his estimates, and finds when he gets into the upper works that it is hard to reach the limit to which he can spend money with good effect. And when he gets the steamboat built it costs a pile of money to keep it in order during its natural lifetime. The W. J. Young is but a few years old, but it is now as good as new, for the reason that \$14,000 has since been expended in keeping it in first class order. Nothing wears out as quickly as a steamboat."

And this doesn't seem a great deal when it is known that the Jo line company has put \$60,000 into the steamer Quincy. It certainly takes money to run a steamboat. If there is one thing above all others that the riverman admires it is a handsome steamboat. The boats in these days are getting to be floating palaces in reality.

THE DAILY GATE CITY.
—, MAY 19, 1887. —

THE RESCUE.

An Elegant Excursion Steamer Now Ready for the Season's Business.

Excursions constitute the chief amusement of large portion of the public during the summer season and there is no steamer better adapted to that purpose than the Rescue, which was repaired this spring and improved in

many respects. She has an elegant hard-wood floor in the cabin and a sufficient number of chairs have been added to accommodate the boat's capacity, which is 450 people. The large and commodious barge, Alex. Kendall, accompanies the steamer on all excursions, and is well adapted for dancing purposes. Capt. C. A. Hutchinson has ten excursions booked from Quincy and from other points, and is now prepared to make contracts. Those wanting a desirable date are advised to communicate with him at once. It would be pleasurable for a large number of people to have a series of moonlight excursions arranged for the summer. Nothing more enjoyable and fascinating is imaginable than a moonlight ride on the Mississippi on long, warm summer evenings. If it could be arranged the public would appreciate it and doubtless bestow a liberal patronage. The Rescue is thoroughly equipped as an excursion boat, and none better navigates the river.

THE DAILY GATE CITY.
—, MARCH 2, 1887. —
STEAMER BURNED.

Appalling Loss of Life by the Burning of a Steamer on the Tom Bigbee River.

MOBILE, ALA., March 1.—The steamer W. H. Gardner, one of the largest boats plying on the Tom Bigbee river, from Mobile, was burned this afternoon below Gainsville, Sunter county, Ala. Captain F. S. Stone telegraphs to the register from Epas, Ala., that the boat is a total loss, with 464 bales of cotton. The loss of life is very large, as follows: S. C. Blackman, Jule Rembert and two children, Mrs. W. T. Rembert and three children, Theo. L. Graham, G. Rutes; colored: John Bryant, steward, Green Jenkins, Henry Ford, Hayward Hudson, L. Lindsey, Virgil Jones, Amos Harris and three unknown persons. Mrs. Rembert was the wife of the clerk and part owner of the boat, and lived in Mobile. The remaining whites were passengers living in the upper Tom Bigbee district. No details of the cause and progress of the fire have been received. The Gardner was built five years ago for the Tom Bigbee trade. She was owned by F. S. Stone, Sid. C. Coleman and W. T. Rembert, and valued at \$25,000. She was fully insured. The cotton was insured in local companies for \$25,000.

THE DAILY GATE CITY.
—, JANUARY 8, 1885. —

Entered at Keokuk Postoffice as second class matter
Red Paint in the Olden Time.

"I see it stated in this hyar paper," remarked a passenger from the south, "that the expression, 'painting it red,' started with a nigger show. That hain't so. That expression was thirty y'ar

ago down on the M'issippi rivah. You know that there used to be a heap of steamboats racin' in them days, just afore the wah, an' if a boat couldn't keep sumwhere in sight of another she was secon' class, even if she cost a million dollars. Well, in them days they didn't have all this porter-jacket, steam savin' business down so fine in the engine rooms as they hes now. So when the engineeah told the coal-niggers to fill her full, an' they filled her, the boilers used to get red hot. Whenever there was a big race on the captain'd go up to the pilot house, talk with the pilot a minit, and then yell down the tube: 'The Belle of M'issippi is coming round the bend. Paint her red!' Then the engineeah would yell out to the coal hustlers: 'Niggers, the Belle of M'issippi is after us. Paint her red!' And then they would proceed to paint those boilers red from fire-box to smoke-stack. That's the way the expression first started, sah, an' all the nigger-show men ever did was to put in the word town."

THE DAILY GATE CITY.
—, JANUARY 17, 1885. —

Entered at Keokuk Postoffice as second class matter
The Penn Wright Destroyed.

The well known steamer, Penn Wright, which has pushed rafts from Stillwater to Davenport and St. Louis for eight years past, has met the fate of many another Mississippi steamer. She was destroyed by fire in her winter harbor on the west shore of Lake St. Croix on Monday last. Only the stern wheel and a few feet of the smoke-stack mark the place of her mooring. The Penn Wright was owned by Matt Clark, and was worth \$8,000 to \$10,000. She was insured for \$4,000. The origin of the fire is not known. Her owner recently fitted her up with new furnishings for the coming season at a considerable expense. She had been tightly battened up, so that the watchman, even, could not get inside, being only required to go about the boat and see that no one broke inside. In November last, the Penn Wright was used as a goose-hunting steamer by a party of Stillwater nimrods, and when approaching the city in the night alarmed the whole town, calling out the fire department and every body else with its whistle, and creating great excitement, much like that caused last September in Davenport by the steamer Ten Broeck, because the bridge was closed for a train when the pilot thought it ought to have been kept open for his steamer. It is thought that that midnight alarm at Stillwater may have had something to do with the destruction of the Penn Wright.—Davenport Democrat.

THE GREAT DUST HEAR CALLED HISTORY
R. L. BICKEL, KEOKUK, IOWA

The Gate City.

FEBRUARY 12, 1892.

Entered in Keokuk Postoffice as Second-Class Matter.

RIVERMEN READY.

Those Who Make Their Living on the Big Stream Prepared for the Season's Work.

The Sidney and Gem City to be Put in the Trade as Soon as Possible—Work on the War Eagle—Along the River.

As spring approaches the minds of rivermen are entirely occupied with plans for the season of navigation. It is the intention of the Diamond Jo line to bring the Sidney out of the Quincy bay and put her into service as soon as the big stream is open. In the Keokuk and St. Louis trade the Gem City will run as usual, making trips three times a week as usual, but probably will only come as far as Quincy on two trips, coming to Keokuk only on Sundays.

It is denied that the Tennessee Packet company expects to operate on the Upper Mississippi.

Money was made last season by the Pauline, running daily between Burlington and Kleithsburg. The Vernie Swain, which runs between Davenport, Rock Island and Clinton, is said to have cleared \$14,000 last season. In the light of these facts the packet company captains have been put to reasoning why the passenger business of the regular lines did not pay last season, and one of them has stated his conclusion to the Davenport Leader as follows: "I believe the upper river business would pay if it were properly advertised. Our principle advertisements are through the Associated press and are often detrimental. Many people learn of our boats only when a disaster is chronicled, which fortunately is not often. We lose, however, much of this class of travel simply because we make but little effort to secure it. The delightful trip up the river is scarcely known except along the river towns, and even then few people appreciate what it is."

A project is on foot in Muscatine to build a steamer which will daily make the round trip between Davenport and Burlington, touching at Muscatine twice a day, says the Journal. The steamer will be 140 feet long and twenty-four feet wide, and will be equipped with powerful engines which will enable it to easily make the round trip of 180 miles each day.

THE WAR EAGLE.

The brothers Brolaski—Joe and Harry—are hurrying along the improvements on the War Eagle, in winter quarters up the bay, says the Quincy Herald. They have a large

force of men at work, and the work they have been doing for the past two months is beginning to show.

Improvements in machinery being put in will materially increase the speed of the boat, and it has a record as one of the swiftest boats that ever steamed out of St. Louis. Plans for the upper deck have been drawn; also for the hurricane deck, which will be provided with seats similar to those in a street car. The front part of the upper deck will be enclosed in glass and will form an admirable observatory in either rough or pleasant weather. A dancing floor large enough to accommodate 400 dancers will have a place on the bow-end of the lower deck. This floor will be finished in polished hard wood to all intents as smooth and otherwise desirable for dancing purposes as a fashionable ball-room floor.

A feature in the way of a safety appliance is to be an electric search-light to have place over the pilot house. It is to be on a pivot so arranged that the light may be turned in any direction by the pilot, throwing its full reflection within the length of the boat or less. This search-light will be the first of its kind to be used on the Mississippi river. On the upper deck alone are to be 750 life preservers, stored convenient to use, yet handy in case of emergency. Over every stairway will be a bright red light; every partition wall and the lower ceilings will be covered with corrugated iron; a perforated pipe will run the entire length of the upper cabin that, once opened, will flood the cabin with water in a minute or two. Every nook and corner of the boat will be brilliantly illuminated with electricity and a twenty-seven horse power engine furnishing the generative power. The hull is fitted with substantial compartments, and an automatic indicator announces how much water, if any, there is in it, and whether it is gaining in volume or lessening. The Captains Brolaski are putting the best ideas of lives spent on the river into their boat, and when she enters commission as an excursion steamer out of and into St. Louis next summer there is no doubt their ambition to carry 500,000 passengers during the season will be realized. If a swift boat, and a safe one, in the hands of popular and experienced officers will do it, the War Eagle has all the work before her she can attend to.

The Gate City.

JUNE 13, 1896.

THE GATE CITY COMPANY
KEOKUK, IOWA.

RIVER INTERESTS.

Matters Concerning the Boats and Mississippi Intelligence.

The river fell 3 tenths of a foot from 7:30 o'clock Thursday night to the



THE PALATIAL STEAMER Grey Eagle,

Leaves Keokuk for St. Louis

Every Monday at 7:00 a. m.

Steamers Leave for St. Paul:

Steamer St. Paul..... June 21, 9 p. m.
Steamer Sidney..... June 25, 9 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

same hour last night, leaving the stage at the mark of 8 feet and 7 tenths above low water mark. If the water keeps lowering at this rate there will be no river to make any mention of by the middle of August.

The Sydney will be up tomorrow evening from St. Louis on her way to St. Paul.

The Grey Eagle will be up Sunday from St. Louis and will leave Monday morning on the down trip. Commenting on the advent of this old liner into these waters the Quincy Whig, in a reminiscent vein says that in the days when the old Gem City was in existence it was the delight of the Grey Eagle to come along and fly by her. This impolite action was never appreciated by the Gem City officers, so one day when both boats left St. Louis for Alton at the same time the captain of the Gem City told the crew that not for their lives should they allow the Grey Eagle to pass them, adding that all hands should be discharged if the Gem City did not reach Alton first. A strain from stem to stern was placed on the boat and she beat the Grey Eagle by a distance of 200 feet. But there was not much to brag about, as the minute she landed at Alton she went through herself by blowing out her cylinders.

The Vanmetre took the Y. P. S. C. E. of Westminster Presbyterian church on an excursion to Fort Madison yesterday afternoon. A large crowd of merry young people embarked and enjoyed a most pleasant trip. The boat returned last night.

THE DAILY GATE CITY.

FEBRUAR 18, 1887.

River News.

Nothing definite relative to the initial trip of the steamer Josephine has been received and it is presumed she will not leave St. Louis until some time during the coming week.

There is a nice question coming up in connection with the floating way of the big Centennial which is now in the ice between Ft. Madison and Pontoosac. It is likely to become a total wreck, and was at the close of navigation tied up at Dallas City by the general government pending a suit for violation of the United States marine law. The property was in the hands of the government, and the question may arise, is not the government responsible for its care and protection? If so, the elements may have assisted in making a good sale of the boat, for, like the Great Republic, Richmond and many others on the lower river, she was laid out more for her display than utility.

The river was filled with large quantities of floating ice yesterday and the stage of the water is increasing slowly.

MISSING STEAMERS.

The New York Marine Journal has been to some trouble and expense in procuring a correct list of the Mississippi steamers which were either burned, sunk, exploded, dismantled or wrecked during the year 1886. We publish the list as it is a matter of great interest to rivermen. It will be noticed that some of the boats were owned on the Ohio, Tennessee and Cumberland rivers, but during their career they made frequent trips on the lower river and could be classed as Mississippi steamers. Some of the upper river boats have histories, and many facts concerning them will be brought to mind as their names are mentioned. Notably among such crafts is the steamer Lizzie Bayliss which was built in Quincy. It will be noticed that the steamer Belle of Fountain, which was built in Hannibal in 1882, is numbered with the dismantled boats. Following is the list:

Arkansas, sunk; A. A. Humphrey, sunk; Alf Stevens, sunk; Ariel, sunk; Athletic, burned; Andy Baum, dismantled; A. L. Norton, dismantled; Athletic, dismantled; B. S. Rhea, dismantled; Bertha Lee, wrecked; Belle Arook, wrecked; Bella Mac, burned; Belle Fountain, dismantled; Bradish Johnson, burned; Cornelia, sunk; Cad-do Belle, sunk; Charles C. Carroll, sunk; Cherokee, dismantled; Canary No. 2, burned; Charles Morgan, burned; City of Natchez, burned; Deer Creek, burned; DeSmet, burned; Dean Adams, burned; Dyersburg, sunk; Diural, sunk; Ella D., sunk; Early Bird, burned; Florence No. 2, burned; H. T. Dexter, sunk; Harry, sunk; Isabel, dismantled; Jim Fisk, Jr., dismantled; John W. Cannon, dismantled; Jas. W. Gaff, dismantled; John B. Maude, burned; J. M. White, burned; John G. Fletcher, sunk; Jennie May, sunk; John Dippold, burned; Lula Worth, sunk; Lizzie Bayless, wrecked; La Mascotte, exploded; Modoc, exploded; Mountain Boy, sunk; Mary Boyd, wrecked; Maggie Harper, dismantled; Nellie Peck, dismantled; New Iberia, burned; O. R. Singleton, sunk; Penn Wright, burned; Peerless,

sunk; Richmond, burned; R. S. Hayes, burned; Silverthorn, burned; Sallie J. Cooper, dismantled; S. C. Baker, dismantled; Texas, burned; Undine, sunk; Virgie Lee, dismantled; W. R. Jones, dismantled; W. D. Shipley, sunk; W. C. Heine, sunk; Steamboats, the names of which were changed during 1886: Sam J. Keith to City of Florence, Nettie to Dick Clyde, Ariande to Idlewild, L. P. Ewalt, to Sam P. Jones, Golden Crown to De Soto, Two States to Edna Adams, Thos. D. Fife to Phil. Armour, Cumberland to Albert M. Lee, Henry A. Taylor to G. W. Sentell, Maud S. to F. W. Oxley.

THE DAILY GATE CITY.
MAY 7, 1887.

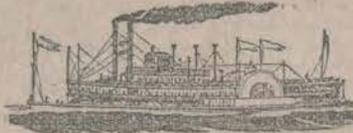
Steamboat Life in 1845.

My first venture in steamboat life was in 1845, and then I thought it was a very risky one. The first boat I owned was a little sternwheeler, the Lucilla, the first St. Louis and Alton daily packet. At that time Alton had but one street running back from the river bank. Close to the boat landing I had a little store with all my little fortune invested. Shortly after I had opened out, along came a minister who owned the Lucilla. He was discouraged with his efforts at steamboating, and wanted me to take the boat off his hands. One thousand dollars was the figure; \$800 cash and the balance in two or three months. I finally agreed on \$500 cash and the balance on time. How was I to get the money? It was as difficult of solution as the interstate commerce puzzle. But I got it. I went around to the business men of Alton, borrowed \$25 from this one and \$30 from another, and not one of them knew that I had borrowed from the other. In about two hours I had the \$500 together, closed the bargain and started for St. Louis the next day. The boat was a success, and I cleared all indebtedness in two trips. This, in brief, is the history of the first Alton and St. Louis boat.—Capt. Lamonthe in Globe-Democrat.

THE DAILY GATE CITY.
- JANUARY 22, 1887. -

Entered at Keokuk Postoffice as second class matter

---Montrose Journal: "Capt. Spencer T. Ball, of St. Louis, Mo., one of the oldest pilots on the upper Mississippi, came up on the early train Monday morning and called on his old pioneer friend, Capt. Owen Galland, and others. Captain Ball lived at and owned half of Keokuk in 1836. There was only one other white man (John Gaines) living in Keokuk at the time. He ran a keel boat up the Des Moines and laid out Red Rock, where he built a trading house and traded with the Indians. The captain is a hale and hearty old gentleman aged 73 years. For the past eight years he has been captain of the steamer Mattie Belle, which runs on the Illinois river."

Daily Constitution.
AUGUST 25, 1883
Ft. Madison, Nauvoo and Keokuk Packet,

STEAMER PENGUIN.
On and after Monday August 20th, will run every day except Sunday, as follows:
Leave Ft. Madison at 6:30 a. m.
Leave Nauvoo at 7:15 a. m.
Leave Montrose at 7:45 a. m.
Returning, leaves Keokuk at 3:00 p. m.
1883 F. A. WHITNEY, Agent.
NEW STEAMBOAT LINE.

The Penguin to be Run Regularly between Keokuk, Montrose, Nauvoo and Fort Madison.

There is a great deal of travel between Keokuk, Fort Madison, Nauvoo, Montrose and intermediate places along the river, and for a long time there has not been sufficient facilities for the people of those places to reach Keokuk. That disadvantage is now to be obviated, Captain Whitney having decided to put the Penguin in as a regular packet between Keokuk and the places named. The Penguin will leave Fort Madison every morning except Sunday at 6:30, and returning will leave Keokuk at 3 p. m. This will give the people along the line ample time to do their trading in Keokuk and return to their homes the same day, as the Penguin will arrive here at about 8:30 a. m., and remain until 3 p. m. The first trip will be made next Monday.

The Daily Gate City.

SATURDAY MORNING, MAY 4 1872.

MAY EXCURSION, TO NAUVOO,

And Pic-Nic at Burton's Grove,
On Sunday, May 5th, 1872.
The Steamer EAGLE will leave Warsaw and Alexandria at 8 o'clock and Keokuk at 9 in the morning, and return at 6 in the evening.
Good music and plenty of "Buck" beer will be on hand.
ROUND TRIP, 50 CENTS.
my4 2: GASPER.

THE GREAT EAST RIVER
R. L. BICKEL KEOKUK IOWA

H. JUNE 3, 1880.

THE GOLDEN EAGLE.

DESTRUCTION OF THAT ELEGANT
NORTHERN LINE PACKET BY FIRE.Three of the Passengers Missing—The
Boat and Cargo a Total Loss—The
Particulars.

The report reached this city Monday that the Golden Eagle had been burned to the water's edge, and that five lives were lost, one of the victims being a Keokuk man. The rumor proved to be true in so far as the burning of the boat was concerned, but there were but three instead of five passengers missing, and it is not yet definitely known whether they lost their lives or not, though such is presumed to be the case.

The particulars of the disaster are as follows:

The Golden Eagle left Keokuk Sunday morning at 8 o'clock with an excursion party on board bound for Quincy. Having disembarked the excursionists at that point, the steamer continued on her way to St. Louis, and at about 2 o'clock yesterday morning, when opposite Martin's Landing, 25 miles below Clarksville, the dread alarm of fire was given, and the boat was immediately headed for shore and strenuous efforts made by Captain Asbury and his efficient crew to get the precious load of human freight to terra firma in safety. Their efforts were successful, with the exception of the three parties still missing and who are supposed to have lost their lives either by fire or water. The prompt action of the officers of the boat and the presence of mind displayed by the entire crew is highly commendable, and doubtless averted a more terrible calamity.

In a very few minutes the handsome steamer was enveloped in seething, hissing flames, and in an almost incredibly short space of time nothing remained but the blackened hulk of the once elegant river palace.

The names of the missing passengers are not known, as the books and papers of the boat were destroyed and their identity can only be surmised. The party supposed to have been a Keokuk man is described as middle-aged, well-dressed, and lame. Another of the victims was a stock man from Bowles' Landing, name unknown, while the third is a boy who has been employed on the boat. Various rumors were afloat in the city as to the identity of the boy, some claiming that he was a son of Major Penn, formerly of this city, and now residing at Louisiana, while others say that his home was at Quincy.

There seems to be no doubt that the fire was occasioned by the explosion of a lamp, though rumors were rife yesterday morning that the steamer had been struck by lightning.

The boat was valued at \$50,000, and was insured for \$33,000.

The cargo consisted of about 140 tons of grain and a large amount of general produce from Keokuk, 140 bales of hay from Warsaw, and miscellaneous con-

signments of freight from intermediate points, all of which was valued at about \$40,000; loss thought to be fully covered by insurance.

The Golden Eagle and War Eagle were the finest boats that ever run above St. Louis, and the loss of the former is, of course, keenly felt. Captain Hutchinson informs us, however, that she will be immediately replaced—the new boat to be launched in less than sixty days. The officers of the fated steamer were:

D. R. Asbury, captain; Dan Garin, clerk; Peter Halpine, mate; Doc. Lane and Wm. Shumaker, pilots, and John Cabell engineer.

The Golden Eagle made her first trip in September, 1876.

We herewith append the Associated Press report of the disaster:

(To the Associated Press.)

St. Louis, May 31.—The steamer Golden Eagle, of the Keokuk Northern Packet Company, burned to the water's edge at Martin's Landing, 30 miles above Alton, at 2 o'clock this morning. Chas. Pinn, a cigar boy of Quincy, a stock dealer named Grierly, of Bowles' Landing, and a man, name unknown, who lived sixteen miles above Keokuk, are missing, supposed to be lost. The boat is a total loss.

The cause of the fire was the explosion of a kerosene lamp on the boiler deck, at the stern of the boat. An alarm was immediately given to Captain Asbury, who was on the hurricane deck, and the vessel was run ashore as speedily as possible, and the passengers, some 60 in number, who had been aroused by the clerks and watchmen, were safely landed, excepting those mentioned above. When the boat touched shore she swung around and a strong south wind swept the flames from stern to bow with incredible swiftness, and in ten minutes the entire upper works were gone. There was great excitement among the passengers, but owing to the splendid discipline of the crew, and the cool and steady conduct of Captain Asbury and his officers, all were safely landed. The books and papers of the boat were destroyed and a list of passengers cannot be given, but it is thought that none were lost other than those named. The passengers lost nearly all their effects, and many of them, when they arrived here on the steamer Josie this morning, especially the ladies, were still in their night clothes. The boat was valued at about \$50,000; insured for \$30,000.

We glean the following particulars of the burning of the beautiful steamer Golden Eagle from yesterday's *St. Louis Globe-Democrat*:

The Eagle was coming down from Keokuk, having left that point at 7:45 o'clock Sunday morning. When at Barracks, and just at the foot of Red Chute, the watchman went to the captain, D. R. Asbury, with the horrible news that the boat was afire and the flames could not be controlled. The captain in turn ordered the pilot to round to and land as quickly as possible. Howard G. Lane was at the wheel, and with the coolness of an old hand at the business of steering burning boats, headed her for Barracks. The moment the boat rounded to and began going with the wind her cabin filled with smoke, and amid a great deal of confusion the passengers, nearly sixty in number, began running hither and thither.

The captain first awakened his men, who were sleeping in the texas, and with their assistance the passengers and the remainder of the crew, with three exceptions, were herded on the bow of the steamer, the after portion of which was now wrapped in a sheet of bright flames. When within a few feet of the landing the master started out his men with a line of rope, that the pilot might be relieved from his perilous position as soon as possible. The line was made fast and the staging lowered, the passengers were put ashore, the crew followed, and the boat soon burned to the water's edge.

The flames were first discovered among a number of bales of hay on the starboard side near the stern of the boat. Leaping and crackling they broke through the starboard side, and in less than fifteen minutes from the time of the discovery the pride of the Keokuk Northern line was a thing of the past and \$50,000 worth of property was turned to ashes.

Gathered on the bank were men, women and children in garbs more cooling than comfortable or adorning. The colored rouser sympathized with the little shivering child, while the bewildered mother ran to and fro in the brilliant glare of the burning boat. Rich and poor were moved alike by fear lest the boilers might explode from the intense heat, for the safety

valves were hissing and almost screaming under the pressure brought to bear on them.

But a few moments before the fire was discovered, the steamer Josie, of the Diamond Jo Line, met the Eagle under way, the boats going in opposite directions. Five miles had been placed between the boats when the pilot noticed a brilliant light in the direction of where he thought the Golden Eagle ought to be. Captain John B. Davis, her commander, was at once notified, and he ordered the pilot to round to and go back. As she hove in sight the shelterless passengers gave a token of appreciation of Captain Davis' kindness by a waving of hats and cheering in tones of gladness. They were all taken aboard and landed safely at this wharf at 7 o'clock yesterday.

Among the passengers were Vincent Frances and Nellie Frances, of Keokuk.

As far as could be learned, after carefully canvassing the matter, Mr. Gavin says that there are but three persons missing, namely:

Charles D. Pinn, of Quincy, who was employed by Steward Buckley as a cigar boy.

J. N. Grierley, a stock dealer, who got aboard at Bowles Landing with a lot of hogs.

A store keeper, who lived sixteen miles above Keokuk, who was on his way to this city to procure a wooden leg.

Mr. Frank Johnston, secretary of the company, in the absence of Commodore W. F. Davidson, president of the line, states that one of the new fast boats will be out in forty-five days, and it will take the place of the unfortunate Golden Eagle.

As soon as the castaways found themselves safe on board the Josie they got together, made out and signed a testimonial of gratitude and thanks for the bravery displayed by the brave captain, the heroic and unflinching pilot, the clerk, engineer, assistant and the entire crew.

Among those who joined the gallant officers and were conspicuous for coolness and brave deeds, was Mr. S. Dowden, of Edina, Knox county, Mo., who was a passenger on the ill-fated steamer with his wife and child. After safely rescuing his own loved ones, Mr. Dowden returned to the boat through flame and smoke, and rescued several who had fallen from suffocation. To render this service Mr. Dowden sacrificed his personal effects, everything he had on the boat with the exception of the clothing worn by himself, wife and child. Mr. Dowden and family are guests of Mrs. Emily Carkener, 3323 Washington avenue.

THE WEEKLY GATE CITY

JUNE 10, 1880.

THE MISSING MEN.

TIDINGS FROM TWO OF THE PARTIES LOST ON THE GOLDEN EAGLE.

A. R. Wilcox, of Eldon, the Lame Man, and a Mr. Cresap, of Bonaparte, Supposed to be the Stock Dealer.

Considerable speculation has been indulged in as to the identity of the lame man lost in the Golden Eagle disaster, at Barracks. It was at first reported that he hailed from Keokuk, and the next statement was that he came from above Keokuk—a distance of about 16 miles—and was enroute to St. Louis to procure a wooden leg.

Neither of these surmises proved to be correct, however, and a GATE CITY reporter has since put forth every effort to learn the name and residence of the party. On Thursday the following dispatch was shown us:

ELDON, Iowa, June 2.

"Did A. R. Wilcox purchase ticket and take passage for St. Louis on steamer Golden Eagle Sunday morning?"

S. A. ADAMS.

As the books of the boat were missing, and as the list of passengers given by the clerk did not contain the name the reply was sent that he did not.

Another telegram was received shortly afterward, which read as follows:

ELDON, Iowa, June 3.

"How do you know A. R. Wilcox was not on the Golden Eagle. Give full particulars. We think he is the missing man. He started from here for St. Louis to procure a wooden leg, and has not been heard from since."

S. A. ADAMS.

This seems to settle the question as to who the unfortunate victim was. Mr. Adams passed through the city yesterday, enroute for Barracks, to learn if possible whether Mr. Wilcox has been heard from since.

On Friday two gentlemen came in from Bonaparte in search of their uncle, a stock man of that place, and after diligent inquiry here decided that he was the man who went down with the Golden Eagle. The result of their investigation of the matter was that he had left Bonaparte with a lot of cattle belonging to Mr. Carlisle of that place, which he was taking to St. Louis to dispose of for that gentleman. He is

known to have been the only passenger who got aboard the fated steamer at Bowles' Landing, and as nothing has been heard of or from him since the disaster it is almost a certainty that he was the luckless victim. The names of the parties from Bonaparte are John and R. T. Cresape.

S. A. Adams, of Eldon, who has been at Barracks in search of traces of his friend Wilcox, the lame man supposed to have been lost in the burning of the Eagle, returned to this city Friday on the steamer Minnesota. He is convinced that Wilcox was the man, as several parties whom he interviewed stated that they saw him retire to his stateroom, but no one could be found who had seen him leave it. This, in connection with the fact that nothing has yet been heard of Mr. Wilcox, satisfies Mr. Adams that he was the man.

THE WEEKLY GATE CITY.

DECEMBER 2, 1880.

RIVER RECORD.

FACTS AND FIGURES CONCERNING THE BUSY SEASON OF 1880.

An Unusually Large Amount of Business Transacted—List of Boats Passing Through the Bridge.

The river is still open at this point, though navigation is practically closed for the season. The past year has been a busy one on the Mississippi, 306 more boats and 52 more barges having passed through the bridge in 1880 than in any previous year on record.

The canal has been closed for some time, and the Josie, Lumberman and Plough Boy are frozen tight therein. The Josie has a couple of barges loaded with New Orleans freight in tow, and should an opportunity offer she will undoubtedly attempt to reach St. Louis.

The river broke up and ice began to move in 1880, on January 3d, and on January 5th the river was open.

The highest stage of water was on June 29th, being 18 feet, 2 inches above low water mark of 1879, and five inches higher than in 1876.

The first snow fell November 15th and the first ice of this winter appeared in the river November 17th.

The lowest water of the year was on November 22d, being 8 inches below low water mark of 1879.

The following are the dates of opening and closing of the river, as recorded by the bridge company:

In 1871-2 closed December 14th and opened March 4th.

In 1872-3 closed December 4th, opened March 10th.

In 1873-4 an open river.

In 1875 closed January 5th, opened March 28th.

In 1875-6 an open river.

In 1876-7 closed December 11th, opened February 14th.

THE BRIDGE.

The draw was opened by hand January 8th for the steamer Arkansas; steam was raised February 23d, and the steamer Cricket came out of the canal where she

had wintered and passed through the draw twice on that day. Following is a complete and accurate record of the number of boats and barges which have passed through the draw during the season, together with a comparison with former years, giving the names of the boats and the number of times each has passed through:

PACKETS.	
Josie.....	29
Minnesota.....	29
Annie.....	33
Tidal Wave.....	25
Plough Boy.....	5
Josephine.....	32
Libbie Conger.....	31
Clinton.....	34
Red Wing.....	26
Laura L. Davis.....	13
Diamond Jo.....	30
Alex Kendall.....	27
Belle of La Crosse.....	34
War Eagle.....	7
Minnesota.....	41
Golden Eagle.....	2
Northwestern.....	11
Mary Morton.....	24
Alex Mitchell.....	15
E. W. Cole.....	1

RAFT BOATS.	
Ida Fulton.....	17
Lumberman.....	36
Prescott.....	167
J. G. Chapman.....	10
H. Schulenburg.....	30
Golden Gate.....	24
Hiram Price.....	29
Mountain Belle.....	61
Little Eagle.....	31
Natrona.....	14
M. Whitmore.....	46
Silas Wright.....	25
Mollie Mohler.....	18
Robert Ross.....	1
B. F. Weaver.....	26
Dan Hine.....	57
Petrel.....	12
A. C. Bird.....	2
Louisville.....	19
Tiber.....	32
Minnie H.....	1
Helen Mar.....	21
Silver Wave.....	5
Peta Kirns.....	33
Dexter.....	25
Blue Lodge.....	42
Annie Girdon.....	10
L. W. Barden.....	12
Abner Gile.....	17
R. J. Wheeler.....	14
Clyde.....	2
A. F. Jenks.....	1
Jas. Fisk, Jr.....	1
Isaac Staples.....	6
Moline.....	1
Pauline.....	2
Bella Mac.....	7
Lizzie Gardner.....	5
Menomonic.....	7
Iowa.....	2
Alfred Toll.....	10
Keokuk.....	4
Le Claire Belle.....	4
B. E. Linehan.....	8
Penguin.....	4

TOW BOAT.	
Arkansas.....	11
St. Anthony Falls.....	8
Iron Age.....	2
Imperial.....	1
Innovator.....	120
W. D. Smith.....	6
Victory.....	20
Florence No. 2.....	10
J. N. Kellogg.....	2

GOVERNMENT BOATS.	
General Barnard.....	10
Lilly.....	2
Joseph Henry.....	2
Octavia.....	2
Wasp.....	1
Dredge boat No. 3.....	1

Names unknown..... 3
Following is a summary of the number of steamers and barges passing through the draw each month of 1880:

Month	Steamers	Barges
January.....	1	1
February.....	5	35
March.....	42	100
April.....	153	110
May.....	237	279
June.....	338	166
July.....	308	55
August.....	220	52
September.....	245	79
October.....	212	113
November.....	113	23
Total.....	1,868	890

The following is a statement of the number of boats and barges that have passed through the bridge each year since it has been in operation:

Year	Boats	Barges
1874.....	1,384	815
1875.....	1,347	704
1876.....	1,590	944
1877.....	1,287	562
1878.....	1,518	781
1879.....	1,552	845
1880.....	1,868	890

Showing that the present year has been the busiest one on record.

The bridge has been operated very satisfactorily, there having been but few accidents, and none immediately attributable to the bridge officers.

DAILY GATE CITY.

TUESDAY MORNING, DECEMBER 1, 1874.

FROM MEMPHIS.

MEMPHIS, Nov. 30.—A thief took from the cash drawer of the steamer City of Vicksburg, lying here yesterday, \$3,500, but overlooked \$4,000 in the back part of the drawer, and the keys to the safe, which contained \$25,000.

It Was a Feast, Nothing Less, That Old Time River Boats Served; Cost 30 Cent

Constitution-Democrat.

What Would Now be Called Banquet Was Served Then as Part of Trip Cost in Those Days.

— 1909

Keokuk people who remember the sumptuous meals which were served on the old Diamond Jo line packets between Keokuk and St. Louis will be interested in the menu which was served on one of the river boats back in 1861. This menu, together with a story of the old days on the river, appeared recently in a St. Louis paper's feature section.

C. M. Berkley is the author of the article, and he was the general passenger agent of the St. Louis and New Orleans Anchor line, the finest line of steamers on the Mississippi river.

The sample menu which Mr. Berkley has included in his article, it is estimated, would cost now about \$30 a plate, but was served then for the ridiculously low price of 30 cents a plate. And passengers on the steamer ate all of the meal that they wanted, there being no Hoover restrictions in those days.

Nothing Unusual.

This bill of fare was not unusual, as all the boats in those days served about the same. To think that such a meal cost the passenger only about 30 cents! For about one-half of the total fare paid by a passenger went for his meals, and the average price of the banquet tabulated herewith, and similar spreads, was about three dimes.

Cooks from steamboats were sought by all first-class hotels, because the service on the packets in those days could not be obtained at any hotel in the land. Besides three fine meals a day, they served 4 o'clock coffee and cake and a midnight lunch. The Anchor line consumed twenty-one days on a round trip to New Orleans, the fare was \$20 one way, \$36 round trip, including meals and berth. Today a boat like the ones they used, giving a similar service, would charge \$100—and get it.

The steamer Grand Republic was the largest and finest boat on the river. She was owned by Captain William H. Thorwegan and cost \$325,000. She could not be duplicated now for almost a million. Captain Thorwegan also owned the bars on sixty other steamboats, from which he derived a net revenue of \$1,500 per day.

From 1870 to 1885, the St. Louis and St. Paul Packet company owned and operated sixteen side-wheel boats between St. Louis and St. Paul. These boats were very popular and maintained a daily service from St. Louis to St. Paul, carrying a very large number of passengers. They had the most beautiful scenery on the upper Mississippi, for between Dubuque and St. Paul the river is dotted with numerous islands. The scenery of Lake Pepin, thirty miles long and six wide, has often been said to surpass that of the Hudson river.

Upper River Character.

BILL OF FARE.

Steamer Monarch, Cincinnati, Memphis & New Orleans, Union Line passenger packet.

J. A. Williamson, Master.
A. D. Armstrong, Clerk

Dinner on board the
Steamer Monarch, March 31, 1861.

SOUP.

Green Turtle Oyster a la Plessey

FISH.

Barbecued Red a la Maitre Decate
Trout a la Vortpre

ROAST.

Beef Turkey Fig Chuck Veal Pork Mutton
Chicken

HOT ENTREES.

Scallop of Chicken with Mushrooms and Green Corn
Val an Vent of Oysters a la Buchmer
Tendons of Veal a la Dumpling and Green Peas
Filets of Fowl with Truffle Supreme Sauce
Curbanceces of Mutton Garnished with New Potatoes
Vegetables of the Season.

COLD DISHES.

Potted Fowl and Tongue Ornamented with Jelly
Boned Turkey, Champagne Jelly
Cream with Apple Jelly

BOILED.

Mutton Turkey Country Ham Corned Beef
Tongue Chicken

CONDIMENTS.

Radishes Spanish Olives Green Onions
Worcestershire Sauce
John Bull Sauce Lettuce Chow Chow
French Mustard Cucumbers Chives
Shrimp Paste
Horseradish Cold Slaw Celery Pickles
Pickled Onions

GAME.

Pate Chaud of Pigeon a la Chasseur
Teal Duck Braised a la Madeira

PASTRY AND DESSERTS.

Pies.
Apple Whortleberry Peach Cherry
Gooseberry and Mince
Tarts.
Apple and Gooseberry.
Puffs.
Chocolate
Miscellaneous.
Cabinet Pudding, Custard Sauce

Lemon Ice Cream Russian Cream
Apple Tarts with Quince Macaroons
Jelly Pie Ornaments Boiled Custard
Naples Biscuit Apple Meringue
Boston Cream Cake Orange Jelly Almonds
Cheese Cake Coconut Cream

CAKES.

Pound Fruit Jelly Sponge Plum Cloud

CONFECTIONERY.

Candy Kisses Golden Molasses
Cocoanut Drops Cream Figs French Kisses
Lemon Drops Gum Drops

NUTS AND FRUITS.

Raisins Prunes Almonds Brazil Nuts
Pecans Peanuts Filberts
English Walnuts Pineapple Oranges
Dates Apples Figs Bananas
Coffee

D. H. KENDALLE, Steward.

One of the characters among early steamboatmen was "Old Bill" Henderson, an upper Mississippi river steward. Bill's boat, one year, was the last of the season from St. Paul. She did not reach St. Louis, having to lay up at Alton on account of heavy running ice. She arrived at Alton about 10 p. m. and the crew got the St. Louis newspapers, wherein Henderson read that the banking firm of Page & Bacon had failed the day before. In this bank were deposited all his life's savings.

"Old Bill" armed himself with a butcher knife and started to walk to St. Louis, there being no train scheduled for the next twenty-four hours. He crossed the river on the ice at St. Louis, completing his trip at 3 a. m. At the bank he found the front door locked, but saw two large covered trucks at the side door, which he proceeded to investigate, and found that all the cash was being taken away. He walked into the bank, locked the door, put the keys in his pocket, drew his butcher knife and demanded his money or their lives.

It is needless to say he was paid all his money, in gold, and he wrapped it in a bandanna handkerchief. As he left the bank, he had to pass a grating on the sidewalk. He slipped and the bandanna handkerchief and the gold dropped into the grating. It was still early in the morning, so he laid down to await the porter, who arrived in due time and found Bill asleep. Upon telling his story to the porter he was allowed to gather up his small fortune and carry it away with him.

A RIVER RIOT OF LONG AGO

Constitution-Democrat.

Old Rafter Dubuque and Her Capture.

Tale of the Raftsmen Who Wanted Red Liquor is Being Reproduced.

JULY 24, 1901.

The Dubuque Times of Sunday, moved thereto by the reappearance of the Diamond Jo liner Dubuque in that city, ready to go on the ways and be made as good as new again, after having her whole hull torn off, digs up this ancient story. A story that is not a warm one does not fit these times. This is guaranteed to fit any state of the thermometer:

"The coming of the 'Dubuque' to this city has brought up reminiscences concerning her, and many have the impression that she is the Dubuque that was seized by a large party of raftsmen, near Rock Island, about 25 years ago. This impression, however, is false. The present Dubuque was the Pittsburg until the St. Louis cyclone, in which she was completely

wrecked, there being nothing left of her but the hull. The Dubuque that was seized by the raftsmen was the original boat of that name, and her first master was Capt. J. W. Parker, who had been a resident of Dubuque for many years, and who, after retiring from the river, served two or three terms as alderman from the Fourth ward. In 1867, during the administration of Mayor Graves, the city presented her with a stand of colors and a set of horns, the latter occupying a conspicuous place on her hurricane deck, near the bell. It was on the occasion of her first trip to this city that the presentation was made, Hon. John H. O'Neill responding on behalf of the mayor, and Captain Tom Levens presenting the antlers. There was a great crowd at the levee and the city was in holiday attire, especially the levee portion of it.

"The old Dubuque went through a trying experience about 25 years ago. In those days all the logs and lumber from the pineries was floated down the river, and each raft had, on an average, about 50 men. There was a large party of these raftsmen at one of the towns below Rock Island, and they boarded the Dubuque for the north on their return to the pineries. They had been paid off, and, after coming on board, the first thing they did was to make a rush for the bar, all the packet boats of that time having bars. Who the then captain of the boat was is not known but it is thought that he was Captain Rhodes; but, at any rate, he gave orders that no liquor should be sold to the raftsmen, and stationed a colored man on the stairway leading to the cabin, with orders not to permit the raftsmen to go up to the bar. The first to make the attempt were stopped, and, when it became generally known among the raftsmen that they could not get anything to drink they became frenzied with rage and a riot ensued. Revolvers were drawn by the raftsmen and an indiscriminate shooting of colored roustabouts began, several of whom jumped overboard and were either shot to death or drowned. The officers of the boat drew their guns, and endeavored to subdue the rioters, but their efforts proved futile, and the shooting and killing continued until the raftsmen had complete possession of the boat. The officers were driven into the cabin. The pilot was compelled to keep on, there being men in the pilot house with revolvers, and he had to obey. The situation was a desperate one, and the officers saw that it would not do to permit the boat to pass Rock Island in the possession of the rioters. To prevent this, if possible, one of the officers jumped overboard and swam ashore. He sent word to the city authorities, and they, in turn, notified the commandant at the arsenal of what had taken place, and it was only a few minutes afterward that cannon were brought out and trained on the Dubuque. The rioters in the meantime had ordered the pilot to whistle for the bridge, which he did, but it did not open. Then an

officer came from the arsenal, who came out in a boat, ordered the raftsmen to surrender immediately or the boat would be blown out of the water, telling them that it meant death to them if they failed to obey. They heeded the warning and surrendered, and the worst affair ever known on the Mississippi passed into history.

"The raftsmen were placed under arrest, and at the trials that ensued about a dozen of those who had taken a leading part were convicted and sentenced to the penitentiary for periods ranging from ten to twenty-five years. In all about eighteen negroes were killed and wounded and some of the raftsmen were wounded."

for a lower rate to Cleveland to the G. A. R. encampment, which is to be held there in September. The letter is as follows:

"Springfield, S. D., July 19.—The rates made to Chicago for the national encampment (one fare plus \$2) are not satisfactory to the boys in the department. But few will go unless better rates are given. At a rate of one cent per mile a large delegation would attend the Cleveland encampment and I would suggest that the commanders of the department west of Chicago would unite in asking and earnestly request the western passenger association for a one cent rate over all roads to Chicago and return to all who attend the national encampment next September. Our last department encampment came near passing a resolution urging the boys not to attend the national encampment until the one cent rate was given.

"I am asking the department commanders of Colorado, Wyoming, Illinois, Kansas, Minnesota, North Dakota, Oregon, West Virginia and Alaska to write at once to E. E. McLeod, chairman of the Western Passenger association at Chicago, Ill., assuring the association that a one cent rate will bring out a large delegation. Will you do this, and if this does not bring about the desired result I would like to meet all these department commanders in Chicago at an early date and make a strong appeal in behalf of comrades in the west. The Eastern, Central and Southern Passenger associations have granted a one cent rate and have done so for years, and there is no reason why the great west should not receive the same treatment. May I hear from you in regard to this matter?"

George W. Snow, Department Commander of South Dakota.

Commander Metzger is determined to assist in this movement to get a one cent rate for the soldiers of Iowa to Chicago. Of course, they will get that rate from Chicago to Cleveland, but Mr. Metzger, like Mr. Snow, can see no valid reason for making a difference west of Chicago. He will make every effort to get the one cent rate for the Iowa soldier boys. With such a rate he expects there will be 2,000 Iowans in Cleveland. Without it there will be scarcely 600 Iowans there.

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

MONDAY, MARCH 28, 1910.

The Negro Roustabout

Colored Hands Fast Disappearing From the River—Rou-
mance of the Mississippi, Including Gambling for
"High Stakes," About Gone.

HANNIBAL, Mo., March 28.—Some of the northern line steamboat companies operating on the Mississippi river are going to substitute Italians and Greeks for their negro roustabouts this season, believing that they will prove to be cheaper and steadier workers.

With the passing of the negro roustabout or deck hand will go the last picturesque feature of the days of river navigation. The first to go was the long feathered stacks of the big liners, which were replaced by squat affairs resembling a stovepipe that would go under the bridges.

Then came the lighthouse at bad crossings, the elimination of jutting snags and the electric searchlight. With the advent of these safeguards to navigation the glory of the kid-gloved, lynx-eyed steersman vanished, and he became a common river man.

"Anybody can steer a boat when he has the marks to go by and a headlight shooting a mile down the river," said an old pilot disconsolately. "It's like driving a nag along a hedge lane. Time was when a pilot had to know the river himself and he got paid for knowing it."

The aids to navigation have made the captain a bigger man than the pilot, which is against river tradition.

Next the iconoclasts dumped the broad-hatted, oily gambler into the river for the catfishes, and placed so low a limit on the lawful ante that it was more fun to play checkers and dominoes.

To follow these distressing things by the banishment of the negro roustabout and his soulful song will be turning the Father of Waters into a cemetery. You can't write river stories or make songs about people whose lingo you don't understand.

The man who has never made a trip down the Mississippi river in the real steamboat days has lost a page of life that would have contributed to his love of country. Closely woven with the poetry of the voyages was the brawny negro deckhand, and right behind him the masterful mate, with his hair trigger profanity dynamo.

The big Anchor Line steamers for Grand Tower, Cairo, Memphis and Vicksburg were scheduled to leave the St. Louis wharf at 5 p. m., but they rarely got under way before 9 or 10. The rule seemed to be to hold the boat as long as there were offerings of freight, and it looked as if the shipping clerks in the big wholesale houses on Second and Main streets didn't begin to get busy until late in the afternoon.

Then wide two-wheeled drays and trucks would clatter down the long rock levee like an army of invasion. It was a lively sight. Officers would dart about directing teamsters where to go and saying things about their tardiness; the teamsters would swear at their mules, and the mates would cuss the roustabouts. Everybody seemed to have a safe target for his wrath, and nobody took offense.

By and by, long after the last dray of freight would roar across the wharf bridge, an army of black men would seize the stuff almost before the team stopped, the mud valves would growl out great clouds of steam forward of the paddle wheels, and some one aloft, generally the captain, would pull the great bell for the third time. That was the signal to cast off the hawsers and run in the gangplank.

Then the big craft, loaded nearly to the water's edge amidships, would slowly drift out into the river, stern forward. When the line of boats was cleared a seeming haphazard concert of small bells and baby whistles below was responded to by long fierce exhausts, spouting geyserlike from the steam pipes just forward of the wheel houses. The din of the bells and whistles, which nobody but the engineers could have understood, was kept up until the boat had slowly turned and headed south. The voyage had begun.

Then the negro roustabouts scattered around on the coffee sacks and hemp bales started their evening musicale:

The boat comes sallin' 'round de ben'
Good-by, my lovah, good-by;
She's loaded down wid wimin' an'
men,
Good-by, my lovah, good-by!

By-by, my ba-bee,
By-by, my ba-bee,
Good-by, my lovah, good-bye!

It was sung to a long plaintive tune carrying with it the agony of parting forever. As it rolled out into the darkness, now and then illumed by the red glare from an opened furnace, the black man seemed to have come into his kingdom, a kingdom peopled with weird shapes and enveloped in the mysticism of a dark continent. He was no longer a humdrum hewer of wood and a drawer of water, but a part of the sublimity of the river.

The steady move of the engines, the cascades from the great paddle wheels, the long sonorous roar from the steam pipes and the pleasant quiver of the boat seemed the natural accompaniment of the negro's lullaby, and the whole scene was so en-

chanting that few passengers retired to their staterooms until late in the night.

Swing high,
Swing low,
Sweet Char-i-o-t!
Come for to carry me home!

The boat swept on past the great Vulcan iron works, where the blasts showed red against the houses and and gave them the appearance of a town on fire; on past "Bloody Island," where statesmen met to shoot holes into each other, and then down to the road water avenue by the mountains of iron the steamer sped, throwing behind great billows that sparkled back the lights from the rear cabin.

Far downstream is a light close to the shore. The pilot knows what that means. It is a wildcat landing, where a freighter awaits with a lot of goods or some passengers want to take the boat. In either event somebody has probably been waiting by the riverside six or eight hours. The pilot pulls a ring in the top of his little house, and the triple whistles above it give the peculiar signal of the line.

The steamer runs far past the landing, turns laboriously around under the chiding of the small bells and baby whistles and forges up to the landing, where the boat is made fast to a tree and the gangplank is run out, assisted by the rapid fire comments of the mate. If there was much freight to go on the place was lighted by burning pine knots in an iron basket near the gangplank.

Promptly, as if glad of the call to duty, the deckhand was up and ready for the work of loading. In those days he was a trusty machine and was proud of his great strength, of his boat and even of the rich vocabulary of his mate.

He loved when ashore to talk of the big towns he made and of the way up people he knew in them. He had a sweetheart in every place where his boat put up over twelve hours, and he kept her until she was courted by a man from a bigger and a faster boat.

A roustabout could always beat the time of a member of his race who was only a waiter in the cabin or a member of the orchestra. The difference was as that between the soldier and the camp followers.

It is related that during an assembly of negroes in a church at Natchez a giant of a fellow with a hard, furrowed face kept butting in with questions and advice. He was a stranger and presently the annoyed chairman asked a natural question regarding who the interrupter was.

"Who is Ah?" said the big man, swelling up. "Ah's de boss roustabout on de Bob Lee, sah!"

After those satisfactory credentials he was permitted to take part in the deliberations without further question.

A large and fast boat never had much trouble in securing plenty of deckhands, but there was no prestige in accepting employment on a small

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stern wheeler devoted mostly to freight traffic, although the wages might be better. The roustabout liked to show his strength and the ease with which he could carry a coffee sack or a pig of lead. Yet he would permit a little one gallus mate, whom he could pick up and shake like a mouse, to make public reflections on his family tree in words that sizzled. The roustabout supposed the mate was hired for his proficiency in that particular line, and if he hadn't kept it up it would have meant that the mate was alling or neglecting his employer's interest.

The roustabout had no organization, and strikes were of rare occurrence. They were faithful and satisfactory workers, and when they swarmed around a pile of freight it seemed to disappear like magic. They had not then come under the influence of the labor agitator and did not know that they ought to kick against unloading at night and at helping with the furnaces now and then.

But it seems the newer generation is becoming wise to conditions, and the river roustabout as the old time voyagers knew him may become extinct because of his increasing wisdom.

"Let the dagos lug the freight and coal if they want. We'll go to barbering or portering on a Pullman or run a minstrel show like a gentleman, sah," says the new generation.

NAVIGATION IN PIONEER DAYS THE DAILY GATE CITY.

Account is Found of How the Forcing
of River Traffic Took Place
a Number of Years
Ago.

SUNDAY, AUG. 28, 1910

OPENED THE DAMS

Edwin Manning Ordered Captain to
Throw Gates in Stream and From
That Time Boating
Continued.

While the government engineers are surveying the Des Moines river, a little side light into early history of the stream will not go amiss. The days of the pioneer in Iowa, when what chance did exist for navigation of the Des Moines river was frustrated by the mill owners having dams across the stream, led some of those of the earlier days, whose names are yet recalled as men who have achieved a place in the history of the state to break up this system. Among

these was the late Edwin Manning, father of Calvin Manning of Ottumwa and perhaps the best known man of his time in southeastern Iowa. Mr. Manning in an early day while expanding his growing business interests, actually forced navigation of the Des Moines, and for a long time shipped large quantities of goods of various kinds up and down the river from St. Louis and other points.

Tells Story Himself.

But the story as to how he forced the navigation of the Des Moines was told by Mr. Manning a third of a century ago. It was at a meeting held by the Old Settlers of Van Buren county on the fifteenth of August, 1877. And these were substantially his remarks on the occasion, which will be interesting to a large number of the readers of the Courier. He said:

He was sojourning in Missouri during the winter and fall of 1837, with Captain Hall and other friends, all looking for homes in the west. The captain and himself engineered a jumper ride on the river from St. Francisville up over the smooth ice and snow until they reached Keosauqua, which to their imagination, held in embryo, a fortune for the ingenious Yankee—hence the location of a town there. But this was not all. They made a trip across the half-breed tract to Ft. Madison, and visited old Black Hawk at his camp, located just below the town.

The country at that time was nearly all vacant. The settlements were confined to the streams. Claims had been made and even occupied up the Des Moines for nearly a hundred miles.

A Pioneer Trader.

Mr. Manning's first trade in Iowa was for a half-breed claim, which consisted of several acres of land—some twenty-five town lots in Keokuk—the whole costing about \$50.

In touching upon the different epochs of the county's history, he stated the first land-sales were made in 1838.

The court house in Keosauqua was built in 1841.

The navigation of the Des Moines was obstructed by dams until 1851.

Flatboating from 1845 to 1851.

The speaker could boast that he bought and sent from Van Buren county the first drove of cattle.

It was himself and "Uncle Sam Wright" who had the honor of buying and sending to St. Louis the first drove of hogs.

He also opened out the first stock of goods in the valley in 1839, and in '41 he contracted to supply the government fort at Des Moines with provisions, which he did by chartering a boat at St. Louis and bringing his purchases by steam.

Indians Appreciative.

The upper country in and around Raccoon Fork, was then peopled by Indians. In return for the honor conferred in giving the Indian chiefs a

free ride, the head men of the nation came afterwards and paid their respects by favoring the white men with a war dance. This was done on a magnificent scale, no less than 300 of the best brave Sacs and Foxes assembled, gorgeously adorned with bells and feathers and radiant with paint, and in the presence of their admiring spectators performed the most wonderful feats ever witnessed in western life.

Flatboating was the next venture, and this to him, the speaker said, proved to be the most successful operation in the whole valley.

Having built a few good seaworthy crafts, he essayed to get them into market, and although he sank the first boat twice before it reached its destination, it only gave notoriety to his enterprise.

After a time navigation was suspended until '47, at which period the cry arose "Out with the dams!" Mr. Manning, never loth to undertake what he was sure would pay, proceeded at once to St. Louis and contracted with Captain Allen to load the Jenny Lind and a barge for Keosauqua and Eddyville. Having favorable water they arrived in Keokuk in due time, elated with success, and there learned to their utter astonishment, that they could not navigate the Des Moines. Mr. Manning however, with his usual determination, would make the effort even if he lost his entire shipment. The captain, hearing his resolve, pushed on, and in a few hours they arrived at Farmington, covered with glory.

All seemed delighted with their success except the mill owners. Here again came the tug of war. It was fight or die. They must not stop. The gates were closed and an entrance was, of course, impossible.

Remove the Gates.

Mr. Manningsaid to Captain Allen: "I brought you here to do my work. My order is that you at once remove those gates!"

No sooner said than all on board lay hold of the offending gates and hurled them down the stream.

By this little experiment Mr. Manning was, he said, more than compensated in his own limited business, and what it did for him it did for the whole valley, for the navigation thus opened did not suspend until superceded by rail.

The next grand hope was the Des Moines river improvement, and through it, all had confident expectation of becoming enriched during their natural lives.

The grant was procured by General Dodge, said Mr. Manning, in the days of democracy, but, as the state failed to aid and foster the enterprise, it languished and finally was abandoned.

This interesting reminiscence of Iowa's early days is discovered in an old scrap book and is a profitable study under present conditions.

The Gate City.

APRIL 16, 1899.

L. GATE CITY COMPANY,
KEOKUK, IOWA.

KEOKUK IN 1843.

An Old Steamboatman's Interesting Reminiscences.

NOT A SODOM IN EARLY DAYS

Testimony of a Man Who Fired on the Cavalier in '33--The Mormons.

To the Editor of The Gate City:

When your correspondent first saw the spot where your beautiful city is now located it was a desolate looking hill, covered with trees, brush, and ravines. There was one log house on the bank of the river, near the lower end of Main street. This was in 1833. I then held the humble but important position of fireman on the steamer Cavalier. This boat made one trip a week from St. Louis to Quincy and Warsaw, and generally extended the trip to the foot of the rapids. There were but few boats at that time that went above the rapids, as the country was thinly settled, and the rapids were a great hindrance to navigation. In those days all boats used wood for fuel, and sometimes the Cavalier found it hard to get a supply; on many occasions had to use fence rails to keep up steam.

In 1843, ten years later, the town of Keokuk had been platted and streets and alleys had been established and many substantial buildings erected, and the town contained many cultivated and refined citizens, and Rev. Mr. Jones had come there to civilize and convert the inhabitants of that wicked place, which, according to the letter of his son, Silas C. Jones, published in The Weekly Gate City of the 19th of January last, was a modern Sodom or Gomoroh for wickedness. He says the saw mill was sure to run on Sunday and steamboats had to anchor out in the river to prevent being robbed.

In the steamboating seasons of 1841-'42-'43-'44 I was employed on two different steamers plying the upper Mississippi. The first was the steamer Rapids, commanded by Captain Mortimer Kennet; engineers, Enoch Ivester and Hiram Newell; mate, Wm. Nevins. The Rapids made regular trips from St. Louis to Galena and Dubuque, sometimes going above the latter place, but there was not much trade above, as that part of Iowa territory was thinly settled. The steamer made two

voyages to Fort Snelling with supplies for the soldiers. There were but few whites in Minnesota, but the Sioux were numerous along the river. The Rapids stopped at every town on the river to put off or take on passengers and freight, and Keokuk was not excepted. She landed broadside to the shore and the gangway planks were run out and every person who had business or curiosity came on board without hindrance. In all the time I worked on the steamer she never anchored out in the river, nor did I hear of an instance of the kind. The second boat on which I was employed was the steamer Boreas. She made two trips a week from St. Louis to Keokuk and carried the mail, but she never anchored out in the river to deliver mail at Keokuk or at any other place. All the steamers bound for towns above the rapids were compelled by necessity to land at Keokuk for the pilot to ascertain the stage of water. If he found it too low for his boat to go over with her cargo it had to be unloaded and put into large flatboats called lighters. If the river was very low, everything moveable had to be put on the lighters, even the doors and window shutters of the cabin. All this was done at Keokuk where Mr. Jones says that boats had to anchor out in the river to prevent being robbed.

The lighters were towed up to Nashville (now called Galland) by horses, sometimes walking on the shore and often in the water up to the saddle girths, the teamster riding and one man steering. The same trouble had to be encountered in going down, but horses were dispensed with and the lighters were taken over by oars. The passengers went around by wagon or hack at their own expense. The captains of the boats sometimes paid as much as fifty cents per hour for laborers to help load the lighters. A few years later the towing extended to Montrose, as the channel had become shallow by a small island near the town, the whole distance being twelve miles. The lighters carrying valuable cargoes of goods were towed with not more than three men to guard them and not one was molested by robbers. All this hindrance to navigation has been removed by the splendid canal and locks built from Galland to Keokuk, eight miles, and blasting and deepening the channel to Montrose, four miles.

Your are right, Mr. Editor, in saying if the boyhood remembrances of Mr. Jones were correct, Keokuk could not have been a very desirable place of residence. But the town was never as bad as he represented. Mr. Jones was not much more than an infant, and those frightful stories might have been told to keep him indoors. Your correspondent landed in Montrose in 1839 and Lee county has been his residence ever since. I reside twelve miles from Keokuk, and have known of but two riots in the city since it was built. The first was during the civil war. The convalescent soldiers from the hospi-

als destroyed the printing press of the Constitution because of an article published in that paper offensive to them. The second was caused by a man

named Slattery who claimed to be a Roman Catholic priest, delivering a lecture in Grand Army hall.

When I first landed in Montrose a man named Lucas was governor of Iowa territory. At that time Iowa and Missouri were on the eve of a bloody war in a dispute about the boundary line. The sheriff of Lee county found the sheriff of Clark county, Mo., collecting taxes on what he claimed was part of Lee county, Iowa. The Missouri sheriff was taken prisoner and sent to Bloomington, now called Muscatine. It was said the governor of Missouri had an army mobilized at Waterloo, in Clark county, and a squad of men stationed at St. Francisville to prevent any arms or ammunition being taken across the Des Moines river into Iowa. The supreme court of the United States took the matter in hand and settled it, and happily there was no bloodshed.

Mr. Jones says in his letter that Joe Smith and his Mormon legions were in Nauvoo. This could not be true, as legions means vast numbers, and it would have taken all the surrounding country to have held them and Smith would never have been murdered in the jail at Carthage by a mob after he had given himself up to be tried by the laws of his country if there had been legions of Mormons about him. The murder of Lovejoy at Alton and Joseph and Hiram Smith by mobs are a dark stain in the history of Illinois. I am not a Mormon nor a member of any church, nor am I authorized to speak for any, but I make the statement that there are many people in Iowa who believe in the book of Mormon, who are peaceable and law-abiding. They have a church in Montrose and a town in Decatur county called Lamoni, containing over a thousand inhabitants. They call themselves the Church of Jesus Christ of Latter Day Saints, and I shall be greatly mistaken if they do not send a vigorous protest to Washington against Brigham Roberts, the polygamist congressman-elect from Utah taking his seat in the halls of congress. His election is a direct challenge of polygamy to the rest of our country. He should be expelled by unanimous vote.

HENRY J. ALVIS.

The Gate City.

MONDAY MORNING, APRIL 9, 1855.

The steamer Editor, in coming down the Rapids on Saturday last, had a hole knocked in her bottom by the rocks, and was detained sometime for repairs. Her freight was landed from the lighters on the shore, just above town, and made a big pile.

DAILY GATE CITY,
7, JUNE 9, 1909.
THE GATE CITY COMPANY
C. F. SKER-ING.....Manager

STEAMBOATS ARE CONTINUING BUSY

Diamond Jo Line Steamers, St. Paul and Dubuque Will Arrive This Evening From St. Paul and St. Louis.

DISMANTLING CRESCENT

Ottumwa Belle and Barge Went to Quincy This Morning to Carry Out First Excursion.

The river fell four tenths of a foot in spite of the heavy rains of last night and this morning and this morning the stage read 10.1 feet at the lower lock. The stream this morning presented a muddy swollen appearance but word from the weather man says that the rain has about exhausted itself for the time being and the river will again go back to normal within the next few days.

St. Paul Tonight.
The Jo line steamer, St. Paul will arrive in port this evening from St. Paul enroute to St. Louis. Her sister ship, the Dubuque, will be up this evening from St. Louis enroute to Burlington with freight and passengers. On her return tomorrow evening the Dubuque will run an excursion from this port down the river.

Ottumwa Belle and Columbus.
The steamer Ottumwa Belle and barge Columbus passed down stream this morning at 7:50 for Quincy from which port the boat will carry an excursion today given by the Catholic Order of Foresters of that city, arranged in honor of the visiting delegates to the annual state convention, now in session there.

The steamer Henry Bosse in charge of Captain Gus Seifert arrived up stream at 12:35 yesterday afternoon with an empty barge to be loaded with coal for the dredging fleet at that place.

The steamers Keokuk and Wenona are making their regular trips and business with the little packets is good at the present time, especially in the freight line.

Good-bye to Crescent.
The Silver Crescent has gone to Wabasha, Minn., where she will be dismantled, says the Waterways Journal. The steamer ran for thirteen seasons between Keokuk and Quincy. Her machinery will be placed on the new hull which was built at Wabasha during the winter and the remainder of the Silver Crescent will be used for lumber. The new boat is the Black Hawk and will be larger than the Crescent. She will, as soon as completed, be put in the trade between Keokuk and Burlington in place of the Wenona and the latter boat will go to Davenport as an excursion boat. The Silver Crescent was built in 1882 at Clinton, Iowa, for O. P. McMann and A. E. Duncan, who used her in the rafting business for ten years when they sold her to the Carnival Packet Company, who remodeled her and in June of 1892, entered her in the Davenport-Burlington trade and continued in that trade for three years. After leaving that trade she ran for thirteen years between Keokuk and Quincy.

The Gate City.
NOVEMBER 25, 1899.

WARSAW HAS A NEW FERRY BOAT

The Craft is a Beauty and It Visited the Port of Keokuk Yesterday Morning.

Warsaw's new ferryboat, the Mary Hill, came up from that city yesterday and remained at this port several hours, returning at 2 o'clock in the afternoon. It is a new craft, fresh from the marine ways at Jeffersonville, Indiana. Elmer Hill is owner and master and is very proud of his new possession. The boat is 100 feet in length, twenty-five in width, and cost \$8,000. It is named after Mr. Hill's wife, who was formerly Miss Mary Messenger, of Quincy.

Warsaw people are overjoyed at getting a ferry again, and a special to The Gate City from there has this to say about the craft:

The new ferryboat Mary Hill arrived Thursday evening at 5 o'clock and was met by a large crowd of citizens at the ferry dock, who were warned of her coming by the continuous blowing of her whistle. The boat is a beauty, large and roomy, with deck roofed over at the sides. She will comfortably carry ten teams, besides being easily convertible into an excursion boat. She commenced ferrying Friday morning,

greatly to the delight of Missouri and Illinois patrons. She has good speed, crossing the river this morning in less than five minutes.

Last night an elegant banquet was tendered Captain Hill at the Adams House at 8:30 o'clock, at which time a beautiful American flag was presented by a number of Warsaw citizens to be the boat's colors.

Warsaw is greatly rejoiced at the advent of her new ferry although it is three months later than expected. Although the season is about closed there may be a few weeks remaining in which it is safe to do business without danger by the ice.

It is said that Captain E. C. Hill was offered a handsome cash figure for his new boat, the Mary Hill, while on his way up the river, giving him a neat profit on his investment, but he refused to take it.

The Gate City.
FEBRUARY 18, 1899.
THE GATE CITY COMPANY,
KEOKUK, IOWA.

THE RIVER BOATS.

Isaac P. Lusk of the Diamond Jo Line in the City.

For many years Isaac P. Lusk of St. Louis has been the secretary and general agent of the Diamond Jo line of steamboats. He was in the city Thursday and part of Friday looking over the boats in the canal. He says that the line will operate its boats the same as last season. Three boats, the Quincy, St. Paul and Dubuque will doubtless be put on the run and this will give Keokuk a service of two boats each way per week. The long run to St. Paul will not be commenced until the weather is quite warm, as no passenger business can be secured during cold weather, and the passenger list is a big factor in the boat's profits.

Mr. Lusk said that the Sidney will be put in the St. Louis-Keokuk trade. This boat will do chiefly a freight business and will begin running as soon as the river is clear of ice. Then in the interim between the opening of the river and the putting on of the regular St. Louis-St. Paul schedule, the Sidney will run to Burlington, but after the regular long trips are begun with the other boats she will go back to the St. Louis-Keokuk trade.

The directors will meet Tuesday and make up the list of officers and crews for the season on all the boats. The directors are Captain John Killeen, the superintendent, at Dubuque; Jay Morton, of Chicago; Harry Clark, of Dubuque, and Fred A. Bill, of Hot Springs, Arkansas.

John McNamara will be agent here as usual. Mr. Lusk is much pleased with the general prosperity and thinks the freight business on the Diamond Jo line will be greater than for several seasons past. He says that the river is closed by ice as far south as Cairo.

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

DAILY GATE CITY.

TUESDAY MORNING, MAY 4, 1875.

FIRE ON THE ANDY JOHNSON.

An Exciting Scene and a Narrow Escape.

About 6 o'clock Sunday morning a fire broke out in the pilot house of the steamer Andy Johnson, of the K. N. Line, which was lying at the wharf here. Fortunately a fire had just been built and steam got up in a small engine used for cleaning out boilers. Hose was immediately attached to this, and by prompt effort on the part of the employes of the boat the fire was soon extinguished. Not, however, until the pilot house had been destroyed, or damaged to such an extent as to necessitate a new one. Except for the lucky circumstance above mentioned the boat would undoubtedly have burned to the water's edge, as the fire had got well under way before it was discovered, and there was no fire in the boilers so the big engines were not available for pumping.

The affair created considerable excitement for a short time. Many of the occupants, including several passengers, were still in bed, and the alarm of fire created a panic amongst them on a small scale. They partially dressed themselves, gathered their effects together and made a rapid exit from the boat. There was a lively scramble for baggage. Some amusing as well as exciting scenes occurred.

The engineer, in his haste, got his pants on wrong end up. He ran up stairs into the cabin, shouting water. The second clerk of the boat hadn't heard the alarm yet, and supposed the engineer was choking to death. So he commenced hammering him on the back and shouted to a cabin boy "for God's sake bring a pitcher of water." One of the chambermaids got very much excited. She threw a looking glass or two overboard and seizing an empty clothes basket, worth about 50 cents, rushed frantically through the boat and out on the stage plank, remarking as she went, "Lor' bless yer sole, hunny, ye don't kotch dis chile foolishin' round dis hyar steamboat, no longer." She was persuaded to return to the boat after the fire had been extinguished.

The fire caught from a stove pipe that runs from the texas up through the pilot house.

RIVER RIPPLES.

The Josie, of the Diamond Jo Line, was the first boat through the lake to reach St. Paul, from which city a dispatch dated on Monday last says: "The first boat from

below the lake this season, the Josie, of the Diamond Joe Line, arrived about 5 o'clock last evening, followed by the Northwestern, of the Keokuk Northern Line, one hour later. The Josie entered the lake at four o'clock, and came through without much trouble, finding but very little floating ice. Both boats had very large freights. This is two days later than last season, though the river at this point broke up three days earlier, and the latest but once in twenty years, 1857, when the first boat arrived May 1.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, OCTOBER 17.

FAST BOATS!

Keokuk Northern Line Packet Co.

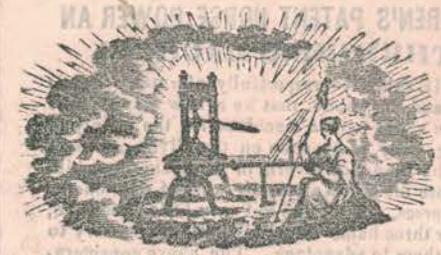
One of the Fast Express Packets will leave Keokuk for St. Louis daily, except Saturday, as follows:

GOLDEN EAGLE.

Sunday, at... 7:30 a. m. Thursday at... 2:20 p. m.
Tuesday at... 2:20 p. m.

WAR EAGLE.

Monday at... 10:00 a. m. Friday at... 2:20 p. m.
Wednesday at 2:20 p. m.
apr23d A. M. HUTCHINSON, Agent.



"PERSEVERE."

NOBBISTOWN: PA.

WEDNESDAY, FEBRUARY 26, 1845.

STEAMBOAT PATHFINDER BURNT.

Natchez, February 8th, 1845,
4 o'clock, P. M.

This morning, at half past 2 o'clock, about midway between Grand Gulf and Rodney, (which are about 20 miles apart) the steamer Pathfinder, Captain Moses, from Yazoo, with a full load of cotton, 1481 bales, was discovered to be on fire. As we are informed by a part of the crew, but a few minutes since arrived here, immediately ensued a scene of confusion and dismay which may be much more easily imagined than described. Soon there was running to and fro, and then arose screams and cries really terrifying. The pilot was forced to leave the wheel, by the smoke which nearly suffocated him after he had steered the bow of the boat for the shore. The Engineer was also forced to leave his post before any movement of the boat towards the shore could be made, and when the flames raged fiercest the bow of the boat was pointed up stream.

Several of the crew commenced throwing cotton bales overboard, and many saved themselves on bales, and others on planks, chairs, &c.

There were seven lives lost, that are known of, and doubtless others that the officers or crew do not miss. Those known to be lost are Messrs. S. S. Caldwell, Huggins and Butler of Grenada, Miss.; M. Carleton, of Tallahatchie; Mr. Pinchback, of Illinois; the Steward of the boat, and one of the crew, names unknown.

Mrs. Fleming, wife of one of the Pilots, the only female on board, except the chambermaid and a negro woman, was saved in one of the yawls, with no others.

The fire originated between the engines, from what cause is not known.

The whole cargo of 1481 bales of cotton is a loss, the whole catastrophe having taken place near the middle of the river.

The crew and surviving passengers were brought to Natchez by the steamer Wave.—The still burning hull was met ten miles below Rodney, by the steamer —.

The above are the only particulars that we have been able as yet to learn from officers of the boat and others.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JANUARY 13.

—Commodore Rollingpin, the veteran river reporter of the St. Louis Times, places upon our table the eighth annual issue of his almanac. It is entitled "Commodore Rollingpin's Illustrated Humorous Almanac, 1879," and is a neatly printed red line edition, full of humorous sketches and comic illustrations, besides containing as much valuable information as is usually found in publications of its character. It deserves and no doubt will receive a wide circulation.

The Daily Constitution.

KEOKUK, IOWA:

SUNDAY MORNING, MAY 7, 1871.

From St. Louis.

The steamboat Great Republic, the finest steamer on the Mississippi river, was sold to-day, by the United States Marshal, for \$48,000. She cost \$300,000 three years ago. W. H. Thorwegan was the purchaser.

THE GATE CITY.

FRIDAY MORNING, NOV. 14.

CRIMES AND CASUALTIES.

The Steamer Belle of St. Louis Strikes a Snag.

She Goes to the Bottom and is Pronounced a Total Wreck.

STRUCK A SNAG.

THE STEAMER BELLE OF ST. LOUIS SUNK. MEMPHIS, TENN., Nov. 12.—Information was received to-night at 7 o'clock of the sinking of the steamer Belle of St. Louis, at a point twenty miles below this

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city. She was enroute from St. Louis to Vicksburg, and was heavily laden, drawing every inch of water there was to be found in the river. The steamer struck a hidden snag at 1 o'clock, just above Bradley's, near Island 40, and sunk almost immediately afterwards. Joe Carroll was the pilot on watch at the time of the accident, and he brought the news to Memphis, having come down the river in the steamer's yawl. Captain Ad. Storm, the superintendent of the Anchor line here, at once made arrangements to send the steamer Fannie Tatum and two barges to the assistance of the steamer. Mr. Carroll reports the boat badly broken and lying in twelve feet of water on her outer guards. She had 250 packages of freight for merchants in this city, the remainder of her cargo being for distribution at points between here and Vicksburg. The freight on her main deck and in the hold will be seriously damaged, if not entirely lost. From the statement of Mr. Carroll it is thought the steamer has been effectually "killed." All the passengers were landed safely.

THE GATE CITY. THURSDAY MORNING, AUGUST 14.

HUNKINS' HOWL.

The Ex-President of the K. N. Line Packet Co. Files an Amended Complaint.

Commodore Davidson Gives a Tart Answer to Some of the Allegations in a Newspaper Interview.

The Chicago Tribune of Thursday publishes a letter from Galena, Ills., in which are stated the principal allegations of an amended complaint filed in the Circuit Court of St. Louis, at the June term, by Hon. Darius Hunkins, of Galena, ex-President of the Keokuk Northern Line Company, and others, co-plaintiffs, in their suit against W. F. Davidson, President of the Company; his brother, Peyton S. Davidson, Superintendent, et al. The allegations are that President Davidson and his co-defendants have in the name of the corporation expended \$450,000 in boat stores, to be sold to boats not belonging to the Company, for their own benefit; that they have used the funds and boats of the Company in various grain speculations for their own benefit; that Davidson and others in collusion with him have largely overdrawn their accounts, making false entries on the books of the corporation to account therefor; that they have chartered boats owned by themselves to the Company at exorbitant rates, at the same time leaving the boats of the corporation to lie idle at the wharfs; that they have allowed the boats of the Company to go to decay, and by other means sought to bankrupt the Company; that the Davidsons use their boat yard at La Crosse and coal

yard at St. Paul for their own emolument and at the expense of the corporation; that they practice nepotism, and finally that, owing to the course systematically practiced by the defendants, the property of the corporation has been reduced in value to the extent of more than \$100,000; and that, by their malpractices and misconduct, the corporation has been brought to, and is now on, the verge of bankruptcy. An order of injunction is asked for, restraining the defendants from further managing the affairs of the Company, and compelling them to "disgorge their ill-gotten gains." The plaintiffs further pray the Court to appoint a receiver or receivers to take charge of the business, property and effects of the corporation, and to manage its affairs; and to grant the plaintiffs such other and further relief as they may be entitled to in the premises.

Commodore Davidson was a passenger on the the Clinton, which passed Davenport, Tuesday. A reporter of the Democrat interviewed him concerning the amended complaint, with the following result. It will be seen that he gives tart and pointed answers to some of the allegations.

Among the passengers on the steamer Clinton this morning was Commodore Davidson, President of the Keokuk Northern Line Packet Company—appearing as well, hearty and untroubled as though the new bill of terrible allegations against him, entered in the U. S. Circuit Court, at St. Louis, had never been heard of. The Commodore is a deceiver in appearance; he is so calm and cool, and moves so deliberately, that no one would imagine that he is a man of tremendous force and energy that he is. He's tall, slim and spare; his eyes are deep set, and once in a while the folds of the overhanging eye-brows will roll up when he is talking in earnest, and you'll discover brilliant eyes in the caverns. Well, a Democrat reporter encountered the Commodore on the Clinton, and at once sought his views on the "amended petition."

Why, said he, it is the old story with a few additions and a little more emphasis, that's all. But heavy as the charges are they'll appear thin enough and light enough if the case ever comes to trial.

O, about the \$60,000 surplus when I came to the presidency, you say? Well, there was \$60,000 belonging to the company in a St. Louis bank when I came to the Presidency, and the plaintiffs in the suit tried every dodge known to law and courts to keep us from getting it, but we beat them at last, and the money was handed over to us. That year, mind you, the directors declared a ten per cent. dividend, and it required \$75,000 to pay it. It was a pretty good year, prospects were bright and the Directors thought, I suppose, that it would be all right. Well, sir, that surplus went mostly to pay that dividend. Now, then, hard times set in the very next year, and if any business in the world felt them, steamboat business on the Mississippi river did. Besides, just then, too, there came greater railroad competition than rivermen ever knew before. Don't you know they did? There was one wiper that cost

us nearly \$300 per day. The government used to pay us that for carrying the mail from Dubuque to St. Paul; the river road was completed from Dubuque northward, and the government gave the mails to the railroad, of course. The boats had to be repaired, and it cost a good deal of money to do that.

About that La Crosse boat yard and coal yard? Well, sir, I can prove to any living man that it costs the company less for repairs at those ways than it would at any other ways on the river. And as for the coal, we have to have a coaling place up there, and the company gets its coal by this means for what it costs. That charge about the boatstores is bosh; that's what it is, bosh. You see that Pittsburg and Cincinnati boats had free use of our wharfboat and landing at St. Louis—didn't cost them a cent; and finally I came to the conclusion that it would be no more than right for them to patronize our boatstore in return for their privileges; they said all right, they'd do it, providing they could get goods as cheap. That settled it, and they transferred the trade to us. There were men in some boatstores there who, of course, lost business by this arrangement; one or two of them were interested in the line as belonging to the old administration, and they introduce these charges. Why, if we make a profit on these boat stores, doesn't the company get it? Then when Peyt. Davidson got the government contract for delivering freight up the Yellowstone, and bought steamboats of Diamond Jo to do it with, I asked him if he couldn't as well buy his stores of us as of anybody else. He said he could if we could give him the same terms; we did it, and if anything was made the company got its share. It would be a pretty thing for a line like ours not to keep boatstores of its own and buy at wholesale instead of purchasing at retail of outside parties, or somebody in a ring, wouldn't it?

All through hard times it has been tough steamboating. Then think of the misfortunes that have come to us—by ice in St. Louis harbor, and by fire in Alton slough, for instance. Losses, unavoidable, piled up by the scores of thousands. We had to build the Eagles for the St. Louis and Keokuk trade, and they cost \$30,000 apiece. They complain that I have sacrificed income needlessly, do they? That means stopping the bar business on the packets. I suppose! Well, sir, there has been more order and quiet in the packets these seasons when the bars have been closed, and no liquor has been sold to passengers or crew, than the steamboats ever saw before. To be sure the bars were yielding \$12,000 a year or so in rent—but they were the cause of more difficulty and anxiety than the money was worth. And our men don't give half their wages for whisky during the season, and go home to their families broke in the fall, as some of them used to do. The roosters aren't getting high and fighting and cutting as they used to do when they could run up to the bar and get whisky whenever they took a notion. Twelve thousand dollars! I wouldn't sell whisky on my packets for a hundred thousand!

And he brought his heavy fist down on the clerk's desk with a bang that resounded throughout the cabin. Then he straightened up, the massive eye-brows rolled upward, his eyes lightened up like a flash—"complaining because we won't sell whisky! Humph! A pretty set—a pretty set!"

Just then the bell tapped for "get ready," the reporter went ashore, and in a few minutes the steamer was bearing the plucky old Commodore northward.

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

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, JULY 21. 1885

River News.

Capt. John N. Bofinger, a well known lower river man, in a conversation with the aquatic ambassador of the Missouri Republican, indulged in the following disquisition of boats whose names begin with "M." He says that he is not superstitious, but he knows that a fatality has attached itself to all such steamboats. Says he:

"You can look over the long list of Missouri, Mississippi, Mary, Michigan, Marie, Monarch, Mediator, etc., and you will find they met the fate of one as above indicated. Over thirty years ago Capt. John Pierce built the Metamora. The custom had always been to christen the boat when launched, and before this occurred I tried my best to persuade the Captain to name his boat some other name, and gave him my reasons, going over a large number of boats whose name commenced with the letter M. He laughed at what he called a superstitious notion of mine, and called his boat the Metamora. She was a great success, but sank above Choctaw Island while she was in prime. Capt. Charlie Davis, about the same time, built a splendid Cincinnati and New Orleans boat, in which Capt. Harry Jones had an interest. This would be sufficient to the knowing ones that she was 'a good one.' Davis, like his old partner, Pierce, would not listen to my idea, launched, and christened her the Midas. She sank in the bend above island 16. Capt. Joe Brown built the Mayflower some time during the '50's. Long before she was launched I tried to talk him out of calling the boat by that name—no use. She was burned at Memphis. Our old townsman, Norman Cutter, Esq., who in 1850 owned the Josiah Lawrence and Atlantic, bought a hull that had been built at Hannibal. Her cabin and machinery were put on at St. Louis, where she was finished, and was then (1852) the finest boat in the St. Louis and New Orleans trade. It was the owner's intention that I should have taken charge of the Charles Belcher, which was the name that Mr. Cutter gave her about a month before the Belcher was ready to start on her first trip. I accidentally found out from Emmerson, who had built the hull, that she had been launched and christened Magnolia. That was enough for me. Nothing could have induced me to have taken charge of the Belcher. She was burnt on her sixth trip at New Orleans. I could name hundreds of instances to show the fatality that seems to shroud the steamboats whose names commenced with the letter M, but will content myself by giving one more instance. I was in New Orleans in 1875, where I met Capt. Frank Hicks and his clerk, Mr. Alf. Grissom, who were at that time building a hull at Metropolis, Ill. They talked of calling their boat the Mary Bell. I did my level best to persuade them not to call her that name or any name that commenced with M; gave them my reasons and recited many instances of losses, etc., all to no good; the boat was called Mary Bell, made but a few trips and was burnt with a full load at

Vicksburg. I do not pretend to give any reason why a steamboat's name commencing with the letter M should be any more unlucky than one commencing with any other letter, but the fact still remains superstition or not."

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, JULY 16. 1885

River News.

A MISHAP.

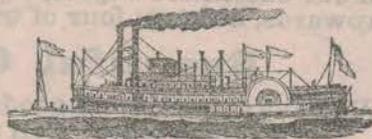
The packet Minneapolis, of the Keokuk Northern Line Packet company, arrived here yesterday, says the St. Paul Press of July 13th, after an unusually long passage. When two days out she sustained damage to her machinery, which the captain tried to put to rights at a blacksmith's shop at Le Clede. The smithy supposed he succeeded, but the machinery gave out soon after the packet resumed her trip. The vessel continued her course, using but one wheel, when the Bald Eagle, which was chartered by the Keokuk Northern Line Packet company, overhauled the disabled vessel and made fast to her side and helped to bring her to her destination. The Minneapolis had two hundred cabin passengers and one hundred and twenty-five deck passengers, being the largest passenger list of any boat this season. The Minneapolis will be taken to La-Crosse for repairs.

AN OLD CAPTAIN RELIEVED.

Capt. W. P. Haight has been relieved from command of the steamer Red Wing, a boat he has been in charge of ever since she was put in trade, which was in 1867. He is one of the oldest captains on the river. The Dubuque Herald says he always piloted his boat over the rapids, a duty generally assigned to special pilots. The Red Wing came up Tuesday in charge of a special captain, whereupon Captain Sencetoox was commissioned to take charge of her, he having arrived from St. Paul for that purpose. Capt. Haight was laid off at St. Louis. The charges against the discharged captain are not known to the public, but must have been grave enough in the mind of Captain Davidson to cause the dismissal.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, JUNE 25. 1880



FAST PACKET LINE.

The Keokuk Northern Line Packets

ROB ROY

—AND—

WAR EAGLE!

Will leave Keokuk for St. Louis Daily at 6 a. m. The Golden Eagle on Sunday, Tuesday, and Thursday; the War Eagle on Monday, Wednesday, and Friday. Through Packet for St. Paul on Sunday, Wednesday, and Friday. The steamer Minnesota for Quincy and return at 6 a. m. every day.

A. M. HUTCHINSON, Agent.

Depot foot of Johnson Street. may8-dtl.

"M" BOATS ARE USUALLY SHORT LIVED

They may have outgrown it in the modern age but old time river men were extremely superstitious and among their pet beliefs, held that a boat with "M" as the initial letter of its name was foredoomed to disaster.

And they could quote numerous instances in which "M" steamers led short and tragic lives.

The Madonna, Monogahela and Marion, for example, were destroyed by explosions with a loss of four lives each, seven went down with the Missouri, 31 with the Magnolia and 13 with the Maggie Hayes.

The McGregor burned when one of her boilers exploded, the Marquette sank with a loss of 30 persons and the Metropolis with 44. The Majestic went down near Alton in 1914, the Metamore sank above Shoctow island in its prime, the Mayflower burned near Memphis, the Midas lasted only a short time, the Magnolia burned at New Orleans on her sixth trip down the river years ago, and the Mary Bell burned with her entire load at Vicksburg.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, APRIL 28. 1881

THIRD EDITION.

5 O'Clock P. M.

HORRIBLE!

A Temporary Ferry Boat Capsized in Mid River at Elgin, Illinois.

Loaded with Passengers, Principally School Children.

Fifty Persons Reported as Finding a Watery Grave.

The Lowest Estimate Places the Drowned at Twelve or Fifteen.

Twenty Persons Known to Have Been Saved.

Sorrow Brought Into Nearly Every House in the City by the Appalling Disaster.

148
The Names of Some of the Lost.

A TERRIBLE CATASTROPHE.

ELGIN, Ill., April 28.—Between 8 and 9 o'clock this morning a small boat running over the Fox river between east and west Elgin as a ferry to take the place of the bridge recently washed away, was capsized and all the passengers, to the number of about fifteen, with but one exception, were drowned. The boat was a mere scow just purchased at a cost of \$50, and was propelled by a rope.

The first trip was made yesterday afternoon. Those lost are mainly school children, who were on their way to school on the west side. The accident occurred in mid stream; but from what cause cannot now be told. It is not possible at this time to give the names of any of the lost as so many have been crossing both ways this morning, and it was not known who were on the craft.

LATER DETAILS.

CHICAGO, April 28.—The Daily News' special says the ferry was crossing the Fox river this morning, and was in the middle of the stream when it capsized suddenly. The passengers of whom, probably,

THIRTY-THREE WERE LITTLE GIRLS

were swept down the current, uttering heartrending cries for assistance. Several were rescued with boats. The body of John Crighten's daughter, aged 12 years, was recovered, and she is said to have been resuscitated. Twenty persons are known to have been saved. Among the missing are Thomas Murphy, aged 30; Leo Taylor, aged 16, and Guy Carlisle, a boy. The ferry was 75 by 15 feet, and when first used yesterday was condemned by the public at once.

The Evening Journal's information is that about

FIFTY PERSONS WERE DROWNED.

but it is impossible to gain trustworthy facts as to the number on board, and the saved and lost.

THE JOURNAL'S ACCOUNT.

CHICAGO, April 28.—The Evening Journal's Elgin special says: An appalling disaster occurred here this morning, which has brought sorrow into nearly every home in the city. The recent flood has done great pecuniary damage to this vicinity, but among other disasters that which has inflicted the most damage was the washing away of the bridges across the Fox river, which have been daily traversed by great crowds of school children and operatives in the factories across the river from here. The council at once ordered

A TEMPORARY FERRY.

A small scow was rigged to a wire cable and made its first trip last evening amid the jeers of the crowd, who suspected its value from the start. On its second trip this morning, when overloaded and nearly dipping its edges in the whirling, eddying stream still swelled by brooks and flooded meadows, it yielded to a strong wave, and with its living freight of thirty men and children was overturned in mid-stream.

The whole number were in an instant precipitated into the mad current and whirled away down stream,

UTTERING PIERCING SHRIEKS,

and making the wild outcries peculiar to drowning persons. Those on the bank

who witnessed the horrible sight set about rescuing those who kept their heads above water, and there were some daring acts of bravery, and more persons were picked up in small boats and drawn ashore by means of ropes than would seem possible.

NOT SO BAD AS FIRST REPORTED.

The disaster does not now seem so bad as at first reported. Sixteen persons are known to have been saved and ten persons are missing and four are known to be drowned. There is intense excitement in the city, and hundreds of persons are busily engaged in dragging the river.

LATEST RELIABLE ACCOUNT.

CHICAGO, April 28.—A special to the western associated press from Elgin gives the following reliable account of the disaster there: A frightful calamity occurred in this city this morning with the swamping of a ferry boat used in crossing the river at Chicago street. It is estimated that thirty passengers were upon the boat and only fourteen have been saved. The boat was crossing the river from the west side, and when nearly two-thirds over began to flood with water. The passengers in consternation immediately flocked to the dry part of the boat, clinging to the railing, which giving way precipitated them into the river. As the water poured into the boat it sank below the surface, leaving thirty human souls battling for life in the angry current. The water at this point is fully 15 feet deep and the current at least six miles per hour. Yesterday the boat, which was ordered by the city council as soon as the iron bridge fell last week, made the first run, and it is only a matter of the greatest surprise that the accident had not occurred sooner. It is eleven by eighteen feet, and does not stand more than six inches above the water.

MUCH INDIGNATION IS FELT

against both the council and the builders of the boat. So far as ascertained the following are

AMONG THE SAVED.

V. W. H. Panton, Dr. Von Kochring, Robt. Eagin, Patrick Sullivan, John Collins, John Kirkpatrick, Wm. Long, Peter Johnson, L. Olson, A. Harristown, L. D. Eastman, two little girls named Emma Barringer and Bertha Rohn, and a farmer unknown. These were reached by boats sent to their assistance and by boards.

SOME OF THE LOST.

Those missing and known to have been on the boat are Thos. Murphy, Andrew Dawson, John Corbin, Guy Carlisle, Geo. Taylor, Wm. Coleville, Elmer Foster, and a little girl named Francis Creighton. J. A. Simons, of New York, and J. S. Lockwood, of Rockford, guests at the Waverly, are missing, and as they intended crossing on the boat, it is believed are lost. The river is being dragged, but no bodies have as yet been found. A low estimate would place the drowned at twelve or fifteen.

Keokuk Constitution.

JUNE 20. 1884.

River Ripples.

The secretary of the treasury has at last approved the rule passed by the board of

supervising inspectors of steamboats at the last annual meeting, allowing the use of a spring loaded safety valve to the exclusion of the old lever valve. The rule was approved with some slight modifications. It is now optional with steamboat owners whether they use the cumbersome lever valve or the more compact and less weighty spring valve.

The record of steamers sunk, burned, exploded, wrecked and otherwise destroyed during the years 1882, 1883, and up to May of the current year, shows the destruction of 137 boats, of which 67 were sunk, 27 burned, 5 exploded, 4 wrecked and 38 dismantled. Fifty-five of the boats were destroyed in 1882, 60 in 1883, and 29 so far in 1884. Estimating each steamer as valued at \$10,000, would place the loss at \$1,370,000. These figures are considerably below the average when it is known that in the list is included the palace steamers Gem City, Golden Eagle, Gold Dust, W. P. Halliday, City of Greenville and Grand Tower. Placing the value of these boats at \$70,000 each, it swells the figures to the enormous sum of \$1,640,000. The correct loss, however, if known, probably exceeds \$2,000,000.

CONSTITUTION - DEMOCRAT.

WEDNESDAY, JANUARY 29, 1890.

Steamer Burned.

EVANSVILLE, Ind., Jan. 28.—It is rumored that the steamer DeSoto burned to the water's edge one mile south of Owensboro, Ky., this morning and that three lives were lost. A later report states no lives were lost although there were about twenty-five passengers aboard. The boat, which was a total loss, was valued at about \$15,000 and insured for \$10,000.

THE KEOKUK DAILY POST

TUESDAY MORNING.

KEOKUK PACKET CO.

KEOKU AND ST. LOUIS, AND QUINCY AND ST. LOUIS PASSENGER STEAMERS.
1887. SPRING ARRANGEMENT, 1887.

FOR the accommodation of this trade a line of steamers will leave St. Louis for Louisiana, Hannibal, Quincy, L'Orange, Canton, Warsaw and Keokuk, leaving St. Louis at 4 o'clock p. m. daily; arriving at Hannibal at 5 a. m., Quincy at 7 a. m., and Keokuk at 12 m. Returning—Leave Keokuk at 8 a. m., Warsaw at 9 a. m., L'Orange at 11 a. m., Quincy at 2 p. m., Hannibal at 4 p. m., and arriving at St. Louis at 10 p. m. Another line of steamers will leave St. Louis to connect with the Quincy and Chicago Railroad, leaving St. Louis at 5 p. m., arriving at Hannibal at 10 a. m., and Quincy at 12 m. Returning—Leave Quincy at 9 a. m., Hannibal 12 m., and arriving at St. Louis at 4 a. m. As soon as business via railroad is resumed, a steamer will make a round trip daily between Keokuk and Quincy, leaving Keokuk at 8 a. m., and leaving Quincy at 12 m. 22mch1149m

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

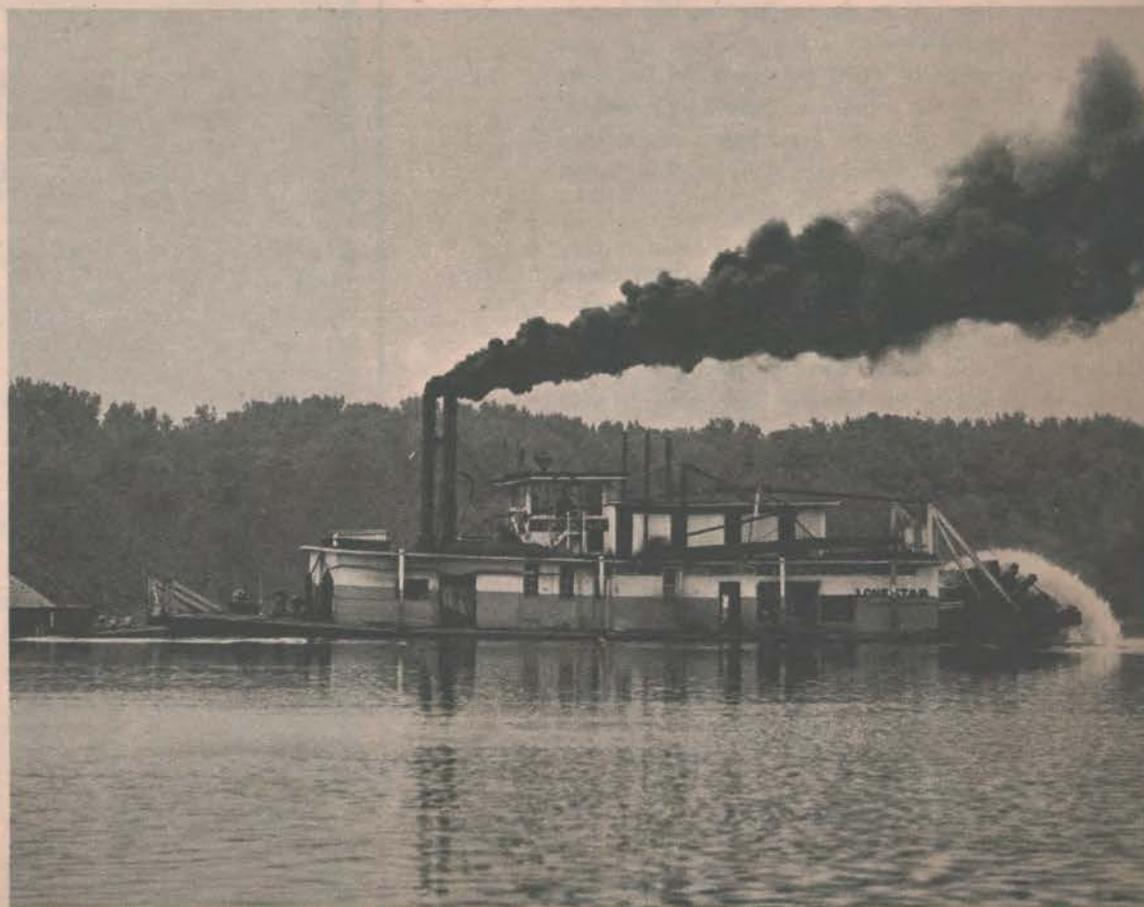
Rare Sights Today on River or Rail

TO MANY men, including a professional photographer in New York named David Plowden, the "simplest and most beautiful power mechanism man has ever devised" is the reciprocating steam engine. This, as Plowden explains, is, in elementary terms, "an engine with cylinders (or with one cylinder, in its most modest form) in each of which a piston travels straight back and forth—hence 'reciprocating'. Steam, admitted and exhausted alternately at both ends of the stroke, pushes the piston both forward and back, and makes each stroke a power stroke."

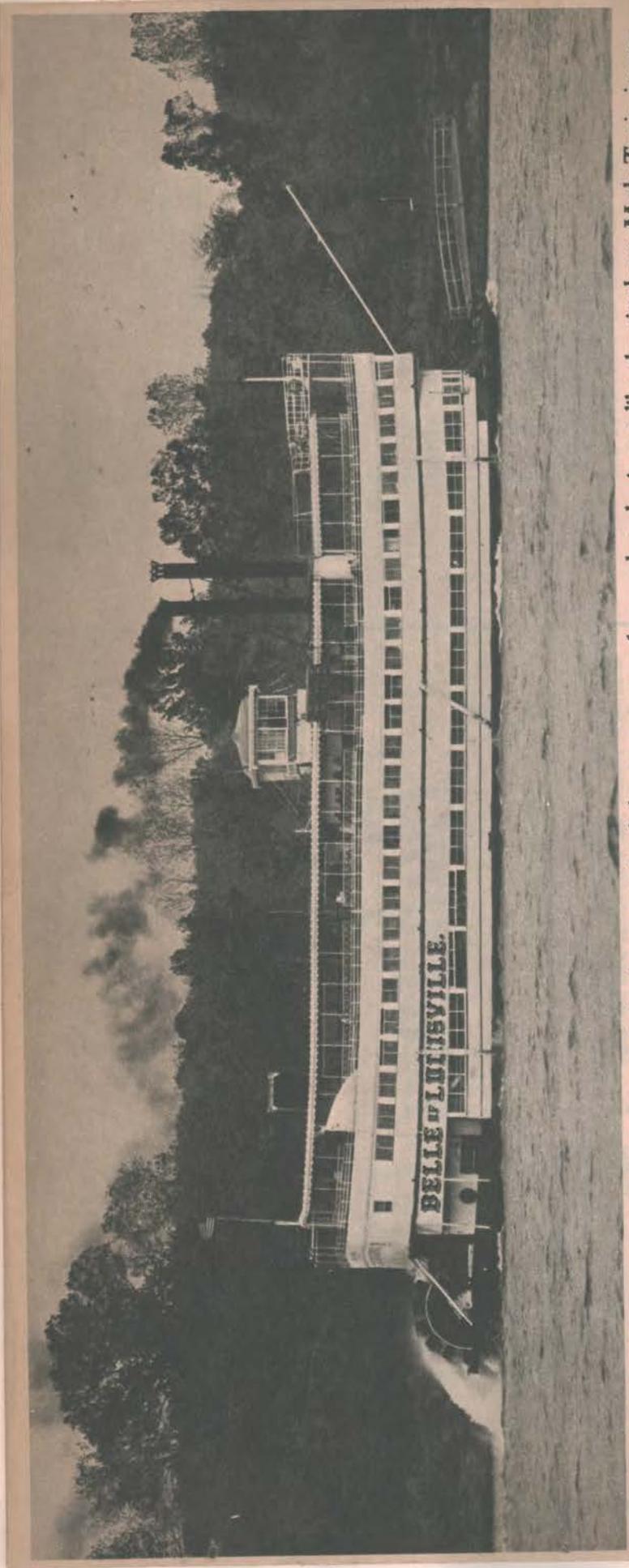
Invention of this engine was one of the most important events in the development of modern western civilization, but now, alas, the engine's day is over. Plowden has produced a handsome memorial to it in his book, "Farewell to Steam" (Stephen Greene Press), from which these pictures were taken.

It was, Plowden explains, in transportation that reciprocating steam made its most outstanding contribution. "Without it," he writes, "there would have been no steamboats to exploit the magnificent natural waterways of our continent, and there would have been no railroads to bind isolated communities of North America together into great national entities."

Now, a scant century and a half after it began, the Age of Steam is over. The villain, or if you prefer, the hero of the new age, is the internal combustion engine, which, while it certainly lacks the romance of steam, requires less room and less work.



ONE OF THE VERY FEW sternwheel steam towboats left in North America is the *Lone Star*, which, David Plowden says, "Mark Twain would have loved." She is a twin-stacked river work-horse whose wooden hull dates from 1890. Plowden took this photograph of her on the Mississippi just below Davenport. In the Age of Steam there were thousands of such vessels, as well as ferries, excursion steamers, packets, lighters and tugs. Robert Fulton's *North River Steamboat* (popularly known as the *Clermont*, started it all in 1807, more than 20 years before our first steam railroad.



once each year, but she is not like the riverboats Mark Twain immortalized. The finest excursion steamer in the country, David Plowden writes is the *Alexander Hamilton*, on the Hudson. The steamboat's real last stand is being waged by cargo boats on the Great Lakes. Even ferries are vanishing. New York City still has some; San Francisco's are gone.

THE ONLY PASSENGER BOAT now left that bears even the slightest resemblance to the great Mississippi River steamers of old is the *Belle of Louisville*. She started life as a ferry, then operated as a packet and as a towboat, now plies the Ohio. The only overnight passenger steamer still working any U. S. river is the *Delta Queen*, which churns up past Iowa

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Chicago Tribune.

WEDNESDAY, NOVEMBER 2, 1864.

FROM QUINCY.

Guerillas on the Upper Mississippi. A Steamer Boarded by Guerillas at Clarksville, Mo.

QUINCY, Ill., Tuesday, Nov. 1.—The St. Louis and Keokuk Packet Company's steamer *Kate Kearney* was captured on Monday afternoon at Clarksville by guerillas, led by a man named Penn. She has just arrived at our levee, and from her clerk, Ben W. Clark, we get the following particulars: As she approached the landing at Clarksville, a large crowd of citizens and soldiers were seen on the shore, but as many of the soldiers had on the Federal uniform, they were supposed to be Missouri militia, and they did not discover their mistake until the boat touched when a part of them jumped aboard the boat. As soon as Capt. Height saw who they were, he attempted to back his boat out into the river, but the guerillas, with their revolvers pointed at the heads of the engineers and pilots, compelled them to bring her back to the landing, when the balance of the gang boarded and ransacked her; but beyond taking two horses, some arms and a sack of shot, nothing was disturbed, that being, as they said, all they were after. One of the men stole a watch from one of the mates of the boat, but the leader compelled him to return it and apologized for the act. After they had taken what they wished from the boat, they gathered the passengers, officers and crew, as well as the citizens of Clarksville, on the levee and paroled them not to take up arms against the Confederates; after which they were released and the boat proceeded on her journey. There was a large amount of money in the safe as well as Government coffee on the boat, but nothing else was disturbed.

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter
JULY 18, 1857

CAPTAIN GRENNELL DEAD.

His Dissolution Results from Diabetes.
The death of Captain Spencer Grennell will occasion a widespread and sincere regret among all of the numerous acquaintances of that gentleman. It occurred at 2 o'clock Monday afternoon at the family residence. No. 312 Fulton street. For a number of years Captain Grennell has been affected with diabetes and during the past eight months the disease has made rapid progress. A change of climate and the best medical attendance failed to stay its insidious progress. Deceased was in the sixtieth year of his age, having been born January 18, 1830, in Pennsylvania and married November 5, 1856, to Miss Ochiltree in St. Francisville, Mo. Captain Grennell had been a steamboatman on the Mississippi river for over a quarter of a century and was popular and well known to a large part of the traveling public. He was clerk and captain on many of the largest steamers of the old packet companies and of the St. Louis and St. Paul packet company. He had been a resident of Keokuk for over twelve years and was generally regarded as a man of the strictest integrity, high minded and honorable. He was courteous in all the relations of life and those who enjoyed his acquaintance will regret his death. The wife in her bereavement will be extended the sympathy of many friends. The funeral took place at 2 o'clock Wednesday afternoon from the Westminster Presbyterian church.

A. J. BICKEL KEOKUK IOWA

The National Intelligencer

PRINTED BY

GALES & SEATON,

THREE TIMES A WEEK, ON TUESDAYS, THURSDAYS,
AND SATURDAYS.Price, for a year, — six dollars, } Payable in advance.
For six months, — four dollars. }

WASHINGTON.

FRIDAY, MAY 27, 1825.

LOSS OF STEAM-BOAT MECHANIC.

FROM THE LOUISVILLE PUBLIC ADVERTISER.

The undersigned, late passengers on board the steamboat Mechanic, commanded by Capt. W. HALL, in order to render justice to a highly meritorious, but unfortunate individual, submit the following statement of facts, connected with the loss of that boat:

The steamboat Mechanic, chartered at Nashville, for the conveyance of Gen. LAFAYETTE, departed from thence on Friday morning, containing himself and suite; Gen. Carroll and staff; Gov. Coles, of Illinois; Gen. O'Fallon and Maj. Wash, of Missouri, and sundry gentlemen, as passengers. Gov. Coles and General O'Fallon took leave at Shawneetown, leaving the residue on board. On the night of Sunday, the 8th instant, about 12 o'clock, while ascending the Ohio, near the mouth of Deer Creek, about 125 miles below Louisville, an alarm was created, by the boat striking something in the water. In a few minutes, Capt. Hall, who had immediately gone to ascertain the fact, came into the cabin and observed to the passengers, "Take care of yourselves—the boat is snagged, and must very soon sink." Capt. Hall then proceeded immediately to the stern of the boat, and, while Gen. LAFAYETTE was aroused and dressed, in haste, drew up the yawl for the conveyance of him and other passengers to the shore. It was evident that the boat would sink in a very few minutes, and Capt. Hall gave his unceasing exertions, in conveying Gen. Lafayette and the other passengers to the shore, in which he was finally successful. We regret to state, that, during the confusion of the moment, and while the attention of Capt. Hall was wholly devoted to the safety of his passengers, his secretary, containing 1500 dollars, was left in the boat, and most probably was thrown into the river, when the boat turned on one side and sunk. This loss is the more to be lamented, as it was sustained by him, whilst engaged in one of the noblest efforts of human nature, in attending to the safety of others, to the exclusion of his own interest.

We would deem it great justice to Capt. Hall, should his character for skill and prudence, as an officer, sustain any injury from this occurrence. The accident was such as neither prudence nor foresight could have avoided. The snag which produced this disaster, was concealed some distance under water, and at a distance of more than fifty yards from the shore. The depth of water, where the boat sunk, was not less than 18 feet.

We feel it a duty to ourselves, as well as to Capt. Hall, to make known the above facts; so highly honorable to the worthy but unfortunate subject of these remarks.

WM. CARROLL,
JOHN P. ERVIN, } Staff.
JOHN SHELBY, }

B. WASH, St. Louis.
H. S. THIBODAUX, Louisiana.
A. D. CAMPBELL, }
A. GEIGON, } Nashville.
H. LINDSLY, }
T. A. DUNCAN, }
A. CAMPBELL, Franklin, Tenn.
WM. H. NEILSON, } Louisville.
JOHN CRAWFORD, }
W. S. JOHNSON, Cincinnati, Ohio.
JOHN ROGERS, Jr. Kenhawa Saline.
J. SMITH MITCHELL, New Haven, Conn.
G. W. LAFAYETTE,
LE VASSEUR,
F. A. DE SYON.

I eagerly seize this opportunity of doing justice to Captain Hall's conduct, and acknowledging my personal obligations to him.

LAFAYETTE.

Gen. Lafayette's Shipwreck.—We learn that a letter has just been received, by Mr. CUSTIS, of Arlington, from Mr. G. W. LAFAYETTE, dated Louisville, 12th May, and we learn from this source, that the good General "was carried ashore five minutes before the sinking of the boat; that he received not the slightest personal injury, neither did any of the party; that his carriage and some baggage were lost, and that he was proceeding in good spirits" on his interesting tour, in which God speed him: for Providence has

"So safely ordered, that there is no soul—
"No, not so much perdition as an hair
"Betide to any creature in the vessel
"Which thou sawest sink." SHAK. TEMPEST.

THE METROPOLITAN.

MONDAY MORNING, APRIL 4, 1836.

THE METROPOLITAN,

Is published simultaneously in Washington and Georgetown, every Monday, Wednesday and Friday morning, at SIX Dollars per annum, payable quarterly:

FOR THE PROPRIETORS,

S. D. LANGTREE & J. L. O'SULLIVAN.

Office South side of Bridge, between Washington and Jefferson streets, GEORGETOWN, D. C.

ANOTHER STEAMBOAT DISASTER.—Great loss of Property, and loss of three human lives.

The Nashville Banner of a late date contains the following painful particulars:

BURNING OF THE STEAMBOAT RANDOLPH.—Our town has seldom, if ever, been visited with such a disaster as that which occurred yesterday. The steamboat Randolph, the largest boat on our waters, and the pride of our port, is now a smoking and unsightly mass.

About 3 o'clock yesterday afternoon, as she came within sight of town, loaded with a heavy and costly freight, and springing gaily along as if rejoicing that her goal was so nearly attained it was discovered that she was on fire. The flame, which broke out the boiler deck, was small, and at first created but little alarm. The Captain (Miller) thought he had extinguished it, when a puff of wind rekindled it, and in a few moments it became unmanageable. The wind was high, and all hopes of extinguishing the flames being abandoned, the only effort now made, was to run her on shore. This was accomplished by the presence of mind and exertions of the Captain, the Clerk, (Baldwin) and the Pilot, a colored man, by the name of David Crufts. The negro stood firm at the helm, while the flames were raging around him, and actual-

ly until the ropes of his wheel were burnt in two. Mr. Baldwin manifested the utmost coolness and deliberation. As the boat was nearing the shore, he was seen to issue from the midst of the flames, bearing a trunk, and when he had attained the edge, he tossed it into the water, and then running his hand into his pocket, as if to secure something, he deliberately drew his coat around him, and deliberately plunged in after it, and succeeded in reaching the shore.

The boat was at length secured, a great mass of flame, at the landing opposite the old Magazine, and our fire companies and hundreds of other citizens were on the spot immediately. Every assistance was rendered, and by extraordinary exertions, the fire was subdued by night-fall, but not until the boat was burnt to the water's edge.

Until the Randolph arrived at Clarksville, she was crowded with passengers. Here fortunately, all of the cabin passengers went on board the Shoalwater, which brought up upwards of a hundred tons of the Randolph's freight on Tuesday. Thus fifteen or twenty of our fellow creatures, in all probability, were saved from a watery or a fiery grave.

As far as we can ascertain this morning from the most diligent enquiry, three lives were lost, all of whom were slaves. Two were drowned, a male and female, and the other, a male, died, after being brought on shore, in consequence of the bruises he received by striking against the boat, after he had plunged into the water.

The amount of the loss of property it is impossible to tell. The bills of lading and most of the books and other papers, were destroyed. After being lightened by the Shoalwater, she still had a freight of upwards of four hundred tons, not more than a sixth part of which, in our opinion, will be made available. The loss cannot fall much short of \$200,000.

The loss will fall principally upon citizens of this place. Some of the freighters, we learn, had effected insurance, but some had not. The boat itself, which belonged to Messrs. J. & R. Yeatman & Co., wealthy merchants of Nashville, was insured for \$17,500. As we can speak with no certainty, even of the names of many of the owners of the cargo, and as we are anxious, on occasions of this sort especially, to avoid the slightest mistake, from which harm is so apt to accrue, we will postpone till our next paper, a further detail of this most melancholy accident.

THE METROPOLITAN.

GEORGETOWN, D. C.

WEDNESDAY MORNING, NOVEMBER 25, 1835.

GEORGETOWN, D. C.

"THE METROPOLITAN" is published every Wednesday and Saturday morning, at four dollars per annum, payable quarterly,

FOR THE PROPRIETORS,

S. D. LANGTREE, AND J. L. O'SULLIVAN.

Office South side of Bridge, between Washington and Jefferson streets.

STEAM NAVIGATION.—We have been favored with a sight of the model with which Dr. PLANTON illustrated his new principle for the construction of steam boats, for the navigation of canals and all shallow waters, and have been forcibly struck with its obvious advantages. As soon as experiment on a large scale shall have

fully tested its practicableness, we have little doubt that Dr. Planton's invention will constitute a great era in the history of steam navigation. We will endeavour to convey to our readers an idea of it, as it was communicated to us by an inspection of the model, and the lucid exposition of the inventor himself.

The model is of tin, about four feet in length, and eight inches broad. It is flat-bottomed, and its two paddle-wheels are placed at its extremities, the one at the bow and the other at the stern. The sides are perpendicular, and, being somewhat deeper than the bottom of the boat, supply the function of keel; extending sufficiently far in each direction to enclose and shield the two wheels.

The wheels are water-tight cylinders, armed with paddles placed longitudinally over their periphery. The cylinders, the diameter of which may be from ten to twenty feet, are so fixed as to be at least even with the bottom of the boat, performing a double function, to buoy the boat on the surface of the water, at the same time that their paddles propel it. A steam engine at the centre of the boat will turn both wheels. The advantages of this mode of construction will be immediately obvious by comparing its action with that of the boats hitherto in use:

Place a steam boat of the present construction on a canal. Sinking to a considerable depth, its bows displace a great quantity of water, which is turned off by them in side waves, with a force proportionate to its velocity. An immense power of resistance is thus generated, which is to be overcome by the force of the engine. Besides the resistance presented against the bows as they divide the water, these waves forced back in reaction from the sides of the canal, press upon the boat with a force increasing as the square of the velocity,—(besides doing great injury to the banks of the canal)—so as to render it impossible to attain a greater velocity than five or six miles an hour. The vast quantity of water displaced, at a great expense of power, by the huge side paddles, and wasted in side and stern waves, tends to sink the boat deeper than its own weight would necessarily require, thus increasing this effect which has been shown to be so destructive to the object which is sought, namely, cheap velocity. In short, it may be said, that under the present system, half of the force put forth is used in generating a resistance for the other half to overcome.

Place now Dr. Planton's boat on the canal. The water-tight cylinders, instead of adding to the weight of the boat, like the wheels in the other case, are themselves able to buoy up a very great weight on the surface of the water; they are to be made of the lightest materials consistent with the requisite strength, and the longitudinal spaces between the paddles may be filled in with cork. What becomes of the water displaced by the paddles of the bow

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THE GREAT DUST HEAP CALLED HISTORY
P. J. SICKEL KEOKUK IOWA

STEAM - 2011

wheel? Instead of turning off in side waves, it is driven directly under the boat, between its two side keels, which it thus tends to bury up to the surface, and no greater waves are generated on the surface than are formed by the water thus displaced by the bow paddles subsiding in the rear of the boat. Not an ounce of unnecessary resistance is generated, and no greater injury done to the banks of the canal than would be caused by the ripples from the breast of a swan. The boat glides along the surface, its buoyancy being increased, and the resistance diminished, with the increase of the velocity, a greater volume of water being thrown under the boat by the more rapid revolution of the bow paddles.

Dr. Planton considers that a boat constructed on this plan would not sink, with a full cargo, lower in the water than one-fifth of its own depth.

With respect to the location of the paddle at the bow and stern, the idea was taken from nature, and their action is compared to that of the fore and hind feet of the Newfoundland dog in the water, propelling itself by striking the water with the fore paws, while it kicks with the hind ones; or, in like manner to that of any of the rapid quadrupeds on land.

Dr. Planton has made repeated exhibitions of the action of his model boat on the water, at Albany, Rochester, New York, and Philadelphia, propelling it by a clock spring with cranks, to the entire satisfaction of a great number of practical and scientific men. A similar exhibition of its action was made a few days ago in Georgetown, on the canal, with perfect success, and to the entire satisfaction of a number of our most respectable citizens.

His principle, that of buoying up his boat, by means of water-tight cylinders, and the wave thrown by the bow paddles under the boat, he considers as equally applicable to the navigation of deep, as of shallow waters, and canals. To adapt it to sea navigation, he proposes to make use of twin boats strongly connected together, with a concave bottom; and to use only a cylindrical wheel placed at the bow.

It was exhibited, at the last session, to the legislature of the state of New York, and it was recommended with a very favorable report, from a select committee to the Canal Board, the lateness of the day in the session precluding any other action upon it.

Dr. Planton wants the means of testing on a large scale the principle which has worked with entire success in his small model. Is it not the duty of the government, which is on the point of building four steam ships, to supply the means? Is it not the duty of our canal directors, now that that great work is on the eve of its completion, which will be the signal for the launching of fleets of boats for its navigation? The present clumsy method of propelling canal boats seems certainly too

much at variance with the character of the improving, condensing, steaming nineteenth century, to continue much longer in use.

Dr. Planton's address, which has been left with us, is No. 111, South Front Street, Philadelphia.



P. R. FREAS, EDITOR.
 GERMANTOWN: PA.
 WEDNESDAY, JAN. 7, 1846.

**TERRIBLE STEAMBOAT
 DISASTER AND LOSS OF LIFE.**

The Southern papers give an account of another distressing accident on the Mississippi, by which some forty or fifty persons were either drowned or frozen to death. The particulars are as follows: On the night of 18th December, the steamboat Belle Zane, Captain Brazier, while on her way from Zanesville, Ohio, to New-Orleans, struck a snag about 12 miles below the mouth of White River, on the Mississippi, and immediately turned bottom up. It was about 12 o'clock when the accident occurred, and the night was bitter cold. Out of some 90 souls on board at the time, upward of 50 perished by this terrible accident; some of the unfortunate victims only escaped being drowned to freeze to death after reaching the shore. At the time of the disaster of course the passengers were all asleep in their berths, and so suddenly did the boat careen and go over that such as made out to release themselves were only able to snatch a blanket or counterpane from their beds—they had no time to save much less to put on their clothing.

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

The cargo of the Belle Zane consisted of 250 barrels of flour, the property of Mr. Bowen; 900 empty barrels marked C. B. & Co.; 300 sacks of corn shipped by D. Watson of New-Madrid; 226 sacks oats, 43 barrels beans and 53 barrels potatoes, consigned to Fellows, Johnson & Co. The U. S. mail, from Louisville, Memphis, and mouth of the Ohio river, was also on board, and all, together with the boat and fixtures, was a total loss.

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

Such are the particulars, so far as we have been able to gather them, of this sad and most

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deplorable disaster. For a long time we have not been called upon to record a story so full of suffering and of death.

DAILY GATE CITY.

TUESDAY MORNING, AUGUST 17, 1875

Steamboat Explosion.

KNOXVILLE, August 16.—The steamer Martin exploded her boiler at Washington landing, in the Tennessee river Saturday, completely wrecking the boat. Captain Jake Frytz, one passenger, an engineer from the Cincinnati South Railroad unknown, and a boy and man standing on the bank, were killed. Bensou, pilot, and Hood, mate, were badly hurt. Henry Frytz, clerk, was slightly hurt. Several of the deck hands and deck passengers were hurt. Names unknown. The Martin was a light stern wheel boat built for passenger and freight trade between here and Chattanooga.

THE GATE CITY

KEOKUK, IOWA

TUESDAY MORNING, APRIL 27, 1869

Latest by Telegraph

Sinking of the Steamer Urella —Large Number of Lives Lost.

Stoux City, April 24.

The steamer Urella, en route to St. Louis, with discharged soldiers from the various posts up the river, struck a snag this morning about 30 miles above here, and while sinking, her boiler exploded, killing and wounding a large number. Fifty are reported missing. The steamer Undine leaves immediately for the wreck with all the physicians in the city.

The Gate City.

KEOKUK: 1864

TUESDAY MORNING, FEB. 5.

NEW ADVERTISEMENTS.

DES MOINES RIVER.

ON THE OPENING OF NAVIGATION

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

THE GATE CITY.

KEOKUK, IOWA

FRIDAY MORNING, FEB. 19, 1869

Latest by Telegraph

Accident to the Steamer Glendale, en route for St. Louis.

MISCELLANEOUS ITEMS.

EVANSVILLE, Ind., Feb. 18.

As the steamer Glendale from Cincinnati for St. Louis, full of freight and passengers, was passing Green River Island, 7 miles above the city, about 2 p. m. to-day, a fire broke out in the pilot house. She was run to shore and the women and children were safely landed. In the meantime the Captain and crew and most of the male passengers got the fire checked, and finally extinguished it with a total loss of the pilot house and a portion of the texas. A temporary wheel will be rigged and the boat will proceed to St. Louis.

The Gate City.

KEOKUK: 1864

TUESDAY MORNING, MARCH 12.

NEW ADVERTISEMENTS.

Regular Daily Packet Between KEOKUK AND QUINCY,



Carrying the United States Mail. THE STEAMER LADY PIKE, C. S. MORRISON, Master, will leave Keokuk daily at 4 o'clock p. m., on the arrival of the K., Ft. D. M. & M. and the K., Mt. P. & M. R. R. Trains, touching at Warsaw and Alexandria at 4:15, at Canton 4:45, at Lagrange 6:15, and Quincy at 7. Leaving Quincy daily at 8 o'clock a. m., arrives at Lagrange at 9, Canton 9:45, Alexandria and Warsaw 11:50, and Keokuk at 12 m., connecting with the C., B. & Q. R. R. and the Wabash Valley Line at Quincy. Feb 12d

The Gate City.

FRIDAY MORNING, FEB. 22, 1869

DES MOINES RIVER.

ON THE OPENING OF NAVIGATION

THE NEW AND FAST-RUNNING LIGHT-DRAUGHT steamer "POMEROY" will run from Ottumwa to Des Moines, carrying passengers and freight, and connecting with the railroads at Ottumwa every other day. [Feb 1866 wdf]

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON. THrice A WEEK. SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, SEPTEMBER 4, 1854.

STEAMBOAT EXPLOSION.—The steamer *Timour*, No. 2, left St. Louis on Thursday, the 23d, for Weston and St. Joseph. On the ensuing Saturday morning, about one o'clock, while wooding at Edward's wood-yard, about three miles below Jefferson city, all three of her boilers burst simultaneously. The number of killed and wounded is not correctly ascertained. Some assert that fifteen fell victims, while others represent the number of killed and missing as high as twenty. Many were blown into the river. Among the victims whose bodies were recovered is Mr. Charles Dix, brother of the captain. The bodies of five deck hands were also recovered. There were but few passengers aboard, either in the cabin or on deck. The boat was shattered to atoms by the explosion, and sunk in six feet water.

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON. THrice A WEEK. SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, MARCH 20, 1854.

LOSS OF THE STEAMER JOHN L. AVERY.—The steamer *John L. Avery*, Capt. Robertson, from New Orleans for Cincinnati, was snagged and sunk at Black Hawk Point on the 9th instant. Immediately after sinking the cabin parted from the hull and floated some distance, having on it a large number of passengers, when it was taken in tow by the steamer *Sultana*, and the passengers were landed about two miles below the scene of the disaster. Only four persons are known to have been lost, viz. the second mate and three passengers. The boat and cargo were a total loss, but the books and baggage were saved.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, AUGUST 13, 1853.

IMPORTANT REGULATIONS FOR STEAMBOATS.—The board of supervising inspectors of steamboats held a meeting at Pittsburg on the 1st instant, and continued by adjournments up to the 5th. They adopted resolutions directing the local inspectors to again call the special attention of owners of steamers to the importance of having, where practicable, a steam pipe from the boilers to convey steam into the hold, for the more effectual extinguishing of fire; also, that shoulder-straps should be attached to life-preservers, or other means used for preventing them from getting into an improper position, to the hazard of life; that printed notices be posted in all state-rooms or berths informing passengers where the life-preservers may be found, and the manner of using them; that fire-hose be either constantly connected with the pumps, or placed in a convenient and conspicuous position therefor; that explosive articles be conveyed only in secure metal-lined chests, and that materials which ignite by friction be kept at a safe distance from explosives; together with other regulations of a more technical description, but extremely useful and requisite.

DAILY GATE CITY.

FRIDAY MORNING, FEBRUARY 26, 1875.

KEOKUK NORTHERN LINE.

A Struggle for the Possession of the Books and Accounts.

The struggle for the control of the Keokuk Northern Line Packet Company has assumed a new phase. Captain W. F. Davidson, who is said to have been elected President of the company recently, went to the office in St. Louis on Wednesday, but was refused admittance by the two watchmen in charge. He then sued out a writ of replevin, in the name of the Keokuk Northern Line Packet Company, against Thomas H. Griffith, Secretary, and Darius Hunkins, President of the company. Plaintiff sued for the account books, papers, vouchers, safe and seal of the company, stating that they were valued at \$1,000.

Judge Jones, in Circuit Court No. 5, granted the petition, and the writ of replevin was issued. Before it was served, however, an affidavit was filed in the same court by Captain Hunkins, President of the company, and the execution of the order was suspended. Subsequently, the defendants were ordered to appear in court on this Saturday morning to show cause why the suspension should not be set aside. The affidavit of Captain Hunkins is as follows:

Darius Hunkins, being duly sworn on his oath, says he is President of the Keokuk Northern Line Packet Company; was legally elected such, and has been ever since the 11th day of March, 1874, acting as President of the company, and is now so acting; that, as such, he makes this affidavit, and states that in the above entitled suit, purporting to be a suit brought by said company, the name of the company has been unlawfully, and without authority, used by one William F. Davidson, acting together with other persons, and pretending to have authority to use the name of said company; that said Davidson has no such authority, nor has the said company given him any authority to bring said suit; that the safe, books, papers and other things in said petition and affidavit described, are now really in possession of said company; and that said suit was brought and the order in it obtained without any notice to this affiant and to the officers of said company, merely for the purpose of putting said books, papers and other articles into the possession of said Davidson, in order that he may have them kept out of the possession of the officers of said company, this affiant, the President and said Griffith, the Secretary of said company. Affiant says that he, as President of said company and said Griffith, as Secretary, have now the possession of the office of said company in which said books and other things are; they are carrying on the business of the company and no one else has any right or claim to the office of President nor any one but Griffith

any right to the office of Secretary; that several suits are pending to determine the rights of said Davidson to certain stock in said company, and that certain restraining orders have been made in said cases; that the present is merely an attempt, on the part of said Davidson to get possession, during the litigation of the books and papers of said company.

Affiant says that as President he is responsible for the property of said company; that said Griffith has given bonds in the sum of \$50,000, and is responsible as Secretary and Treasurer of said company.

Affiant says that he and said Secretary hold the property merely for said company, and do not pretend to otherwise hold it; nor has said Davidson made any contract as to the right so to do until within a few days past. D. HUNKINS, Pres't.

DAILY GATE CITY.

FRIDAY MORNING, FEBRUARY 26, 1875.

THE STEAMBOAT WAR.

The Affairs of the K. N. Line in a Worse Muddle Than Ever.

TWO SETS OF OFFICERS AND DIRECTORS.

The Fight Now Will be For the Possession of the Property.

The St. Louis papers of Wednesday give accounts of recent developments in the steamboat war, in which the contending factions of the K. N. Line Packet Company are fighting for the control of the affairs of the Company.

The situation is becoming more complicated than ever.

The *Democrat* gives the following as to what the Hunkins-Gray wing has to say of the controversy:

A meeting of the K. N. Line Directors, on call of W. F. Davidson, was held on Saturday, 20th inst. Since the annual meeting of 1874 it had transpired that N. Mullikin and A. Phillips were not legal stockholders in the company.

By a vote of a majority of the Directors present their seats were declared vacant, and Thos. B. Hill and Thos. H. Griffith were elected to fill their places. The Board continued in session some time, and adjourned to meet at 3 p. m. on same day. At this meeting the two ejected Directors put in an appearance. The Board, without transacting any business, adjourned to Tuesday, 23d, at 10 a. m. Met at 10 a. m. to settle up last year's business and to make arrangements to run boats, Messrs. Mullikin, Phillips and some other outsiders, made their appearance and interrupted the proceedings, so that an adjournment was made at 3 p. m.

The Davidson party held a meeting after adjournment, and pretended to elect a list of officers.

The old board legally holds over, and the executive officers with them, until the pending injunction is removed.

At 3 p. m. the board reorganized, with President Hunkins in the chair. A resolution was adopted appointing a committee, consisting of T. B. Hill, W. F. Davidson and D. Hunkins, to put the boats of the company in order for business.

President Hunkins and Secretary T. H. Griffith have possession of the office, the books, seal, assets, &c., of the company. The regularly elected officers of the last year do not recognize the action of the Davidson party, and will use every legal means to retain possession.

The following are the proceedings of the meeting of the Board of Directors, held on Tuesday:

At an adjourned meeting of the board of directors of the Keokuk Northern Line Packet Company, held at the company's office, in pursuance to adjournment, the following directors were present: W. F. Davidson, P. S. Davidson, A. Phillips, N. Mullikin, W. Rhodes, D. Hunkins, Adam Jacobs, R. G. Gray, and Thos. B. Rhodes.

D. Hunkins, President, called the meeting to order—Thos. H. Griffith acting as Secretary

On motion of Wm. Rhodes, seconded by W. F. Davidson—

Resolved, that the reading of the minutes of the meeting held on Saturday, February 20th, be dispensed with for the present—

Was put to a vote and declared carried by the chair.

W. F. Davidson offered the following resolution, which was seconded by W. Rhodes.

WHEREAS, This is the first meeting of the Board of Directors of the Keokuk Northern Line Packet Company held after the time fixed for the annual election; therefore,

Resolved, That in pursuance of the provisions of the by-laws, the Keokuk Northern Line Packet Company do now proceed to the election of a President, Secretary and General Superintendent, and that in said election the votes of the members be taken *viva voce*.

Which the President, D. Hunkins, refused to put; whereupon W. F. Davidson, the mover of the resolution, put the resolution to the Board, which was carried unanimously—W. F. Davidson, P. S. Davidson, W. Rhodes, N. Mullikin and A. Phillips voting in the affirmative; no one voting in the negative.

W. Rhodes nominated W. F. Davidson for President of the Keokuk Northern Line Packet Company, which was seconded by N. Mullikin.

D. Hunkins, President, refused to put the nomination, whereupon W. Rhodes put the same to the board of directors, and receiving a majority of the votes of the board of directors was declared duly elected President of the Keokuk Northern Line Packet Company, and was escorted to the chair.

Whereupon W. F. Davidson, as President in the chair, called the meeting to order.

W. Rhodes nominated John Shethar as Secretary of the Keokuk Northern Line Packet Company, which was seconded by Ansyl Phillips, which nomination being put by the President and receiving a majority of the votes of the directors, was by the chair declared duly elected as Secretary of the Keokuk Northern Line Packet Company.

John Shethar, being notified of his election, appeared and accepted the position of Secretary in writing.

W. Rhodes nominated P. S. Davidson as General Superintendent of the Keokuk N. L. P. Co., seconded by Ansyl Phillips, which nomination being put by the Presi-

dent and receiving a majority of the votes of the Directors, was by the chair declared duly elected as General Superintendent.

P. S. Davidson being present, accepted the position in writing.

W. Rhodes offered the following resolution which was seconded by N. Mullikin:

Resolved, That the pretended actions of this board, purporting to have been held on the 20th of February, whereby it appears that the places and offices as Directors of Ansvl Phillipe and N. Mullikin were declared vacant, was without authority of law, fraudulent and void; that, notwithstanding said action, the said Ansvl Phillips and N. Mullikin are members of the board of directors of the Keokuk Northern Line Packet Company, having been duly elected by the stockholders thereof; and that the Secretary be directed to spread upon the minutes of the board the protest of Captain W. F. Davidson and others against the fraudulent and illegal action by which an attempt was made to remove said Phillips and Mullikin from office; which, on being put by the President, was passed unanimously.

W. Rhodes offered the following resolution, which was seconded by Mr. Mullikin:

Resolved, That the President of this company, W. F. Davidson, be authorized and directed to take such steps as may be necessary and expedient in his judgment to possess this company of its property and effects, books and papers, and to bring any such suit or suits as may be necessary therefor. The same was carried unanimously.

Thos. H. Griffith, the late Secretary, refused to make record of the proceedings of this meeting.

The President, W. F. Davidson, made a demand on Griffith, late Secretary, for the books, vouchers, papers and other effects belonging to the Keokuk Northern Line Packet Company; on which Mr. Griffith left the office without assenting or refusing.

On motion of Wm Rhodes, seconded by A. Phillips, it was resolved that the members composing the Executive Committee for the past year be continued for the present. The same being put by the Chair, was carried unanimously.

Wm. Rhodes moved that the minutes, as read by the Secretary, Mr. Shethar, be adopted; seconded by N. Mullikin, and was carried unanimously.

The meeting was held with open doors, and several were present, including Capt. John W. Carroll, Capt. Thomas Hill, P. P. Manion, and Capt Isaac Mason. The resolutions and voting was done in a loud, clear manner, so all could hear. No objections were made to their being present. All appeared in earnest, but there was no excitement.

DAILY GATE CITY.

TUESDAY MORNING, MARCH 23, 1875.

THE PACKET WAR.

The K. N. Line Controversy Settled in Favor of Davidson.

Col. Archer received a telegram yesterday from N. Mullikin, one of the Directors of the K. N. Line Packet Company, stating that the suits in which the two opposing factions of that Company have been involved recently have been decided in favor of Commodore Davidson. We can give no facts in connection with the matter in this morning's paper, except the mere announcement, but will publish the details as soon as received. We presume that the decision is final, and that the Company will proceed to business now under Davidson's administration.

DAILY GATE CITY.

WEDNESDAY MORNING, MARCH 24, 1875.

THE PACKET WAR.

The Decision in Favor of Davidson.

The K. N. Line Packet suit referred to in yesterday morning's paper, was that of Buford vs. Davidson, in which the plaintiff had succeeded in obtaining an injunction restraining defendant from voting upon the 1,518 shares of stock held by him upon the ground that said stock was illegally held. The motion to dissolve the injunction, which was argued before Judge Krum, was granted. The Judge maintains in his decision that "the subscription by John S. McCune, in behalf of the Keokuk Packet Company, for 1,520 shares of stock of the Keokuk Northern Line Packet Company was lawful; that the stock which was therefore issued to the Keokuk Packet Company was so issued upon a valuable and sufficient consideration, and that the Keokuk Packet Company were the owners of such stock upon its issue—holding hereto a valuable and complete title. The main question having been determined adversely to the plaintiff, the court adheres to the position that the conditions upon which, and the circumstances under which the stock was sold to defendant, Davidson, by the Keokuk Packet Company, are matters of no importance: in this controversy. Being owners of the stock and holding it under a lawful and complete title, the Keokuk Packet Company might make such disposition of the stock as to them seemed expedient. If the stock was sold at a price far below its market value; if it was transferred to Davidson even by way of gift; if it was transferred to him under circumstances which must have secured to him a controlling voice in the affairs of the Keokuk Northern Line Packet Company, the court is unable to see that plaintiff is entitled to any relief because of these transactions."

The St. Louis papers state that the main issues of the case are yet to be disposed of, and that the matter is set for hearing before Judge Krum, April 5th, but they do not say what the main issues are.

DAILY GATE CITY.

SUNDAY MORNING, SEPTEMBER 27, 1874.

MURDER ON A STEAMBOAT.—While the steamer Belle of LaCrosse was lying at Dallas City on Friday night, the 18th inst, a deck passenger was discovered lying on the fore-castle, near the stairway, in a dying condition, from the effect of a blow on the head from some deadly weapon. On Saturday the man was left at Montrose, where he died on the afternoon of that day. A coroner's inquest was held, but it was impossible to learn the man's name, or any facts connected with the murder, so the case still remains open. The murdered man was about thirty years of age. The Nauvoo Independent, from which we learn the above, says:

It is reported that he had some \$700, when he went on the boat, for which it is supposed he was murdered. After the murdered man was put ashore, Ben Murray was hired to attend him; Ben looked after him until he was dead, and then "went through him," getting some \$35 or \$40. A spree poor Ben must have, so out he started and was soon as happy as a "big sunflower" or "any other man." Robert Allen coming across him and thinking something was up, persuaded him to let him have \$25 to take care of. The authorities in the meantime getting wind of the matter, commenced search for the old gent, and finally succeeded in finding him in Keokuk next day, badly "cut up," with 65 cents left. He was brought back to Montrose, fessed up and was promptly sent to Fort Madison, and is no doubt now "playing checkers with his nose," as we are informed he has done before. Poor Ben!

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, JULY 16, 1875.

River News.

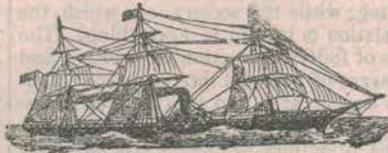
Spencer Grennell is an unfortunate river clerk. He is always being taken in by somebody. If anybody has a poor dog he wants to get rid of, he waits till Spencer's boat heaves to, and trades it off to Grennell. He has owned a dozen dogs this season which he bought for thoroughbreds and shot for curs. He has been swindled by second-hand baby carriage men, and bought a copy of the bible, under the impression that it was a new river guide. His latest acquisition was awaiting him this morning at the packet depot. It was a coop full of "onery" garden-scratching Shanghai chickens he had bought for Spanish game fowls.

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

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, APRIL 14, 1857

Keokuk and St. Louis Fast Passenger Packet.



GEM CITY,

Leaves Keokuk Mondays at 7 a.m., Wednesdays at 2:15 p.m., Fridays at 2:15 p.m.

For Freight, Stock or Passenger Rates, Apply to

C. A. HUTCHINSON, Agent,
k 3 20 82 ft Keokuk, Iowa.

THE REGISTER.

New-Haven: Conn.

SATURDAY, JULY 24, 1819.

ST. LOUIS, June 19.

Military expedition to the Upper Missouri.

Col. Chambers with a battalion of the rifle regiment in keel boats, set out from Belle Fontaine, on Monday the 14th inst. to ascend the Missouri to Camp Martin, where Lieut. Col. Morgan is in command with several companies of the regiment.

Col. Atkinson's regiment, 6th infantry, is at Belle Fontaine, and we believe is only delayed by the non arrival of some of the steam boats, and the time consumed in the repacking provisions.—Col. Atkinson commands the expedition.

Gen. Jesup descended the Missouri, on Sunday last in the steam boat Independence, in search of the Jefferson and Calhoun, two of the steam boats destined for the Upper Missouri. Upon the arrival of these, Col. Atkinson will proceed.

Arrived, Wednesday 9th inst. the Western Engineer, destined for the Upper Missouri. Passengers, Maj. Long, Maj. Biddle, Mr. Graham, Mr. Swift, Dr. Jesup, Dr. Say, Dr. Baldwin, Mr. Peale, Mr. Semour.

The Western Engineer anchored at the upper end of the town, where she yet lies. In passing the Independence and St. Louis, then at anchor before the town, she was saluted by these vessels.

A description of this beautiful little boat has been given to the public. We remark, however, some further particulars which deserve to be noticed. The bow of the vessel exhibits the form of a huge serpent, black and scaly, rising out of the water from under the boat, his head as high as the deck, darted forward, his mouth open, vomiting smoke, and apparently carrying the boat on his back. From under the boat, at its stern, issues a stream of foaming water, dashing violently along. All the machinery is hid. Three small brass

field pieces, mounted on wheel carriages, stand on the deck. The boat is ascending the rapid stream at the rate of three miles an hour. Neither wind or human hands are seen to help her; and, to the eye of ignorance, the illusion is complete, that a monster of the deep carries her on his back, smoking with fatigue, and lashing the waves with violent exertion.

Her equipment is at once calculated to attract and to awe the savage. Objects pleasing and terrifying are at once before him:—artillery; the flag of the republic; portraits of a white man and an Indian shaking hands; the cabinet of peace; a sword; then the apparent monster with a painted vessel on his back, the sides gapping with port-holes, and bristling with guns. Taken altogether, and without intelligence of her composition and design, it would require a daring savage to approach and accost her with Hamlet's speech—

"Be thou a spirit of health, or goblin damned, Bring with thee airs from heaven, or blasts from hell,

Be thy intents wicked or charitable, Thou com'st in such a questionable shape, That I will speak to thee."

Enquirer.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, MAY 13, 1857

GEO. SMITH, H. W. CLENDENIN, THOS. REES,

SMITH, CLENDENIN & REES,

PUBLISHERS AND PROPRIETORS.

SECOND JOINT EXCURSION.

ST. LOUIS AND RETURN.

—VIA—

Steamer and Rail,

—OR—

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. & F. Co
Keokuk & St. Louis R'y. may12to19

THE GATE CITY:

TUESDAY MORNING, JAN. 22, '78.

RIVER TRANSPORTATION.

Col. C. K. Peck of this City one of the Lowest Bidders on that of the Missouri, and will Probably Get the Contract.

Gen. Chas. H. Tompkins, chief quartermaster of the Departmen of Dakota, has opened at St. Paul the bids for army transportation the coming season on the Missouri, Yellowstone and Big Horn Rivers. Thirteen bids for performing the service were received, Col. C. K. Peck of this city being one of the lowest on that of the Missouri river, and Com-

modore Kountz lowest for that of the Yellowstone. All bids were very low. The Sioux City Journal says the question as to who will be victor in securing the contract is far from a solution, and that it will take at least a month to decide the matter. It was at first reported that Col. Peck was the lowest for the Missouri River, but the Journal has since learned it is Commodore Coulson who has the lowest figure, and Col. Peck next. It gives the following as the necessity for time in deciding the question:

"The bids are made for carrying pound freight, men, horses, wagons, etc., for fifty miles, a hundred miles or numbers of hundred miles—so much for certain months, and so much for the remainder of the season, the difference in months being made to compensate for the difference in the stages of water at various seasons. It is necessary then for the authorities to compute what will be the distance for which most of the shipments will be made, the months in which they will be made, and other matters in regard to the business, all of which will take time, and all of which is necessary in order to tell who proposes to do the season's transportation business for the government at the lowest figures. Commodore Coulson put in a peculiar bid, in the way of a sort of schedule, setting forth definitely the figures for every kind of shipment for every length of distance for every month in the season—something unlike any other bid, and if it be entertained there is little doubt that it is considerably the lowest.

Several of the contractors have pronounced Col. Peck's bid a better one than Coulson's and are of the opinion that the former will get the contract. P. S. Davidson, of the K. N. Line was also a bidder, and his bid comes next to that of Col. Peck.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.



THE PALATIAL STEAMER ST. PAUL,

Leaves Keokuk for St. Louis Every Monday and Friday at 7:00 a. m.

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

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

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

Mr E Wendley
2 Steamers Despatch &c
Sept on 25 Panels salt 25¢ @ 6.25
Keokuk July 14/86 The Payment
Law & Lawley

JULY 14, 1846

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, DEC. 16, 1882.

MISHAPS OF A DAY.

Burning of the Steamer Kate Kinney and Cargo.

DESTROYED BY FIRE.

SHREVESPORT, La., December 15.—The steamboat Kate Kinney burned in the Bayou at the ferry landing to-day. The boat and cargo are a total loss. This was the first trip of the Kinney this season, she having a few days ago left her dock, after receiving new repairs amounting to \$8,000. The boat was valued at \$20,000 and insured for \$10,000, in Cincinnati companies. She belonged to the Red River and Coast line. The cargo consisted of 20,000 bales of cotton, oil cake and other freight. No lives lost as far as known.

The fire from the burning vessel spread to buildings adjacent, being driven by high winds. The loss is about \$250,000. Several buildings near the ferry landing were destroyed, among them O. L. Chamberlain's machine shop, Capt. P. M. White's residence, Robins' boat shop, G. E. L. L. White's residence. The steamer Kinney was completely destroyed. She had 1875 bales of cotton, 600 sacks of oil cake, 200 barrels of oil, 17 sacks of wool, and miscellaneous freight. The books were not saved. Quicksall, the clerk, succeeded in getting some of the money out of the safe. The fire originated in the desk room, cause unknown, and spread so rapidly that the passengers and crew lost all their baggage. M. W. Applegate, United States local inspector of steamboats, lost his valise containing all the papers of this trip of inspection.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, DEC. 7, 1882.

RIVER HORROR.

A PROPELLER EXPLODES HER BOILER.
 NEW ORLEANS, December 6.—The boiler of the propeller Morning Star, ply-

ing between this city and Magnolia plantation, exploded about 6 o'clock this morning, at Belleaire plantation. Of twenty-one persons on board, three were killed, eight drowned, and six badly if not fatally scalded. The steamer Sunbeam, near by when the accident occurred, brought the wounded to this city. They were sent to the hospital. Jack Johnson, white, fireman, and seven colored roustabouts were drowned. Killed—Henry Krizer, Naney Gardiner (colored) and a child named Joseph Smitherson. Badly scalded—Eugene Pennewith, engineer; James Ryan, a boiler maker; Mary Miller, (colored) passenger; Frank Holt and Wm. Frantz, employes of the boat.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, MARCH 29, 1881.

THE GATE OPENED.

The Josie Out of the Canal, and the Plough Boy will Soon Follow— First Opening of the Draw.

Last evening, about six o'clock, the bridge whistle blew, and for the first time this season the draw slowly swung open. This was a practical test of the new machinery, and all was found to be in perfect working order, and the draw swung around on a perfect balance, and so smoothly as to be almost noiseless.

As the bridge opened, the Josie stood at the lower gate of the lock, but experienced some little difficulty in getting out, as a large quantity of ice about ten inches in thickness was in front of her, which she had to push through the gates. Before half-past 6, however, she pulled through, and swung out into the river, driving down and tying just below the Diamond Joe depot, where she stood all this morning, taking on a load of grain and other freight. This afternoon she started down the river, having on board a good cargo for St. Louis.

A large quantity of ice followed in the wake of the Josie and now remains in the lower end of the lock. Through this the Plough Boy will have to cut; but as she

has a couple of seams which require calking, it is probable she will remain in the canal till morning, though she may possibly try and get out to-night. She will commence making her regular trips to Warsaw as soon as she gets out.

KEOKUK CONSTITUTION

KEOKUK, MONDAY, OCT. 2, 1882.

St. Louis and St. Paul PACKET COMPANY.

DAILY LINE OF



REDUCED RATES

—TO—

St. Louis and Return

Good for fifteen days. Go and see the

VEILED PROPHETS!

—And the—

Great St. Louis Fair.

\$6.50 for the Round Trip,

Including meals and berths.

THE KING OF THE CARNIVAL ANNOUNCES

Your presence is commanded to welcome the arrival of his Mystic Majesty, the Veiled Prophet, Tuesday, October 3d, on the Ship of State, the Magnificent Steamer, Gem City.

C. A. HUTCHINSON, Ag't.

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

Many steamboats rounded the bend here in 1847-48

WEDNESDAY, JULY 10, 1963

By Pearl Gordon Vestal

Long before the lives of the eldest of our Keokuk, Hamilton and Warsaw people of today began, the stories I am telling now were news in the "Warsaw Signal," in 1847-8. The clippings were pasted into a big scrapbook by my father, John A. Gordon, president of the Hancock County Historical Society. They were cut from yellowed, already-old newspapers, carefully saved by Samuel Gordon, of Hamilton, my grandfather.

The great Mississippi, washing the shores of our Iowa-Illinois - Missouri "Tri - State Area," is famous for its bends and for its historic and romantic years of steamboat traffic. These were in the times of earthen paths, dusty, rutted and muddy, by turns, and vehicles drawn by horses or oxen. In those earlier "Eastern" homes. In 1847, we had not yet our steam trains, with their lines of iron tracks; our automobiles and motor busses and huge vans for transport of freight; nor were we and our mail flying through the air!

Closed 65 days

On March 6, 1847, the subscribers could read: "THE RIVER is now clear of ice at this place, it having broken up on Tuesday last, after remaining closed since the 1st of January — 65 days. The weather is now warm, and pleasant, and boats have again commenced running. The Clermont No. 2 made her appearance at our landing on yesterday morning."

A commercial announcement neighbors the news clipping. "Regular Weekly Packet for Burlington, Bloomington and Rock Island, Davenport, Galena and Du Buque. The fast running pasenger stealer TEMPEST, Smith, Master, will resume her regular trips on the opening of navigation—leaving St. Louis every Monday at 4 o'clock, and arriving at Burlington on Tuesday evening; Bloomington, Rock Island and Davenport on Wednesday; and Galena Wednesday evening. "Details followed, and the signature was

"R. F. Saas, Agent, 11 Commercial St., St. Louis."

I quote again from the home-made volume's Page 113. "THE LUCY BERTRAM, a new and splendid boat, commanded by Captain Deane, made her appearance at our landing a day or two ago. She is to run between Keokuk and St. Louis and in speed, accommodations and conduct of officers and crew, is not excelled by any boat on the river. The LACLEDE, Capt. Randolph, and OCEAN WAVE, Capt. Whitney, will, with the LUCY BERTRAM, from a daily mail line between St. Louis and the Rapids."

Two lighters sink

An accidental event occurred that years in our immediate area. "The two lighters in tow of the TIME AND TIDE, as she passed down a few days since, came in contact with the steamer CONFIDENCE, on the Rapids, and sunk, one immediately and the other at the Keokuk landing. The former was laden with wheat, which was washed away and lost; the latter with the lead, which will be recovered." Well, it could have been worse, had any crewmen been lost in the event!

Neighboring that news is a long advertisement of the Warsaw and Alexandria Ferry, operated by Thos. C. Sharp Co., which had an unnamed rival Ferry, to the northward,—perhaps between Hamilton and Keokuk?

Again a loss to the river, but, again, fortunately, no loss of lives was reported. "We learn that the steamer DOMINION, while rounding out from Keokuk on Friday last, struck a rock in the channel, and sunk. The boat, it is said, will be a total loss, but part of the cargo will be saved in damaged condition. She was fully insured at Pittsburg. The St. Louis Union reports the loss of the fine steamer SALUBA, in the Missouri, near Rocheport. Boat valued at \$16,000; insured for \$12,000."

In midsummer, 1847, this "ad" appeared: "PLEASURE

TRIP. For the Falls of St. Anthony. The fine passenger steamer, TIME AND TIDE, E. W. Gould, Master, will leave Warsaw for the above and all intermediate ports, on the 15th of July, at 8 o'clock, P.M. A band of music will accompany the expedition. Those wishing to secure State Rooms will please apply soon."

Semi-weekly service

Another boat's business printing comes up: "Regular Semi-weekly Packet for Clarksville, Louisiana, Hannibal, Marion City, Quincy, LaGrange, Tully, Alexandria and Keokuk. The new and elegant passenger steamer, KATE KEARNEY, James Whitney, Junior, Master, will commence her regular trips in place of the LACLEDE on Monday, the 8th, instant — leaving St. Louis every Wednesday and Saturday, at 5 o'clock, P.M. For freight or passage, apply on board." We read on that this new boat "is of very light draught, having been built expressly for the trade."

Interesting details about this new boat are in the news, reprinted from the "St. Louis New Era." It was nearing completion, hoped to be within two weeks. It was "handsome and well-proportioned." It was being built, "under the superintendence of Capt. Whitney," in the "yards of Mr. Emerson." The entire woodwork of her cabin was finished and receiving the second coat of paint. "Her machinery, which is entirely new, from the works of Messrs. Gaty, McCune and Glasby, was going on board, and every other part appeared much further advanced than we expected it to be. It is the intention of her enterprising owners to have her ready for business by the 1st of September."

We'll "ring off" with an 1848 item. "NOTICE. The undersigned will apply at the next term of the County Commissioners' Court, of Hancock County, State of Illinois, for

a license to establish a Ferry across the Mississippi river, from Keokuk to such point on the Illinois shore as may be suitable for a place of landing." It was signed by Adam Hine, May 6, 1848.

The Daily Gate City

GATE CITY AND CONSTI

FRIDAY, MAY 27, 1955

\$2,455,200 Cargo Goes Down River

A record breaking cargo passed through the Keokuk lock this week but the mark it established was monetary value instead of tonnage.

The motor vessel Winchester came down river with 18,600,000 pounds of linseed oil. With the bulk price on the commodity market of \$6.132 per pound the oil therefore was valued at \$2,455,200, far exceeding the cargo valuation of any prior downriver tows.

In 1954 the Ernest T. Weir set a cargo record of 16,900 tons for downbound tows.

Most persons familiar with the river are accustomed to seeing heavily loaded petroleum barges pushing to upstream ports and returning light with the barges riding high.

With improved barge cleaning techniques, the Winchester has been able to carry petroleum products to Minneapolis and reload with linseed oil.

Last year she towed 7,000 tons to New Orleans and out into the Gulf where the linseed oil was pumped aboard a Belgian tanker for shipment to Belgium.

Keokuk steamboat intimacy dates back to July 2, 1829

SHEET NO. _____

BAKER-VANTER CRIMPED LEAF

FOLIO CK CREDITS

It is singularly fitting that Keokuk should have a steamboat of its own to serve both as a museum and as a reminder of its long and rich association with the Mississippi and river traffic.

One of the earliest records in Keokuk river history is July 2, 1829 when the Steamer Red Rover came up from St. Louis with several representatives of the American Fur Company which had a station at Rat Row on the river front here.

Record year in 1884

During the next year the Steamer Mechanic sank in the treacherous Des Moines rapids here and the large boulder which gave it the coup de grace was thereafter known as Mechanic's Rock.

Keokuk's record year for steamboating, according to the files of The Gate City, was 1884 when 3,014 boats paid wharfage fees during the season. In addition to the steamboats that year, 533 rafts of lumber passed through the canal and in 1889 a total of 169 million feet of lumber was brought to Keokuk alone.

Among the most interesting records is that kept by Edward F. Brownell who reported the arrival of 59 different boats by name in 1849. The navigation season that year opened February 21 with the arrival of the Clermont and closed December 28 when the Wyoming left Keokuk for the south.

The Daily Gate City

KEOKUK, IOWA

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WEDNESDAY, NOV. 23, 1960

Boats of 1849

Boats listed by Brownell in 1849 included the Archer, Alvarad, Bon Accord, Citizen, Die Vernon, Domaine, 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, Martha, Nominger, Oswego, Plasa, Senator, Tiger, Visitor, Wyoming, America, Auth. Clermont, Consignee, Dr. Franklin, Dubuque's I and II, Enterprise, Eureka, Falcon, Gov. Briggs, Gajaso, Irene, Hudson, Kentucky, Kate Kearney, Lamartine, Mary Stevens, Magnet, Monongahela, N. Waggoner, New England, Oneta, R. H. Lee, Sjockokon, Uncle Toby, Wisconsin and the Yankee.

On March 23, 1855 twelve 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. F. Cox and Cleghorn and Harrison.

Civil war era

With the outbreak of the Civil War much of the river

traffic was diverted to the transportation of soldiers to the Keokuk embarkation center and the arrival of wounded for treatment in military hospitals here.

First of the war steamers was the Hawkeye which arrived May 6, 1861 with two companies from Dubuque and one from Davenport. By 1862 the sick and wounded were being brought up the river in large numbers.

The Express arrived April 19, 1862 with 300 wounded, including four who died en route. From then on the flood continued with 300 on April 23, 200 on May 18, 350 on May 21, 311 on June 24, 302 July 7, 378 July 9, 260 July 13, more than 400 on October 8, 274 on October 14 and 250 on October 18.

On January 6, 1863 the Diligent brought 210, the Sunnyside 226 and the Glasgow 300. By the end of that year 7,396 sick and wounded had been brought to the Keokuk hospitals with 617 dying.

Those who recovered were returned 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 260 prisoners of war enroute from Rock Island.

The Daily Gate City.

TUESDAY MORNING, NOVEMBER 1, 1970.

OVERBOARD AT MIDNIGHT.

Somnambulistic Perambulations.

The steamer "Jessie" is a diminutive little steamer, used by the Bridge Company in the construction of the Keokuk and Hamilton Bridge. Dr. Rodgers is a citizen of Keokuk whose history is identical with our city's earlier days. The Doctor is in the

habit of sleeping on the steamer "Jessie" about tri-weekly. On Sunday night about 12 o'clock the employes of the Bridge Company, who occupy the sleeping apartments of the "Jessie" regularly, were startled by a loud splash in the water. On examination they discovered that the Doctor was overboard. He had gotten up in his sleep for a somnambulistic ramble, and had walked off the boat into the river. Coming in contact with the water brought him to a realizing sense. After he had gained the surface for the first time the men on the boat inquired of him if he could swim. He replied in the affirmative, and at the same time threw himself upon his back and instituted a process of floating by

which he was presently brought safely to the shore. The Doctor declares that when a man gets real wet it takes him at least two hours to get dry, an assertion which will admit of some doubt.

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

STEAMBOAT EXPLOSION.

Forty Persons Were Instantly Killed by the Bursting of the Corona's Boilers.

The Disaster Occurred on the Lower River and No One Knows What Caused It.

Statement of the Surviving Passengers as to How They Escaped Death.

The City of St. Louis, That Was Fortunately Passing, Renders Invaluable Assistance.

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

OCTOBER, 10, 1889.

NEW ORLEANS, Oct. 3.—The steamer Corona, of the Ouachita consolidated line, left here last evening for the Ouachita river with a full cargo of freight and a good list of passengers. She exploded her boilers at False river, nearly opposite Port Huron, at 11:45 this morning, causing the loss of the steamer and about forty lives. The Anchor line steamer, City of St. Louis, Captain James O'Neil, was near and with his crew, aided by boats, saved many lives. The surviving passengers and crew were taken on board by Captain O'Neil and kindly cared for.

Crew lost—J. W. Blanks, captain; J. V. Jordan, first clerk; Charles C. Ellis, second clerk; Swimp Hanna, third clerk; Fred Dinkie, barkeeper; Fred Verman, barkeeper; Pat Ryan, steward; Dick Curtis, fireman; Tom Shook, engineer; Henry Doyle, porter; James Swipe, porter; Mr. Tate, barter; Henry Davis, deck hand; Tom Cook, sailor man; Billy Young, second mate; Sam Steel, Texas boy; both captains of the deck watch; fifteen roustars.

Passengers lost—Dr. Atwell, a corn doctor, and four negro musicians; Mr. Scott, Smithland, La.; Mr. Davis, stockman, Texas; Mr. Koench, Mrs. Huff, Mrs. Kaufman's nurse and oldest child, Mrs. Tom Hough, of Opelousas; Mr. Wilson, of Red River Landing.

Passengers saved—Mrs. Henry Blanks and two children, Mrs. Mann, Mrs. Robert Robertson, Mrs. Kaufman and children, Capt. B. G. Cornwell, Mrs. J. R. Brown, Mrs. J. J. Meredith, L. F. Mason, Mr. Baughman, Mr. Comstock, Donaldsonville; John Carr, Harrisonburg.

The Corona was on her first trip of the season and had but recently come out of the dry dock, where she had received repairs amounting to nearly \$120,000. She was built at Wheeling, W. Va., by Sweeny Brothers, of that city, about seven years ago, and had a carrying capacity of about 2,700 bales of cotton. At the time of the accident she was valued at \$20,000.

Mrs. Robertson says when the Corona arrived opposite False River landing,

about ten miles below Bayou Sara, one of her boilers exploded, tearing the boat to pieces, when she sank in deep water in a few seconds. Mrs. Robertson says she was wedged in the ladies' cabin with some of the debris laying across her lower limbs, but was suddenly released and found herself floating in the river. She sank twice, but luckily was picked up and escaped with only a few painful bruises on her limbs. L. C. Rollings, the pilot, says he was asleep at the time of the explosion and does not know how it occurred. Hon. L. F. Mason, secretary of state, who was a passenger on the Corona, states that he escaped with life preservers and assisted in saving Mrs. Robertson and another lady. There was very little time for preparation for escape, as the boat went down like lead a few seconds after the explosion occurred. No one seemed able to give an explanation as to the cause of the sudden disaster. Capt. T. C. Sweeney, one of the powers of the line, who assumed command on the death of Captain Blanes, says the explosion was not due to a too high pressure of steam. He had just had occasion to examine the gauge and is positive there was not a pressure of more than 135 pounds. The boat had a moderate cargo. She was in the middle of the stream just below the landing at Arbroth and had just whistled to pass the City of St. Louis fortunately coming down at the time. The explosion had a downward tendency and blew out the bottom of the boat, causing her to sink immediately. The cabin was torn in two, the rear portion floating down stream and bearing a number of saved. Captain Sweeney says the boat would undoubtedly have burned had she not gone down immediately. None of the books, papers or other valuables were saved. The City of St. Louis, which was about 500 yards above, at once put out her boats and she did noble work in saving lives. The Anchor line steamer stayed several hours, rendering all assistance possible and taking on board the rescued passengers and crew. When nothing more could be done she came down to Baton Rouge, where physicians were summoned and all that was possible done for the injured. The only dead body recovered was that of Fred Overman, second barkeeper.

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

SEPTEMBER 5, 1889

THE GEM CITY SUNK.

HER PASSENGERS TRANSFERRED TO THE MARY MORTON AND THE FREIGHT SAVED.

Saturday night the Gem City sunk near Fruitland Landing, about thirty miles above Alton. She left Alton about 7:30 that evening, after which she was found to be leaking badly, and the pumps were put to work, with little or no effect, and as it was evident the boat must sink, she was run against the shore. This was at about 10 o'clock, and at midnight she was hard aground in eight feet of water. The steamer Mary Morton, which was only a few miles back of the disabled boat, was hailed as she passed up, and the passengers transferred without loss or injury. About half a dozen of the crew came down to Alton yesterday morning in a yawl, taking a train thence to St. Louis to secure assistance in raising the boat.

The cause of the sinking is reported to be that the timbers were badly sprung owing to fast running through shallow water. Another report is that one of the boards in the hull was torn away by striking a snag. The first is probably the more correct theory, as steamboatmen have predicted such a catastrophe, giving as their reason that the boat was being run too fast considering the low stage of the water.

Mr. Lewis Jenks, a son of Capt. Geo. W. Jenks, commander of the Gem City, stated that his brother, Charles Jenks, who is acting third clerk, and Douglass Roberts, one of the pilots of the Gem, arrived at St. Louis about 10 o'clock Sunday morning, having left in a yawl shortly after the accident in search of a telegraph station from which they could communicate with St. Louis. They continued their journey until they reached Alton, about 7 o'clock Sunday morning. They went on to St. Louis by rail. The passengers and stock on the steamer were put ashore before she sunk, and the freight in the hold was moved up on deck, so that not a pound of it was injured. The Mary Morton took the passengers on board two hours after landing.

The boat is said to be lying straight in the channel, and no apprehension of further damage is entertained. It is thought she can be raised. She will be taken back to St. Louis for repairs. The boat is the property of the St. Louis, St. Paul and Minneapolis Packet company, and is well known in the upper Mississippi, having for years run in the St. Louis and Keokuk trade.

The Valley Whig.

KEOKUK:

MONDAY MORNING, APRIL 23, 1860.

Steamboat and Three Lives Lost. MEMPHIS, April 16.

Steamer Defender, from New Orleans to Pittsburgh, snagged and sunk near Laconia, Saturday evening. Boat and heavy cargo total loss. Three deck passengers lost.

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THE GATE CITY:
 HOWELL & CLARK, Publishers.
 NOVEMBER 12, 1881.
NOTICE.

Parties having information concerning the body of F. C. Benning, drowned on the night of the War Eagle disaster, will please report the same to A. F. Benning, Douds Station, Iowa. Mr. Benning was of light complexion, blue eyes, about a foot 10 inches high, weighing about 150 pounds. Had on brown coat, dark pants and vest, carried open face silver watch and wore 1 O. P. pin.

THE GATE CITY:
 TUESDAY MORNING, FEB. 14.

THE WAR EAGLE VICTIM.

It is Thought That His Remains Have Been Found—His Brother Notified.

It is thought that the remains of C. F. Benning, of Douds, Iowa, have been recovered, a body answering to the description given of him having been recovered near Taylor's Landing, ten miles below Hannibal. George W. Wilson, of this city, to whom deceased was related, learned of the finding of the body, yesterday, and telegraphed to Gus Benning, a brother of the deceased, who arrived in Keokuk last night and left on the Keokuk and St. Louis Line for Hannibal, to identify the remains, if they are those of his brother. J. P. Fisher, the coroner at Saverton, Mo., held an inquest over the remains, and the description given by him tallies exactly with that given of C. F. Benning to the GATE CITY by his traveling companion, John M. Webster, a few days after the War Eagle disaster, when it was presumed that Benning was lost. If the body found at Taylor's Landing proves to be that of C. F. Benning, his brother will return with it to-night and take the remains to Douds for interment.

THE GATE CITY:
 FRIDAY MORNING, JULY 7.

THE SCIOTO DISASTER.

THE DEATH LIST LENGTHENED.
 WHEELING, July 8.—Seven bodies have been removed near here from the Scioto wreck. Four more were taken from the water fifteen miles below here. It is reported that eight others have been found nine miles above. Many of the bodies are not identified. The search continues, and each discovery increases the list of deaths, as few of those identified were known to have been on board. One whole English family are known to have embarked in the boat, and all went down. Four bodies were found to-day at Wellsburg.
 Up to 3 p. m. four additional bodies had been found here and seventeen at other points along the river.

The Gate City.
 Entered in Keokuk Postoffice as Second-Class Matter.
 MARCH 9, 1893.

CITY NEWS.

The old War Eagle, which ran on the upper river, has been sold by the Mississippi Excursion Co. to Captain Milt Harry and will run between Cairo and Memphis in place of the White Eagle, which has been condemned. The White Eagle was built at LaCrosse in 1876 and was a freight boat.

The Gate City.
 NOVEMBER 16, 1892.
 Entered in Keokuk Postoffice as Second-Class Matter.

Captain Wm. Hamilton, who died Friday, was engineer of the steamer Valley Forge back in the '40s. She was the first iron hull steamer on the western waters, and it was from this steamer the title of stateroom was given to rooms of the cabins of steamers. She was the first steamer that had inclosed separate rooms for passengers, and each room was named after a state of the union instead of being numbered as at present, hence the calling of the separate apartments "staterooms." The name of the small cabin, which is used by the officers derived its name from the state of Texas which was admitted to Union after the naming of the rooms in the cabins of the steamers.—St. Louis Republic.

THE WEEKLY GATE CITY.
 Entered at Keokuk Postoffice as second class matter
 DECEMBER 23, 1897.

ABOUT BOATS.

New Law Relating to Quarters for Steamboat Boatstabouts.
 Waterways Journal: The law passed at the last session of congress in regard to furnishing quarters for roustabouts provides that "on and after June 30, 1898, every steamboat of the United States plying upon the Mississippi river or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far that they shall be applicable thereto, by providing sleeping room in the engine room of the steamboats, properly protected from the cold, winds and rain by means of suitable awnings or screens on either side of the guards, or sides and forward, reaching from the boiler deck to the lower or main deck, under the supervision and approval of the supervising inspector general of steam vessels, and shall be properly heated. Any failure to comply with this section

shall subject the owner or owners to a penalty of \$500.

"All the sidewheel boats on the Ohio and Mississippi rivers are now equipped with much better sleeping quarters than the new law requires," remarks the Cincinnati Commercial Tribune, "and the towboats have regular cabins for the crews. On sternwheel passenger steamers, however, there is sometimes no provision made for the roustabouts, and it is said they do not avail themselves of sleeping quarters when such places are furnished. The roustabout, as a rule, generally prefers to sleep somewhere near the boilers in winter, and almost anywhere in summer. They are always dirty, and frequently they are covered with vermin; many of them are thieves, and would steal even the bed clothes. From a practical standpoint, the easiest way to get along with them is to let them sleep where they please, providing they keep out of the way and out of danger."

A meeting of steamboat owners and others interested in the matter assembled at the call of Supervising Inspector General Dumont, at the Gibson house, in Cincinnati, last Tuesday morning. Colonel W. W. Hite of Louisville was chosen chairman, and Captain J. W. Bryant of New Orleans acted as secretary.

General Dumont promised to construe as liberally as possible the new law, which threatened to considerably inconvenience the boat owners, and the discussion which followed the explanation of the origin and intent of the law was edifying and instructive.

A resolution was passed at the meeting favoring the bill now before congress which proposes to license mates on steamers as formerly. General Dumont drafted the bill, and it is endorsed by all rivermen.

THE WEEKLY GATE CITY.
 Entered at Keokuk Postoffice as second class matter
 NOVEMBER 25, 1897.

STEAMER BURNED.

Low River Floating Palace Burns to the Water's Edge.
 Chester, Ill., Nov. 18.—The steamer Bluff City, from New Orleans, burned to the water's edge and sunk. All on board escaped. The fire started in the engine room. An explosion of powder shattered the hull and damaged buildings ashore. The Bluff City belonged to the Anchor line and was one of the newest and finest boats on the lower Mississippi. It left St. Louis for New Orleans yesterday with forty passengers and 1,000 tons of freight. The loss is \$100,000. A number of valuable race horses, being taken to New Orleans, were burned to death. The passengers lost all their baggage. Most of them were yellow fever refugees, returning south to their homes.

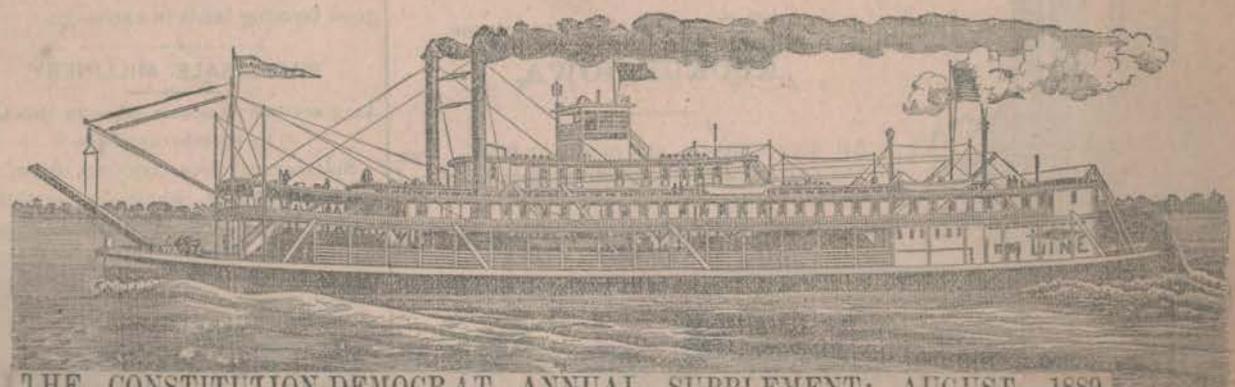
THE GREAT DUST HEAP CALLED HISTORY
 K. J. HICKEL KEOKUK IOWA

LISTEN TO WHAT WE SAY!

YOU CAN TRAVEL BY THE OLD RELIABLE

DIAMOND JO LINE STEAMERS

And view the MAGNIFICENT and EVER-CHANGING SCENERY on the UPPER MISSISSIPPI
cheaper than you can board at a First-Class Hotel.



THE CONSTITUTION-DEMOCRAT ANNUAL SUPPLEMENT: AUGUST, 1889.

The Best Route to the GOLDEN SUMMER RESORTS of the North.

The Best Route to the POPULAR WINTERING PLACES of the South.

THE TRIP FROM KEOKUK TO ST. PAUL AND RETURN

Occupies about ten days, at an expense of about \$2.50 per day, including meals and berth, and making this by all odds the best way to spend a part of your vacation.

EXCURSION TICKETS BY RIVER, LAKE AND RAIL.

Our steamers run regularly during the entire season, and being of light draft run through at all stages of water.

RATES Always as LOW and ACCOMMODATIONS Always BETTER Than Any Other Line.

Ship all your Freight by our Line and secure Quick Time! Careful Handling! Prompt Delivery!

LOWER::RATES::THAN::VIA::ANY::ALL::RAIL::ROUTE!

For information apply to

JNO. McNAMARA,
Agent,
KEOKUK, IOWA.

I. P. LUSK,
Gen'l Agent,
ST. LOUIS. MO.

FRED A. BILL,
G. P. & F. A.,
DUBUQUE, IOWA.



In good order and condition, by **I. N. BRYSON, & CO.** for

account and risk of whom it may concern, on board the good Steam Boat called the

Texas whereof *Thos. M. Fithian*

I. Adams, Printer.....Bowling Green. is Master, for the present voyage, now lying at the port of *Louisiana*

and bound for *St Louis* the following packages or articles, marked or numbered as below,

which are to be delivered without delay, in like good order, at the port of *New Orleans* (the

dangers of the River Navigation, Fire, and unavoidable accidents excepted,) unto *Mess Small &*

McGill or to their assigns, he or they to pay freight for the said goods, at the rate of

Four and 50/100 Dollars per Hhd

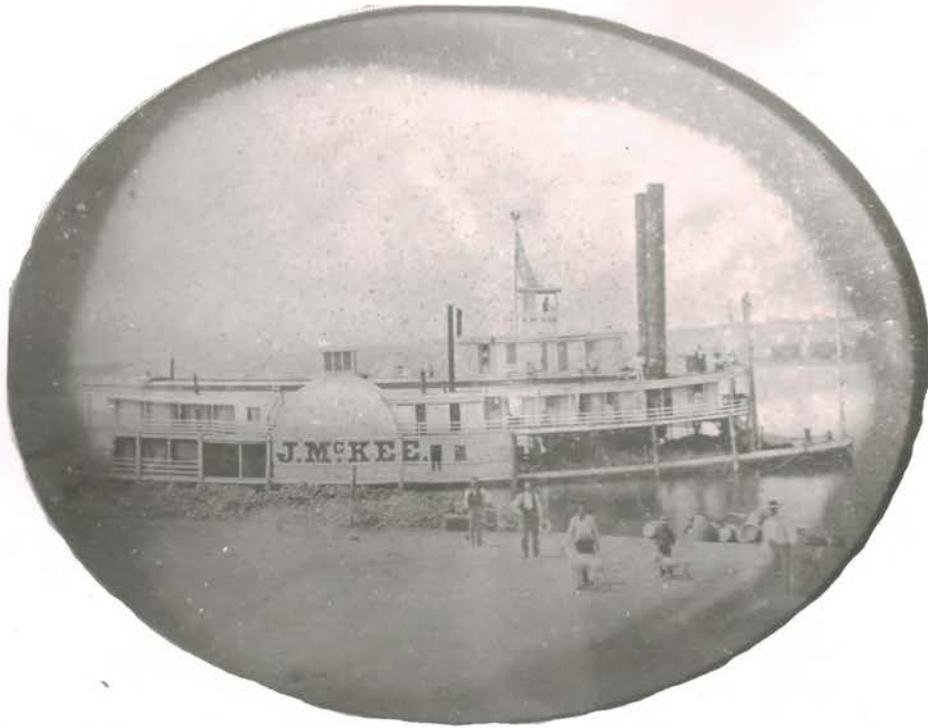
In witness whereof, The Master or Clerk of said Steam Boat hath affirmed to *three* Bills of Lading,

all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at Louisiana, this

Fifth day of *June* 184 *3*.

MARKS.	ARTICLES.	WEIGHT.
<i>J. H. P.</i>	<i>Two Hhds Tobacco.</i>	
<i>J. G.</i>	<i>Two Hhds Tobacco.</i>	
<i>S. G.</i>	<i>One Hhd Tobacco.</i>	
	<i>Thos. M. Fithian</i>	



Steamboat J. McKee: Side-wheeler built in 1850 at McKeesport, Pa. Originally ran Monongahela River, Pittsburgh-McKeesport trade, named for the founder of the latter city. Remained there two seasons, then sold to upper Mississippi River where, teamed with the BEN CAMPBELL she ran Davenport-Keokuk trade, Capt. Leroy Dodge. Picture shows her on upper Mississippi River.

DAVENPORT, ROCK ISLAND & KEOKUK PACKET CO.
 RAYMOND, ILL. ... ROCK ISLAND, ILL.

RR July 3 1857

Kilbourn & Paris

To Steamer **J. M'KEE, Jr.**

To Freight on *Wagon for 27* 3 45

" " " *Charged* 32 90

" " " *186 35*

Exit July 6

Trip No. *28*

Received payment, *Murray* Clerk.

Miss Kelbourn & Davis

To Steamer **TIGRESS**, Dr.

MARKS.

To Fit on *1 Box Marble*

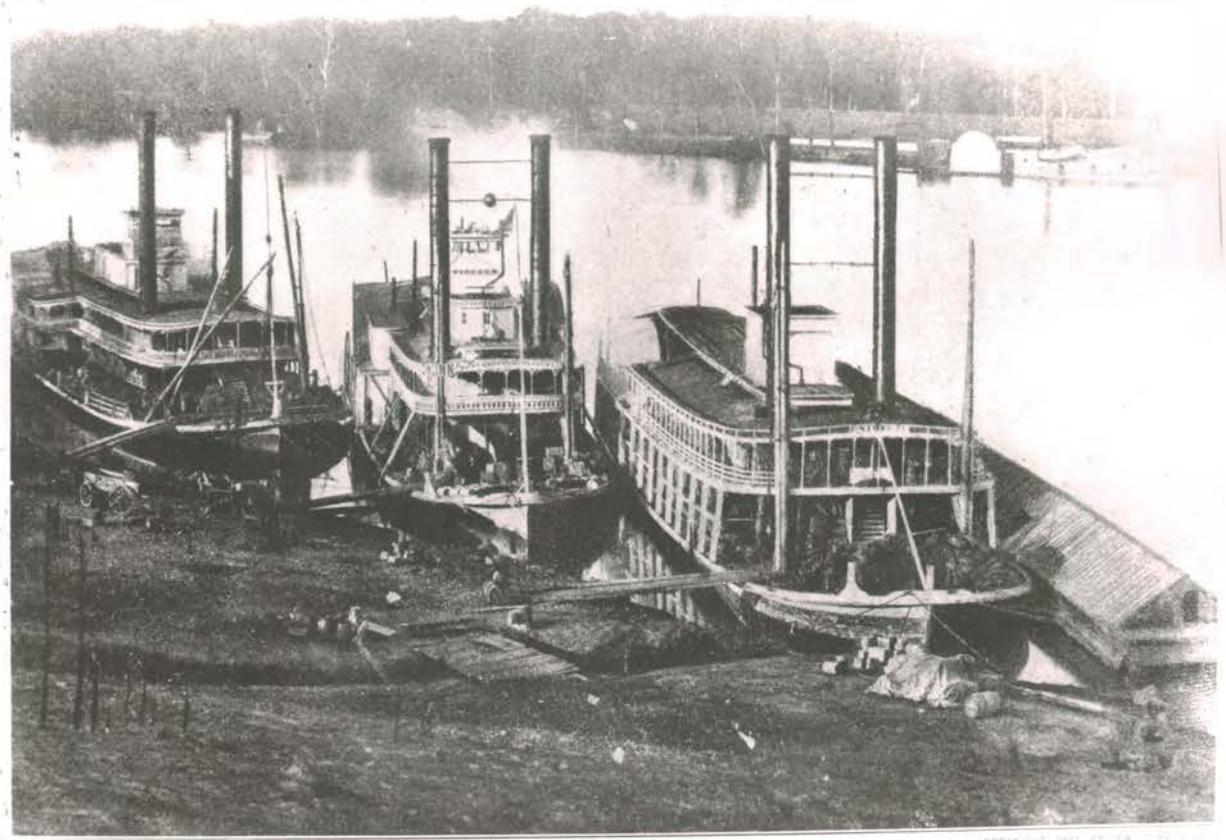
1 50

Out

RECEIVED PAYMENT,
Keokuk June 24 1857

Brown & Taylor
Per Hanna

Journal print, Pittsburgh.

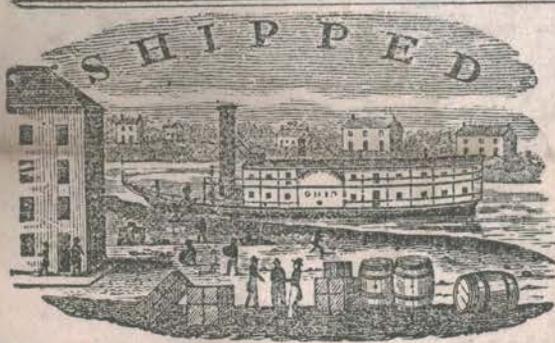


S.B. TIGRESS : Side wheel, wood hull packet built at Cincinnati, Ohio in 1857. She was 178 feet long, thirty-two feet wide with a draught of six feet. Had two eighteen inch engines with six and a half foot stroke, and three boilers. This was General Grant's flagship during the Tennessee River campaign, details of which may be found in Hanson, "Conquest of the Missouri." Hanson notes she "was a small Ohio River packet, sidewheel commanded by Capt. Perkins... Before the war she had been accustomed to go to the lower Mississippi during the winter months and there engage in the cotton trade, and she was regarded as a speedy boat of her class." Picture shows her at Pittsburg Landing, Tenn. with others. Tigress in center.

THE GREAT DISSIDENT CALLED HISTORY
R. L. BICKEL KEOKUK, IOWA

CHARLES EVANS, *W Brownlee & C*

Forwarding and Commission Merchant and Dealer in Produce,
BLOOMINGTON, IOWA.



IN GOOD ORDER AND WELL CONDITIONED BY
CHARLES EVANS, *W Brownlee & C*

For account and risk of whom it may concern
on board the good steamboat called the
Falcon whereof *Marshall*
is Master for the present voyage, now lying at
the Port of Bloomington, and bound for *St Louis* the following articles,
marked as below, which are to be delivered, without delay, in like order, at the Port of
St Louis (unavoidable dangers of the river, and fire, only excepted,) unto
J B Woodruff or to *his* assigns, he or they paying freight at the rate of
Eight Cts per Bush

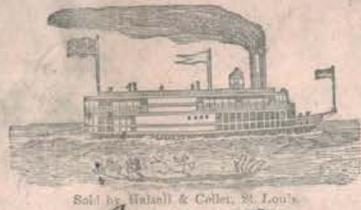
In Witness Whereof, the Owner, Master or Clerk of the said Steamboat hath
affirmed to *3* Bills of Lading, all of this tenor and date, one of which being accom-
plished the others to stand void.

Dated at Bloomington, this *27* day of *May* 184*5*

MARKS.	ARTICLES.	WEIGHT.
<i>W</i>	<i>one hundred eleven Sacks wheat weighing 200 lbs</i>	

John Perrall
*This wheat is to forward my debt for the
like no of bushels*

Shipped, In good order and well conditioned, by *C. Evans for W. A. Russell & Co.*



For account and risk of whom it may concern, on board the good Steamboat called the *Sarah Ann* whereof *Smith* is Master for the present voyage, now lying at the port of *St. Louis*, and bound for

Port St. Louis the following articles, marked as below, which are to be delivered without delay, in like good order, at the said Port, (unavoidable dangers of the river, and fire, only excepted,) unto *J. E. Woodruff* or to his assigns, he or they paying freight for said goods at the rate of *Eight Cents* in *cash* *with* *Provelign* *Lighting* *St. Louis*

In Witness whereof, the Owner, Master or Clerk of said Steamboat hath affirmed to *3* Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.
Dated at *St. Louis*, this *16* day of *Apr* 18*45*

MARKS.	ARTICLES.	WEIGHT.
<i>S</i>	<i>149 Bcks. wheat</i> <i>Goldsmith</i> <i>(115)</i>	

THE GREAT DUST HEAP CALLED HISTORY
W. J. BICKEL MEDUKIA, IOWA

With Large Crowd Aboard President— FRIDAY, JULY 11, 1941
YESTERDAY'S EXCURSION WILL LONG BE REMEMBERED

THE GATE CITY

Coming **THUR. 10**
JULY 10

MAMMOTH ALL-STEEL
Super-Steamer
PRESIDENT

4 Beautiful HOLLYWOOD POWDER ROOMS
5 ALL-STEEL DECKS & HULL
Unique CLUB PRESIDENT MEZZANINE
5 Luxurious Lounges
Huge RAINBOW BALLROOM Lighted by a Colorama

World-Famous Steamer of Breathless Beauty Dazzling Splendor

One City Block Long
90 feet wide

LARGEST - FINEST - MOST LUXURIOUS ON THE UPPER MISSISSIPPI

DAY TRIP TO QUINCY
AMER. LEG'N. Post No. 682
Lv. Keokuk 7:30 am Adults 75c
Lv. Warsaw 8:30 am Child 35c

MOONLIGHT DE MOLAY & ELKS
Lv. Keokuk 8:30 pm — Tickets 75c

MUSIC by MAURIE BRUCKMANN'S 12 "MELODY ACES"

(Gate City Tri-State News)
WARSAW, Ill., July 11—A crowd of between 1,100 and 1,200 persons from Keokuk, Warsaw and community sailed yesterday on the annual Warsaw American Legion's all-day river excursion but it was an outing which will not soon be forgotten by those who went aboard the S. S. President.

Wednesday night's severe rain and electrical storm, which had played up and down the Mississippi, had cleared up by Thursday morning and there was a promise of the typically hot, sweltering excursion weather for the day.

With the sun bearing down, the gay crowd which gathered on Warsaw's river bank here for the scheduled 8:30 sailing time, waited and waited for the arrival of the

boat. The Wednesday night storm, however, had delayed the President up the river and the big craft did not arrive in Keokuk until after 9 a. m.

By the time the Keokuk crowd was aboard and the boat reached Warsaw, the waiting people were watching the river with one eye and huge black storm clouds with the other.

The first "prinkle" came as the gang plank was being lowered. Then the boat nosed into the mud and was forced to move back up the river a short distance for a better landing place.

As the boat was moving to the other spot, the storm, with high winds and pouring rain, fell upon

the holiday-garbed crowd on shore. There was threshing about and splashing among the willows as everyone broke for shelter.

The city water plant suddenly acquired more visitors than it had seen in many a day cars up and down Main street hill were soon crowded, and the Farmer's elevator was quickly filled to capacity—but not with corn or wheat.

When the ship's gang plank was finally set in place at the upper landing the remainder of the crowd which had not been able to find other shelter rushed on to the boat.

By 11 o'clock a damp and chilly, but still pleasure-seeking, crowd occupied the President as it started toward Quincy. But again rained and poured.

When another dark cloud protruded above the southern horizon, after the boat had passed through the Canton locks, Captain Sreckfus lost no time in turning his good ship about and heading back up the river.

By late afternoon, however, the sun shone brightly and the boat played back and forth above the Canton dam. It returned to Warsaw about 7 o'clock and then proceeded to Keokuk where it took out a moonlight excursion.

During the afternoon, seven numbers were presented during an amateur program. Warsaw persons appearing on the show included a duet by Patricia and Norma Waters, a solo by Norma Allen and "God Bless America," sung as a duet by Jackie and Temple Burger. This latter number was awarded first place by the applauding audience.

Coming **THUR. 10**
JULY 10

MAMMOTH ALL-STEEL
Super-Steamer
PRESIDENT

4 Beautiful HOLLYWOOD POWDER ROOMS
5 ALL-STEEL DECKS & HULL
Unique CLUB PRESIDENT MEZZANINE
5 Luxurious Lounges
Huge RAINBOW BALLROOM Lighted by a Colorama

World-Famous Steamer of Breathless Beauty Dazzling Splendor

LARGEST - FINEST - MOST LUXURIOUS ON THE UPPER MISSISSIPPI



THE GATE CITY AND CONSTITUTION
FRIDAY, AUGUST 1, 1941

WORLD'S FOREMOST
Open Deck
EXCURSION STEAMER

MON. 4
AUG. 4

PRESIDENT

*A Thrill to See -
A Joy to Ride*

bringing glorious,
gorgeous
Summer
Entertainment



HUGE RAINBOW BALLROOM
5 LUXURIOUS LOUNGES
"CLUB PRESIDENT" MEZZ.

4 BEAUTIFUL POWDER ROOMS
A CITY BLOCK LONG - 90 FT. WIDE
ALL-STEEL DECKS & HULL

AFTERNOON

Down the River
UNITARIAN ALLIANCE
Lv. Keokuk 1:30 pm
Only 50c - Children 25c

MOONLIGHT

MALTA SHRINE No. 12 - O. W. S. J.
TOREADOR CLUB
Lv. Keokuk 8:30 pm
Tickets 75c

DAILY GATE CITY
**CAPT. MARTIN,
RIVER PILOT,
IS SUMMONED**

SEPT. 4, 1934
Father of Roy M. Martin of This
City Dies in Chillecothe on
Saturday and Services
Were Held in Fort
Madison Today.

Captain Charles T. Martin, an old settler of Lee county and pioneer river man, died at Chillecothe, Ill., Saturday, September 1, and was buried at Fort Madison this afternoon with services at 2:30 o'clock. He was the father of Roy M. Martin, deputy county recorder, of this city. Capt. Martin lacked only a few days of being 94 years old.

He was born September 22, 1840, in Connecticut of Yankee origin and came to Fort Madison in 1841, when he was one year of age, and has been a resident of that city since. In 1863 he went on the river as a pilot and has been employed in that capacity ever since.

He was a pilot on the river steamboats long before the canal was built and since its construction and subsequent submergence he has been employed on the old Diamond Joe and White Collar Lines. He has a large acquaintance among the river men of the last two decades. He was at one time operator of a ferry boat which was owned by G. Sterne of this city.

During the civil war he was married to Justina M. Dellenbaugh and twenty years ago celebrated his golden wedding anniversary. They had fourteen children, eight of whom are living, and survive their father.

The funeral services were held in Fort Madison this afternoon.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.



**THE STEAMER
SIDNEY**

Leaves Keokuk for St. Louis
Every Monday at 7:00 a. m.

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

By All Odds the Best Way to Spend a Portion of Your Vacation.
For rates and information apply to
1896 JOHN McNAMARA,
Agent at Keokuk,
Or, ISAAC P. LUSK,
Gen. Pass. and Freight Agt., St. Louis, Mo.



**STEAMER
J.S.
DE LUXE**

Enjoy Ocean Liner Luxury on the Big Garden Steamer "J.S. De Luxe of the Mississippi"

WED. 7
**ANNUAL ALL DAY AND
EVENING EXCURSION**

To QUINCY
Lv. Keokuk 8:30 am - Rt. 11:30 pm
Lv. Warsaw 9:30 am - Rt. 10:30 pm
Tickets 75c

Meet your friends on the beautiful "J. S." 1937



Featuring Piron's Famous
12-Piece Novelty Dance Band
THE "MISSISSIPPI SERENADERS"
SUMMERS FINEST PLEASURE TREAT

THE GREAT WESTERN RAILROAD HISTORY
OF ILLINOIS
KEOKUK, IOWA

Albatross Undergoing 2nd Reincarnation in St. Louis

Whereas the sale for salvage of the excursion steamers "J. S." and Washington serves to recall their connection with the old Diamond Jo line which formerly did a flourishing freight and passenger business on the Mississippi, the announcement of a new million dollar steamer now being built by the Streckfus Steamers, Inc., of St. Louis calls to mind the Albatross and its unusual remodeling in the Keokuk dry dock back in 1920.

The new excursion steamer which is expected to replace the "J. S." on the upper river is now under construction in St. Louis and is being built out of the Albatross which served for many years as a railroad ferry at Vicksburg. Built at Dubuque in 1907 or 1908, the Albatross was brought down the Mississippi and backed over the Des Moines rapids because the ship was too long to pass through the old canal locks here. The fact that the river was at a high stage at the time enabled the boat to make its trip without damage.

Boat Lengthened.

The increasing length of railroad cars reduced the efficiency of the ferry to such an extent that in 1920 it was brought to the Keokuk dry dock to be lengthened itself. In one of the history-making feats of inland ship-building, the steamer was sawed in two and an extension of 67 feet of steel inserted into its hull. This operation attracted much attention and was regarded as the finest piece of work ever done in the local drydock.

The Streckfus company has sold both the "J. S." and the Washington to the Yaffee Iron and Metal

Co. of St. Louis which will dismantle them for salvage. The "J. S." which has taken out upper river excursions for years, was formerly the Diamond Jo liner "Quincy" and the Washington, which has been operating on the Ohio river for the last two years, was the Sidney of the Diamond Jo line.

Their retirement leaves only four Streckfus steamers, the Capitol, St. Paul, President and the new and as yet unnamed boat under construction.

Streamlined.

This new boat is to set a new style in river craft inasmuch as it is to be "streamlined" and more elaborate than any steamer yet seen on the Mississippi. Its boiler and all machinery will be concealed within the hull and the craft will be completely fireproof. The only wood to be used is on the dance floor.

As the Quincy, the now retired "J. S." saw long service on the upper river under Diamond Jo Reynolds until he sold his line to the Streckfus firm in 1910. It remained in the freight and passenger business, operating chiefly between St. Louis and New Orleans until 1919 when it was remodelled into an excursion liner.

For several years the steamer was handled by Captain John S. Streckfus, Jr., as master and pilot but in late years Captain Verne Streckfus has served as its master and Kelly King and John Graham as pilots. Graham is a brother of Captain Bliss Graham of the government dredge Rock Island which is being overhauled in the Keokuk dry dock this winter.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

Keokuk Business

Mens' Excursion

ON THE

STR. S. R. VANMETRE

AND BARGE,

Friday, Sept. 4.

—TO—

Warsaw, Nauvoo, and Montrose.

Boat will leave at 3 o'clock p. m., going to Warsaw and return, thence to Montrose, Nauvoo and intermediate points, returning about 9 o'clock. Fare 50 cents.

1896

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

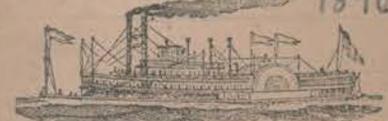
NAUVOO CONCERT!

A Grand Programme Concert will be given in the Public Park at Nauvoo, Sunday afternoon,

September 13.

By the FAMOUS KEOKUK MILITARY BAND.

1896



Two Mammoth Excursions will be run on the steamers SILVER CRESCENT and S. R. VANMETRE, under the personal direction of MR. EPHRAIM RADASCH.

THE VAN METRE and barge will leave Burlington at 9 o'clock a. m.; Dallas City at 10:30 a. m.; Fort Madison at 11 a. m.

FARE FOR ROUND TRIP—From Burlington and Dallas City, 50c; from Fort Madison 25c.

THE SILVER CRESCENT and barge will leave Warsaw at 9 o'clock a. m.; Alexandria at 9:15 a. m.; Keokuk at 9:45 a. m., making stops at Middle Lock, Sandusky, Gallaud, Montrose.

FARE FOR ROUND TRIP—From Warsaw and Alexandria, 50c; from Keokuk and all other points 25c.

Both boats will leave Nauvoo on the return trip at 7 o'clock p. m.

No intoxicating liquors sold on either boat.



TUESDAY, MAY 15, 1934

STEAMER CAPITOL DE LUXE

featuring Sidney's 11-Piece "Mississippi Serenaders"

COMING TO

KEOKUK TUES. MAY 22

FIRST MOONLIGHT EXCURSION

Sponsored by

ST. PETER'S CHURCH and TOREADOR CLUB

Leave Keokuk 8:30 pm

Tickets 75c

Return 11:30 pm

THE KEOKUK DAILY GATE CITY

SATURDAY, NOV. 26, 1938

STEAMER WAKEROBIN PICKING UP BUOYS TO CLOSE RIVER SEASON

This may be one of those unusual winters—there have been seven of them since records have been kept—when the Mississippi river tumbles onward to the sea completely unfettered by ice, but the Light-house Tender Wakerobin is taking no chances.

The trim little steamer passed through Rock Island yesterday on its way to Keokuk and St. Louis bringing the current navigation season to a close by picking up the buoys which mark the channel. Its crew has already gathered up the markers between St. Paul and Rock Island.

Oilers Continue.

Despite its official signal of a closing season, however, it is expected that a few oil carrying boats will continue to operate as long as conditions permit.

There has been much talk of late, concerning the tremendous increase of traffic on the river as a result of the government's activity on the nine-foot channel project. U. S. engineers report that business this year is twice what it was a year ago and that season saw a three-fold increase over the previous year.

Look Into Past.

Whether traffic will ever reach the peaks established during the last century cannot be foretold, however. The year 1888 was not a particularly flourishing season for river activity, yet figures compiled at that time by the late Major M. Meigs reveals that Old Man River was transporting a tremendous quantity of material.

For example: That year saw 1,875 steamers pass through the canal here. At the same time there were 704 barges, 17,623 passengers, 38,028 tons of merchandise, 97,525 bushels of grain, 87,962,708 feet of lumber, 16,607,200 feet of uncut logs, 36,175,849 shingles and 26,998,730 lath. To handle this traffic one lock in the rapids canal operated 1,347 times during the year.

The Figures.

The monthly summary of 1888 reads as follows:

Month	Stms.	Barges	Rafts
March	11	10	1
April	118	46	11
May	241	133	19
June	330	123	51
July	242	21	54
August	235	26	43
September	307	177	28
October	340	162	30
November	51	6	8

Total 1,875 704 245

Yearly figures from 1874 to 1888 are given below:

Year	Steamers	Barges
1874	1383	815
1875	1347	904
1876	1590	944
1877	1287	566
1878	1513	761
1879	1552	845
1880	1888	890
1881	2747	2111
1882	2034	814
1883	1586	400
1884	3018	1624
1885	1911	1544
1886	1380	388
1887	1562	745
1888	1875	713

river any day now, and will begin its daily bulletins on the course.

A third towboat heading north is the Williemayo, reported enroute to Keokuk with a tow. The Huck Finn is still scheduled to be the first of the barge liners south.

DAILY GATE CITY

YACHT NORTH STAR IS SOLD BY BARGE LINE

FEB. 20, 1940

The yacht North Star which has been well known on the Mississippi river since the days when it was owned by the Mayos of Rochester, Minn., has returned to private ownership after two years in the service of the Inland Waterways Corp.

Chester C. Thompson, new president of the corporation, yesterday announced the sale of the craft to Robert L. Smart of New Orleans for \$3,205.60.

When it was purchased from Dr. William Mayo two years ago the Inland Waterways Corp., paid \$20,000 and the yacht was used by General Thomas Q. Ashburn for inspection trips up and down the river.

Thompson admits that the corporation is taking a heavy loss on the transaction but explains that he is justified in disposing of it on the grounds that its operation and maintenance have been extremely expensive and that it cannot be profitably used in the regular operations of the corporation.

The North Star frequently passed through the Keokuk lock when owned by the Mayos who made extensive cruises each summer, and since it was acquired by the Federal Barge line it also stopped here several times with General Ashburn.

THE GATE CITY AND CONSTITUTION

OIL BOATS IN NEW SAGA OF RIVER RACE

MARCH 29, 1940

A daring run by night, only to have the advantage cancelled by heavy fog, marked the modern version of the Natchez and the Robert E. Lee's contest in the days of long ago. This time the race is between two modern oil liners, opening the navigation season of 1940, each of whom hopes to be the first to land at Rock Island, after an exciting trip from St. Louis.

When they passed Keokuk three nights ago the Mishawaka with the Shell tow was ahead of the St. Louis Socony with its tow from

the Socony Vacuum plant. The Mishawaka had a tow of three barges, the Socony has six.

However, the Socony regained the lead in the race up-river when Capt. Louis Nyehammer made a night run while the Mishawaka tied up for the night. However, this advantage to the Socony was more or less cancelled when she ran into fog and had to tie up at Muscatine above the locks there. The Mishawaka was at New Boston for the night, and river men expected its progress to be impeded by fog, also.

Both boats are running the river which is without channel markers as yet, since the Wakerobin is now working its way north with lights and buoys. The Socony was reported to have hit a bar below New Boston Wednesday, but was able to back off without getting stuck.

The Wakerobin was reported to have struck a bar near Fort Madison but got off without assistance. The lighthouse tender will complete its job of marking the upper

DAILY GATE CITY

TOW BOATS OF BARGE LINE TO WINTER HERE

FRIDAY, NOV. 24, 1933

Barge line tow-boats "Thorpe," "Good" and "Hurley" have gone into the forebay here for the winter, and will go into the dry-dock for repairs during the winter season, it is reported. The Thorpe has gone into the dock now, and the others will follow.

The Wake Robin went south yesterday to St. Louis, where it will winter.

One of the dredging outfits is still out on the work south of here, and probably will continue for some time, according to reports.

THE GREAT WESTERN PAPER COMPANY
A. J. BROWN, KEOKUK, IOWA

Visit of New Dredge Boat Recalls Other Big Craft

Car Ferry Albatross and Torpedo Boat Ericson Were Recalled in Arrival of The Thompson Yesterday.

MAY 19, 1937

The \$350,000 suction dredge, the William A. Thompson, which arrived here yesterday on its way to St. Paul, was visited by many local people and was seen by many more in its journey through the lock and forebay. The big craft which is a sister ship to the Rock Island which will be through here in a month, recalls visits of other important government boats to Keokuk.

The Rock Island will be left in the Keokuk district, and will be used in the work being done on the river in this district. It will be an exact replica of the Thompson, and will be here some time in June, it is expected.

The big car ferry Albatross which came down the river from the Dubuque yards in the days before the dam was built made the trip over the rapids, and backed down the river. Seventeen years ago this fall the Albatross came back to Keokuk for an operation for growing pains, and was put into the Keokuk dry dock, where an additional fifty-seven feet was added to the boat to make it long enough to handle the new style trains. When it left the dry dock, it had to be put into the Keokuk lock on an angle in order to close the gates.

Has Plenty of Room.

There was no such trouble with the new dredge yesterday. Her pontoons being pushed ahead, were taken through the lock first, then the basin was emptied and the big craft was put in with room to spare.

Another interesting boat arrival was in the days of the old canal, and just before the Spanish war, when the torpedo boat Ericson was brought down the river and through the canal. Firebells signaled her approach to Keokuk and people lined the bluffs and stormed the first lock to get a look at the little boat. She was towed by a tender, and it was necessary to support it on pontoons in order to get sufficient draft. The boat was built at Dubuque and was taken down the river to the Gulf and then to Florida where it was outfitted and equipped.

In Engineer's Department Colors.

The Albatross was white and the Ericson was in battleship gray, but neither was as colorful as the Thompson. It was painted in the uniform colors of the engineer's department, red to the water line, black to the deck, then a broad strip of blue sulphate, and the rest in ivory, with red trimmings.

The Rock Island will be of the same size and coloring as this boat. The Thompson battled a twenty-nine mile headwind all the way from Canton, its crew stated. One member of the crew was a friend of E. E. Franks of the local police department, and sent word ahead to him to meet him. It was the first meeting since 1914.

VISITOR FROM THE EAST



The new suction dredge boat, built in Pittsburgh for the U. S. engineers' division at St. Paul, the "William A. Thompson" was a visitor here on Tuesday. The boat is shown as she is about to enter the Keokuk lock.

The Rock Island, sister boat, will arrive here soon and will be stationed in this district.

Both boats costing \$350,000 each, were built in the east and journey down the Ohio and up the Mississippi on their first trips.

NEW DREDGE TO ARRIVE HERE IN NEXT WEEK

"Rock Island" Built for District Engineers, is on Its Way from Pittsburgh and is Expected About Thursday.

JUNE 16, 1937

From present indications the new super-dredge "Rock Island," built for the Rock Island district engineers, will arrive in Keokuk about June 23. The boat is commanded by Capt. Bliss Graham, and Olle Slee of Keokuk is the chief engineer. The boat was built at Pittsburgh and is a sister craft to the big dredge which touched here last month on its way to the St. Paul district. When the big dredge does arrive here, it is expected it will be on exhibition here and at other points in the district before it is put to actual working schedules. J. H. Pechstein of this city was one of those from this district who helped supervise the construction of the new craft, spending several weeks in the Pittsburgh yards during the construction of the craft.

The new boat was put through her tests last Friday, and according to Capt. Charles H. Barth, acting head of the district board, passed these most satisfactorily. He characterized the results of the tests as most surprising in some instances.

"The big dredge is the most remarkably maneuverable piece of river plant I have ever seen," said Capt. Barth. "All tests were completely satisfactory, and in some instances surprising."

Makes Nine Miles

The Rock Island made 8.9 miles per hour at full speed in still water, said to be remarkable for a craft of the type. While running at full speed the boat was stopped dead in 55 seconds, during which time she ran 350 feet. Also running at full speed her port engine was suddenly killed and the helm put hard aport and the big boat turned around in twice her length or about 535 feet.

Pumping ability also surprised the officials. With a 10.8 inch nozzle on her 20 inch discharge pipe and her pumping mechanism running at 220 revolutions per minute, developing 50 pounds pressure per square inch, a stream was thrown 70 to 75 feet from the dredge. The stream size was one-fourth the area of the 20 inch pipe.

Is Good Digger

What the dredge will do in excavating is shown by reports from her sister ship Thompson, now in operation in the St. Paul district. The Thompson is being operated at the rate of 1,650 cubic yards per hour or 33,000 cubic yards of excavated material in a 20 hour day.

Tests indicated that the dredge

will be able to travel about four miles per hour up stream with full tow, and six to seven and a half miles down stream. Full equipment will consist of three barges and 20 pontoons, each pontoon equipped with a 50 foot length of 20 inch discharge pipe. This equipment will be picked up at Keokuk.

men work in three shifts, the recreation rooms will be largely patronized. Laundry facilities, modern in every respect, are provided.

The pilot house, or operator's house, also called the lever room since levers have superseded the big steering wheel, is set high above the roof so that the pilots, when moving the dredge and the levermen, when operating, may have an unrestricted view of all the river.

Captain Bliss Graham, completely recovered from his accident just before the launching of the boat, is in command and apparently delighted with the craft. A romantic glamour is around the captain who was elevated from command of a speed launch to become master of the most modern boat on the upper Mississippi river. Ollie M. Slee is chief engineer and LeRoy Boecher, first assistant engineer.

THE KEOKUK DAILY GATE CITY

More People See New Dredge On Its Trip to Rock Island

Boat Was Built as Economy Measure to Keep Nine Foot Channel in Existence, Says Engineer's Office.

JUNE 29, 1937

After a week at Keokuk, where it was visited and admired by hundreds, the new Diesel powered dredge "Rock Island" was at Dav- enport Sunday where it was displayed to admiring throngs.

"Construction of the Rock Island is a measure of economy," said Capt. Chas. H. Barth, executive officer for the district army engineers. "The big boat will be used to keep the nine-foot channel clear in the entire Rock Island district from Clarksville, Mo., to the mouth of Wisconsin river. With it we can do dredging work at a cost of only five cents per cubic yard, while with the smaller dredges we have been using, it costs 13 cents per cubic yard. This saving will overcome the cost of construction."

Modern Work Boat.

Although blunt in appearance due to the nature of her work the Rock Island is pleasing to the eye with her coat of old gold with red trimmings. She is a work boat, but a trip through her cabins indicates that every bit of work from cleaning decks to dredging operations is accomplished by the most modern mechanical aids available. The boat has labor saving devices built on a large scale in the pilot house or control room where everything on the craft is controlled except the main engines, by means of electric switches or compressed air devices.

Crew's quarters from deck hands and engine wipers to officers are comfortable and sanitary, greatly in contrast to quarters on old time boats. Mess rooms, one for crew members and one for officers, are neatly furnished and cooled with ceiling fans. There are recreation rooms for the crew and for those in command and washrooms, toilets and shower baths are neat and modern. There is fresh, clean water for bathing and drinking purposes, the boat having its own system of filters and chlorinators.

Ninety Motors.

Everything on the boat is run by electricity manufactured by the Diesel powered generators, except the big suction pump which is directly connected to the 1,000 horsepower Norberg Diesel motor. For all purposes on the boat there are more than 90 motors.

There is the big cutter head which looks like a giant's egg beater. It is driven by a 300-horsepower motor with a reduction gear which cuts down the revolutions from 400 per minute to 14 when in operation. It will move 2,000 cubic yards of material an hour and shoot it back through the great discharge pipe with 10,000 cubic yards of water to carry it away.

\$1,000,000 Investment.

Costing for her bare hull \$600,250 the Rock Island fully equipped represents an outlay of approximately \$1,000,000. Her generating sets cost \$70,446.50 and her dredge pump engine \$47,225. She will carry a spare dredge pump at all times. Her equipment includes 30 pontoons or pipe carrying barges each with 50 feet of 20 inch steel discharge pipe.

The dredge hull is 230 feet long with a beam of 48 feet and a depth of 8.5 feet. Displacement is somewhat in excess of 1,500 tons and draft, or depth in water, 4.5 feet. The length of the dredge overall is 266 feet 10.5 inches. To afford a comparison with dredges now in use in the district it may be said that four dredges like the "Geyser" could be set on the deck without crowding. There would be a passageway between the hulls of two feet and an overhang at each end of five feet.

Hull of Wrought Iron.

The hull of the dredge is built of wrought iron so that deterioration may be reduced to a minimum even though it is not painted annually. In the hull the various tanks and bunkers are built for fuel, oil, water, lubricating oil, etc. Certain portions of the hull are reserved for storage.

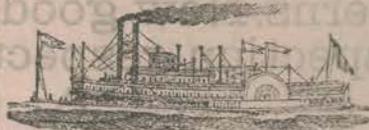
On the main deck is the pump well, where the dredge pump, directly connected to a 1,000-horsepower Diesel engine, is set up and two 650-horsepower generating sets, Diesel driven, which furnish current to operate the cutter motor and the auxiliary machinery, such as hauling gear, spud hoists, pumps, centrifuges, etc. Being a complete unit, there is also a small machine shop so that any and all field repairs may be accomplished by the crew.

The upper deck contains quarters for a crew of 68 men, has a well appointed galley with refrigerator plant and all modern kitchen accessories from an automatic potato peeler to an electric dish washer. Two recreation rooms are provided so that crews off duty may have a place to stay other than the staterooms. As the 64

THE GATE CITY:

THURSDAY MORNING, SEPT. 7.

Keokuk, St. Louis and St. Paul Fast Passenger Packets,



GEM CITY

Leaves Keokuk

Sunday at 8 a. m., Tuesdays at 2:30 p. m., Thursdays at 2:30 p. m.

THROUGH PACKETS FOR ST. PAUL leave Sundays, Wednesdays and Fridays at 4 p. m.

THROUGH PACKETS FOR ST. LOUIS leave Keokuk Mondays, Wednesdays and Fridays at 7 a. m.;

Through Steamboat Railroad Tickets to a points in

Dakota, Manitoba, and Minnesota,

excursion tickets to all points north and east with privilege of returning by river, lake or rails for Upper Mississippi River guide giving routes, rates, etc. Apply to

A. M. HUTCHINSON, Supt., Keokuk, Iowa

THE GREAT DUST HEAP CALLED HISTORY
A. L. RICKEL KEOKUK, IOWA

Glory and Romance of Upper River Is Caught by Author of New Book

Mildred L. Hartsough Discusses Hey-Day of Boats and Boating and Suggests Factors in Revival.

DEC. 15, 1934

The glory and the romance of the Mississippi river in the past, and a present day appraisal of the value of the steel barge and the nine foot channel in the revival of traffic on the Father of Waters, are vividly presented in a book published by the University of Minnesota Press, and written by Mildred L. Hartsough. It is entitled, "From Canoe to Steel Barge on the Upper Mississippi."

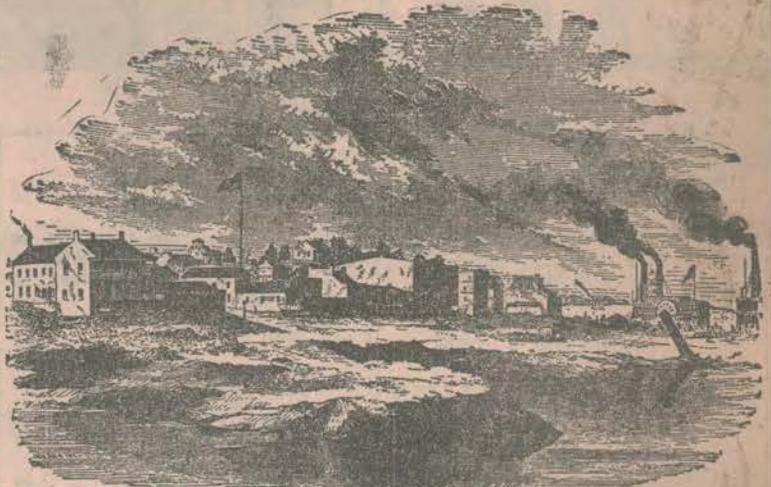
For the historian with a flair for color, the chapters of the book provide a delightful chronicle of the river from the days of the voyageurs and the French explorers to the brilliant pageant of boats with their famous captains, their personalities, and their efforts to win in the struggle for economic supremacy over the railroads. For the river romancer the book is replete with chapters depicting for each section the famous boats, their pilots and captains, with whose name and fame they are most familiar.

Keelboats Come First

From the earliest explorations of DeSoto, Father Marquette, and Joliet, LaSalle, Hennepin and others, Miss Hartsough describes the keelboats used in 1804 by Lieut. Zebulon Pike, who ascended the river from St. Louis to what he supposed was its source. These boats successfully negotiated the first rapids, known as the Des Moines or Keokuk rapids. Pike reached upper Red Cedar Lake, and supposed he had reached the source of the river. Henry R. Schoolcraft followed Pike in 1820, and in this period of the ascendancy of the keelboat there reigned on the river a figure known as Mike Fink, king of the keelboats. He and his followers would fight anyone on the stream, and they ruled with the abandon of lawlessness, leading one historian to state that "lawlessness gave way to the steamboat." In 1823 the Virginia ascended the river from St. Louis to St. Paul with stores for Fort Snelling. So disgusted with the piloting on this craft was Great Eagle, a Sauk chieftain, that he swam ashore rather than remain with the boat. For years the Des Moines rapids at Keokuk furnished a real obstacle to navigation.

Golden Age of Boats

By 1846 keelboats had all disappeared and then came the golden age of boating. LeClair was the settlement at the head



KEOKUK RIVER FRONT IN EARLY FIFTIES.

of the upper rapids, and Montrose at the head of the lower rapids. This is described as the oldest white settlement in Iowa, with its front street facing the river, and called "Rat Row" according to historian John P. Kennedy, quoted by Miss Hartsough. Over a thousand boats touched the Keokuk levee yearly, and in this golden age the boats turned back at Keokuk rather than running the rapids.

Rafting, the lumber mills and saw mills on the river proved a big item in the golden days on the old river. In 1881 fifty raft boats operated out of upper river towns. In the nineties the decline of rafts and sawmills began, with the knowledge that northern woods had been "worked out." Raftsmen were described as rough characters, and the waitress at the Keokuk house who used to shout beefsteaks for raftsmen, explained that she served extra large and tough orders of meat to these men.

Pilots Were Resplendent

Pilots were the aristocrats of the Mississippi river boat world, and were the most resplendent figures on the boats in the earlier days. Wages were high and their services in demand, and they wore "ruffled shirts and high silk hats and kid gloves." Their ability, however, was anything but foppish, and they used to bring the big boats safely through the rapids. So great was their reputation that when the British government sought pilots to take their expedition up the Nile to relieve Gordon at Khartoum, they sent to the upper river for its pilots.

These pilots preferred to live in small towns, and to be available there for service on the boats to which they were hired. Some of these boats were the Grey Eagle built by David Smith Harris and the War Eagle which sank after striking the bridge at Rock Island in 1861. Although Miss

Hartsough tells of several War Eagles she fails to include the story of the sinking of the craft by this name when it struck the Keokuk bridge in November, 1881. One of the familiar figures on the river was Capt. Orrin Smith, who was so religious that he never ran his boats after midnight on Saturday. William F. Davidson was the first to abolish bars and gambling. Stephen Hanks, a cousin of Lincoln, pilot of the Minnesota Packet company, the Diamond Jo and the Lamb boats from Clinton, was one of the figures of the river in those days.

Some Early Figures.

Diamond Jo Reynolds and Commodore William Davidson are described as the most important figures in steamboating on the upper river. Captain John F. Killen, superintendent of the Diamond Jo lines, Capt. Walter Blair, raft pilot and pilot of packets and excursion boats, and later operator of his own line, are also described in the same category. Women also invaded the boat world, Mrs. Ida Moore Lachmond, whose husband was in the raft and lumber business, Mrs. Mary Hullett, licensed pilot, and Miss Mary Kinneer, whose father was superintendent of the White Collar line, were the most prominent of these.

The War Eagle and Golden Eagle were sister boats of the Keokuk Northern Lines in the early '70's. The St. Louis and Keokuk Packet line was organized in 1842 and gave local service with three boats. Then came the battle for trade, the cutting of prices and the speeding up of schedules, the agreements with other lines resulting in a tie-up of business for one company, and the final decadence of river traffic. Commodore Davidson believed in cut throat competition, and he is described as bearing the same relation to steamboating as Drew, Vanderbilt and Gould did to the railroads. Failing to crush a competitor he purchased his boats or made an

agreement with him as to schedules and tariffs. In 1874 one could travel from Warsaw to St. Paul for four dollars and to St. Louis for a dollar. Davidson demanded speed from his boats, hoping thus to hold the supremacy of the river.

Diamond Jo Enters.

1881 he forced a consolidation with the Northern line and took its best boats, but there arose in the person of Joseph Reynolds, known as Diamond Jo, a real competitor. Davidson, it is said, managed to talk Reynolds into a grain carrying contract, and then forgot to deliver the grain. This infuriated Reynolds who got even by building his own line, and in the late '80's he forced Davidson out and controlled the river. But already the decline of traffic was seen. In 1910 the Diamond Jo line was purchased by the Streckfus lines which acquired the four boats owned by the Jo line.

Familiar to Keokuk people are the names Silver Crescent and Keokuk, daily packets of the Blair line, the Kit Karson, a raft boat, and the Jo liners named for cities on the upper river. Some idea of the decadence of the river is gathered in the figures from St. Louis, which reported tonnage of 1,314,379 in 1880 as compared with 43,090 tons in 1910.

Barges and Canalization.

Miss Hartsough discusses the factors which brought about the river decadence, the competition of railroads and the uncertainty of river stages with not uniform channel. She tells of the organization of the Upper Mississippi Barge Lines in 1925 and the interest in shipping that is being revived through the barge operation, the proposed canalization of the river, and other such factors.

The illustrations are worthy of the story. They include reproductions of contemporary bills and advertisements, as well as scenes along the Mississippi and pictures of famous boats.

Miss Hartsough is the author of The Development of the Twin Cities as a Metropolitan Market. She taught history and economics at the University of Minnesota and at Smith College. She was for a number of years research associate at Harvard University and is now engaged in economic research in Washington.

By PAUL DIX

ST. LOUIS, April 18—(AP)—Cap'n Billy Menke's Goldenrod, last of the river showboats, is taking a new lease on life and in a few weeks again will be plying the Mississippi after a 10-year stand on the St. Louis riverfront.

But the old-time meller-drammers, the Goldenrod's bread and butter for the past 30 years, are out, Menke said. Even for city folks.

"They don't go for the old mellers on the road," he explained. "We'll give 'em some New York productions, something off Broadway."

The showboat, Vintage of 1909, which prowled the Mississippi's yellow flood until it tied up here, is getting a new hull—a converted steel barge equipped with diesel

THE KEOKUK, IA., GATE CITY AND CONSTITUTION-

WEDNESDAY, AUG. 13, 1947.

Delta Queen Completes Long Journey From San Francisco

A newcomer to the Mississippi and Ohio rivers, the Delta Queen, owned by the Green Line Steamers, Inc., arrived in Cincinnati, Ohio late last month after an adventurous trip through the Panama Canal from San Francisco.

Long in service on the Sacramento river where it served as an overnight packet between Sacramento and San Francisco, the Queen will be remodeled into a tourist ship for the 1948 season. Remodeling will be done by the Dravo Corporation of Pittsburgh, which promises to make it into the finest tourist boat thus far seen on the Midwestern rivers.

Widest on River

The stern wheeler is the widest on the river with a 58 ft. beam. It combines features familiar on the Western rivers with those usually associated with deep water craft. The Queen has an extremely long forecastle, so long that 20 feet may be added to her upper decks. Between the main and boiler decks she is not as high as the average inland river packet, and instead of a bull rail the Queen has bulkheads. The engine room is in the usual place, aft on the main deck, but most of the auxiliary machinery is in the hull below the engine room.

Two Foster Wheeler water tube boilers installed one ahead of the other instead of abreast as is the practice on most Mississippi boats, give 225 pounds steam pressure. The paddle wheel is 26 feet in diameter by 18 feet wide, and has 28 buckets. It is reported that the housing over the wheel, customary to Pacific Coast steamers is to come off and be replaced by splashboards.

93 Passenger Rooms

The boat has plenty of room with

93 passenger rooms, 12 rooms for officers, and room in the hull for 30 steerage passengers, plus the crew.

The average Mississippi river steamer has more outside lounging space than the Delta Queen at present, but the new boat has more inside lounges than any other ship on the river. A stair leads up from the forecabin to a smoking room and bar on the head of the boiler deck. Aft of this, extending across the vessel is a lobby in which is a barber shop, concession stand, and purser's office. Back of this is a dining room seating 90, and from there to the rear of the boat is a social hall with cabins on both sides. All three of the front rooms have a clear view of the river.

Observation Room

From the front end of the lobby a staircase extends up and forward to the observation room on what is called the observation deck, corresponding to the balcony deck on the Streckfus boats. The observation room occupies the forward portion of this deck, behind which are cabins, most with private baths for passengers. All rooms on this deck and the Texas deck above, open on the guards, there being no inside passageway. The forward end of the Texas deck contains officers quarters, 10 rooms ranged along a central hallway. Aft are more rooms for passengers.

THE KEOKUK, IA., GATE CITY AND CONSTITUTION-

Last of River Showboats to Ply the Mississippi Again APRIL 18, 1947

motors—to replace its old wooden bottom and sternwheel tow.

Menke said his plans call for a season's tour of 5,000 miles in a series of one-night stands along the river from New Orleans to Pittsburgh.

The Goldenrod's transformation will take place at St. Louis Shipbuilding Co. yards. The barge will be submerged and the Goldenrod floated into it. Then the barge will be raised and, after a few repairs topside, the showboat will be good as new. Better even.

Menke, who has skippered the craft since the days when it was queen of the river, thinks he may be able to get her underway on the tour next month.

Although the cap'n has done all

right by himself with the whiskey dramas of the gaslight era, he thinks they're about played out. The country folks, he says, finished with 'em long ago. Now even the city folks are getting tired of hissing with the villain.

People in the river towns never see stage shows, Menke says, and its about time they got a chance at live drama.

"All the people see nowadays are movies," he said. "And they're getting tired of 'em. I'm going to load the old girl with a batch of flesh-and-blood actors and give 'em a treat with some good, clean shows."

"Yes sir," he added. "Might even take her to New York."

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

of ticket-buyers. Its carrying power reached the ears of "all and sundry" in the southeastern tip of Iowa, the northwestern corner of Missouri, and the rim of the "western bulge" of Illinois. Long ago we pronounced "calliope" in three syllables: "cal-li-o-pe," with the heavy beat on the first one. Now we must sound out four syllables: "cal-li-o-pe," accenting the second, and with "long i, o and e."

Are you agoard with me? Hear the rythum of the laboring engine as it pulls the noisy excursion party away from the mooring, the splash and tinkle of the river water as the stern wheel turns! The chatter of conversation continues even after the orchestra tunes up for the dancing. Do your toes "remember" tripping, turning, one, two, three, to the smooth gliding of the waltz? Did you prefer the livelier gavotte, the two-step or schottische? Were there "square dances" in your day, meaning your night, on the wide river?

Gay Crowds

What do your eyes "remember?" When boats carried people for gaiety, instead of transporting barges of coal and ore, gas and grain to market, did you look outward and "see the scenery," the churning stream, the majestic bluffs of "Illiowa" to the north, the hills of the "Sucker State" and of the "Show Me State," when southbound? Or, did you stare inward at the young couples promenading the decks between dances, the children tugging at their mothers' hands; the stacks of lunch baskets? Many were the excursion steamers, but, to me, the name is the "J. S.", of the Streckfus Line.

Do you oldsters of Hamilton, Keokuk and vicinity recall the name of the "Ploughboy?" I find it mentioned three times in the Warsaw Bulletin of the 1870's as a "rather diminutive craft which plied the waters between Warsaw, Alexandria and Keokuk" Was it not one of those which burned? Does the name of the "Rescue" not "ring a bell" for you? Was it not differentiated from all others by its siren sound, ranging up the scale, down again, urgent in its swelling, then falling sonud?

**DAILY GATE CITY
RIVER CAREER
STARTED 1879
TO END SOON**

**Captain Hugh McKenzie
Who Retires Next Month
Recalls Busy River
Days and Old
Time Boats.**

NOV. 20, 1934

After a long and successful career as a Master and Pilot on

Mississippi river boats, Captain Hugh McKenzie retires on a pension from Government service on November 30, 1934, at the age of 89 years. He was born at Keokuk, Iowa, on August 13, 1865, and began his active river career in June, 1879. In that year he was employed at Taber's Saw Mill, Keokuk, and was ordered to report to the late John R. Carpenter on the old Des Moines Rapids Canal. At that time the canal was in charge of Major Stickney and R. R. Jones. His first assignment was on the Government tug "Messenger" which was for a period of three seasons. He had on this boat as engineers Mr. Swartz, Ed Ebersole and Tom Foley.

The late Major M. Meigs designed and built the sternwheel towboat "Stella" and it was at this time that Captain McKenzie started work on this type of boat. The sternwheel towboats "Iris" and "Louise" (twin boats) were next built, followed by the "Irene," "Ada," "Lucia," "Emily," "Marion" and "Fox." Later on the "Ruth" and "Grace" were built. Captain McKenzie saw active service on all of the above mentioned boats and made the trial trips on most of them. He was also employed on the towboat "Vixen," three or four seasons on the "Coal Bluff," one season on the "Minneapolis," one season on the "Muscatine" and five seasons on the "Nauvoo." He also worked at different times on the "J. G. Park" and the "Success." All of the above mentioned towboats were operated by the Engineer Department.

Served Packet Company.

Captain McKenzie also was with the Carnival City Packet Company for a total of seventeen years, serving two seasons on the "Silver Crescent" and fifteen seasons on the "Keokuk." At the time of his service on the "Keokuk" the power plant, lock and dam were being built at Keokuk, Iowa, and he carried an average of 65,000 passengers per year between Quincy and Keokuk for a period of three years. During the years employed on passenger carrying boats no lives were ever lost through any fault of his boats or crews. This is an enviable record and one which he may be justly proud of. Captain McKenzie recalls one excursion trip with a boat load of passengers when they were forced to spend all night with the boat anchored and the passengers danced continuously until 9 a. m.

Captain McKenzie's last active service was as Master on the towboat "Nauvoo" with Chief Engineer as his partner.

Sees Rafts Go.

Captain McKenzie began active work on the river when the log rafting business was at its height and when the river was full of towboats, packets and pleasure boats. He has seen the passing of the rafting business and the decline of the packets but he has abiding faith in the comeback of the old Mississippi to its own proper place again and predicts that when the present lock and dam program is completed more freight will be handled than ever before, with their present modern towboats and barges, and that pas-

senger boats will again take their place on the upper Mississippi. He still believes there is no more pleasant or restful way to spend a vacation than on the Old Father of Waters.

In retiring Captain McKenzie has a kindly remembrance for all of his many friends and fellow-workers in the years gone by and mentions a few of the old time pilots such as David Tipton, Bob Farris (Dean of Rapids Pilots), Chas. Gillispie, Al Wehemner, A. M. Hutchinson, John Killeen, Perry Ruby, Charles DeLisle, Campbell Hunt and James Carroll. All of these pilots have passed on except Captain John Killeen who is still living at Dubuque, Iowa. Last but not least he mentions his old employer and friend Captain Walter Blair of Davenport, Iowa, who despite his age, still looks like a youngster and is still doing active piloting on his own boat. His loyalty to and friendship with Captain Blair has lasted through all the years and is one of those rare friendships seldom found.

The Engineer Department and his numerous fellow workers and friends all commend him for his long years of conscientious and un-failing service and wish him many more years of active life in which to enjoy a well deserved rest.

The Valley Whig.

KEOKUK:

MONDAY MORNING, SEPTEMBER 6, 1934.

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.

THE GREAT DUST HEAP CALLED HISTORY
BY J. BICKEL
ST. LOUIS, IOWA

MALTA WHITE SHRINE
KEOKUK FEZ CLUB

MOONLIGHT

STEAMER CAPITOL

Friday Nite, May 31

Leaves 8:15

Tickets 75c

Returns 11:30

1929

The Gate City The Gate City The Gate City

Entered, MAY 29, 1929

Entered, APRIL 19, 1929

Entered, JUNE 20, 1929

EXCURSION TO BE EVENT OF CLUB'S YEAR

The Malta White Shrine and the Keokuk Fez Club will join together on Friday night, May 31, to give the first moonlight excursion on the Steamer Capitol this year. The boat will leave at 8:15 o'clock for an evening's pleasure of dancing to the music of the Varsity Melodians. This is the orchestra which played on the Steamer J. S. for its first engagements at Keokuk, delighting those who were fortunate enough to hear them with their peppy tuneful numbers. They also have some clever entertainers who sing the latest catchy songs.

The excursions given by these two lodges are always among the most popular of the year and there is every indication that a large crowd will take advantage of the opportunity to attend this one. The Shrine and Fez Club are capable hosts and are doing all in their power to present entertainment which their guests will enjoy. Besides this the management of the boat have added many new features including new wicker furniture and new floral decorations which will be sure to please.



First Moonlight of the Season!

Thursday Eve., APRIL 25th

Given by the
KEOKUK COMMUNITY
BAND

Boat Leaves 8 O'Clock
Returning 11:30

Secure Your Tickets at
Peterson Shoe Store, 712
Main.

Unitarian Woman's
Alliance

All Day Excursion to Quincy

WED., JUNE 26

STEAMER CAPITOL

Lv. Keokuk 8:00 A. M.
Return 7:00 P. M.

Advance Tickets 50c;
Children 25c.

Wharf Fare 75c; Chil-
dren 35c.

Tickets on Sale at
Larson's Shoe Store—
Mr. Hodge
Heller's Feed Store,
804 Main

Elks' Moonlight Wednesday, May 8

On the DeLuxe Steamer J. S. TICKETS \$1.00 PER PERSON

Tickets on sale at Locks, Scott & O'Reilly, Stadler's No. 2, Ward's,
Warnecke, Wilkinson's.
Cars Will be Watched While Parked. Busses Will Meet Boat.

1929

The Gate City

TUESDAY, MAY 7, 1929

ELKS' CLUB TO HOLD EXCURSION HERE ON MAY 8

The local Elk's club is planning a big night May 8 when they hold their first moonlight excursion of the season on the huge steamer J. S. This will probably be the last time that this boat will give an excursion out of Keokuk this spring.

Those who dance will do so to the music of the Varsity Melodians, a ten piece band which is rated among the most torid on the river. The steamer leaves Keokuk at 8:15 p. m. and is slated to return at 11:30 p. m.

The Gate City

JUNE 11, 1930

BALD EAGLE TO GO INTO TRADE HERE JUNE 21

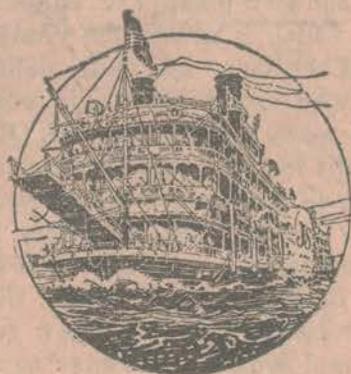
The steamer Bald Eagle, the second largest of the Eagle line of boats will inaugurate service to Keokuk for the summer commencing June 21. The boat will leave St. Louis on Saturdays and Tuesdays.

In this connection comes word that a St. Paul-St. Louis packet may be put into service this season by July 1. If this packet service should be put into effect it would be the first service of the kind since the war.

Capt. Milt R. Harry of St. Louis, is reported to have told the city council at Minneapolis that he contemplates this service.

The Gate City

Entered, SEPT. 18, 1926 ad-Clas



Saturday, 25 September

Elks' Moonlight Excursion Dance

Lvs. Keokuk 9:15 P. M.
Rts. 12 Midnite
ADVANCE TICKETS 75c
Wharf Fare \$1.00
BURKE-AMIDON'S CAPITOL
ORCHESTRA
Will Play the Dancing Program
Don't Miss the
BIG EVENT of the SEASON

J.S.

Steamer DeLuxe



The Valley Whig.

KEOKUK

MAD IN 1858

FRIDAY MORNING, MARCH 19.

THE HANNIBAL CITY.—This new and splendid steamer of the Keokuk and St. Louis Packet Line, made her first appearance at this port yesterday afternoon with colors flying, and having on board a large and merry company of passengers from Hannibal and other towns on the river.

We had not time to visit the boat last evening, but learn that she is a magnificent craft, and can make the best kind of time. She will doubtless be the crack boat of the season.

THE CLARA HINE.—This good steamer, having been detained above the rapids, did not leave for the Des Moines until last evening. Passengers who wish to take passage can overtake her at Bentonsport this morning by railroad.

Whoever saw a finer day than yesterday? The roads are rapidly drying up.

The River was rising yesterday, with over five feet on the Rapids.

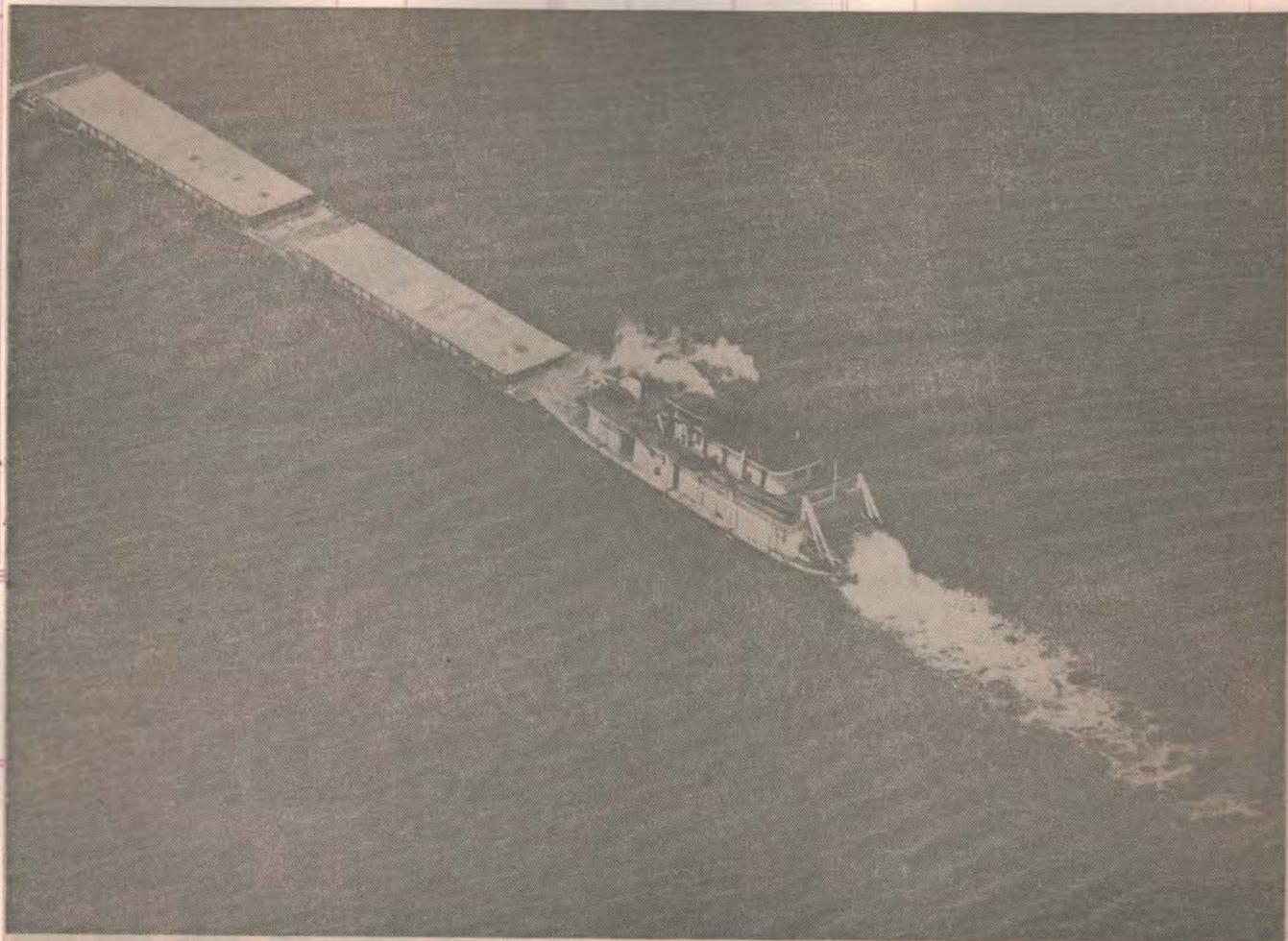
BOATS.—The Envoy, Henry Clay, Sam Kirkman and Badger State came down yesterday.

The River is rising.

The Col. Morgan came in yesterday from Des Moines, where she has been anchored since last summer.

The City of Louisiana came in last evening. She is much improved in appearance, and is a credit to the Packet Company. Capt. Johnson is Master, and Capt. Ben. Harris—"rare Ben"—is in the Clerk's office.

THE GREAT DUST HEAP CALLED HISTORY
A TICKET KEOKUK, IOWA



REGISTER PHOTO BY BOB LONG

Last Trip for Lone Star

The sternwheeler Lone Star pushes two barges loaded with sand down the Mississippi River toward Davenport. It was the last trip for the coal-fired steamboat.

Mississippi's 'Steam Era' Ends; Lone Star Retired

By David Eastman
(Register Staff Writer)

DAVENPORT, IA.—Something is gone from the Mississippi River.

The age of steam came to a halt here last week when the steamer Lone Star tied up at the Davenport seawall with two barges loaded with sand.

The coal-fired sternwheeler has made its last trip — a trip that was no different from thousands of others she has made in her three-quarters of a century.

She was the last working steamboat on the Mississippi, and she ended her era at work.

No longer will there be a smudge of coal smoke hanging over the Mississippi as the wooden hull cuts the water and

Des Moines Sunday Register
Sept. 3, 1967
Local Section **2-L**

the paddle wheel churns the river.

6 a.m. Coffee

Nor will night watchman Eddie Bruce have to light the fires in the coal stove before 6 a.m., as he did Thursday, and make coffee for the crew coming aboard in the early morning darkness.

There was little nostalgia over Thursday's coffee as pilot Glenn Johnson and his wife, Eleanor, the boat's cook, engineer Wil-

liam Horlas and firemen-deckhands Dick Schmidt and Louis Chapman, shivered in the pre-dawn cold.

"I guess we better get going," Johnson said finally and climbed to the pilot house on the second deck to start the last voyage.

It started with a cacophony of bells ringing, steam hissing and pistons pushing, some clanking from here and there, and the straining whine of the rudder cables.

She headed upriver toward the sun now rising between the towers of the Iowa-Illinois Memorial Bridge with sights and sounds that few people will see or hear again.

There was the swift motion of the well oiled piston rod as it rushed out its full five-foot length, pushing the 20-foot-long wooden pitman back and forth, and up and down as it turned the paddlewheel.

There is a beauty in the engines, a graceful precision, as

rods slide back and forth, up and down, opening and closing valves.

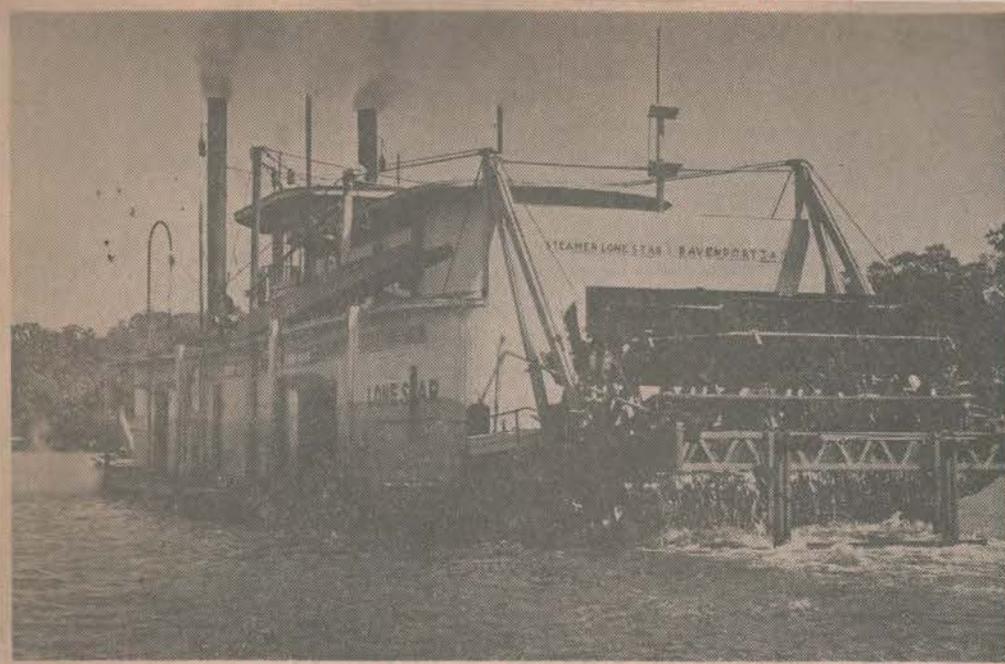
The whoosh of the steam as it enters the cylinders and drives the pistons back is a sound all its own. The only sound that compares to it now is a service station hoist going up and down every two seconds.

When the steam leaves the cylinders of the engines, it goes back to the firebox and up the stack, creating a draft that makes the burning coal seem almost white, and creating a fierce wind to fan the flames heating the water in the boiler.

Spreading Soot

As Schmidt and Chapman shoveled in the coal and raked the fire, the soot from the coal spread about the boat, dirtying the cracking paint on the timbers and on thin sideboards that enclose the lower deck.

In the pilot house, Johnson nudged the levers of the only steam power-steering mechan-



REGISTER PHOTO

Last Working Steamboat

The Lone Star, last working steamboat on the Mississippi River, moves away from dock at Le Claire to hook up with two barges of sand. It was the last trip to Davenport for the river boat.

ism on the river, making the eight-foot steering wheel spin without being touched.

As the Lone Star stopped its engines to glide into Lock 14 at LeClaire, there was but one sound in the engine room, the clanking of the "doctor engine".

Used to pump water from the river to the boilers, it tetter-totters up and down incessantly, a replica of the walking beam engine in every erector set construction book.

North of LeClaire, the Lone Star crew dropped anchor, maneuvered a barge alongside and lowered a pipe to the bottom of the river to bring up sand.

Stitching Fishnets

During the two hours it took to fill the barges with more than 700 tons of sand, engineer

Horlas stitched away at one of the numerous fishnets he was making. At the same time, he kept an eye on a suction gauge, and worked the winch.

Schmidt and Chapman deftly twirled ropes around the mushroom-shaped capstan, last seen by most people in pirate movies, as they moved the barges along the side.

Gallons of water and sand poured into the barge pushed by a steam-driven pump. Its hurried "ta-pocketa-pocketa" would have overjoyed a modern Walter Mitty, moving his imagination to a machine gun battle in a distant war.

The pump engine's wheels, pulleys, belts and rods topped by a spinning governor with its two gold balls, looked like something designed by Rube Goldberg, until the fast-filling barge

proved that the engine really worked.

Heads Down River

Loaded up, the Lone Star headed back down the river, each whoosh of steam from the stacks giving the feeling of a surge forward. The windows in the pilot house, and the wooden floors in the boat, vibrated in slow motion.

Mrs. Johnson, the cook, set a plain tablecloth on a clean table-top, and put down a fine meal. She cooked it on a coal-burning stove not five feet from one of the surging engines.

The hull of the lone star was laid in 1891, but she got a complete rebuilding in 1922, lengthening her to her present 112 feet. The engines were built in 1930, and the boilers were new in 1942.

Coast Guard regulations re-

quire a dry-docking and refit every five years for wooden-hulled steam vessels, and the Lone Star is a year overdue.

Kahlke's Boatyard in Rock Island, where she got her last refitting in 1961, is out of business. No other boatyard within easy distance is capable of handling the Lone Star.

Diesel Replacement

Builders Sand and Gravel Co. has a replacement boat, the newly-built Lady Lone Star, a steel-hulled, diesel-powered vessel.

The fate of the old steamboat has not been determined. Some civic groups reportedly have plans to preserve it in some manner, but it might be a tough job.

As the owners have said, the Lone Star is not a luxury boat, or an antique, but a working boat. It would be too small for tours by very many people at one time, and the accumulated years of soot would come off grudgingly.

An Ugly Duckling

There is little beauty in her lines—she seems almost an ugly duckling with her pilot house set far back on top of the squat engine and boiler compartments. Only from the rear, with water cascading off her paddle wheel and smoke pouring from her stacks does she present a sense of style.

The glamour of the Lone Star was that she kept working, while other boats of her era sunk, exploded, rotted in dry-dock, or were beached and turned into museums.

No more will a child pull at his mother's arm and point to the funny, little, smoking boat in the middle of the Mississippi and say, "What kind of a boat is that?"

Now that it's gone, it doesn't seem so funny.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, OCTOBER 21, 1957

MIRACULOUS ESCAPE.

Two Men, One Woman and Five Children Narrowly Miss a Watery Grave.

Special Telegram.

BONAPARTE, Iowa, Oct. 21.—Quite an excitement was created this morning by two men deliberately attempting to pass over our mill-dam in a flat-boat. It was

35 feet long with a little house in the center, which contained the household effects. One man stood on the bow and the other on the stern. The bow dipped, the waters bound over it and carried the man like lightning into the house. Almost simultaneously the other end of the boat was caught in the suction of the dam, and performed the strange freak of sending the other man into the house. Then, quicker

than we could tell it, the boat careened, and the surging waters and the powerful fall of the same from the dam, began playing with it as though it were a balloon, and it was crushed into pieces in a few moments. The men were both rescued alive with skiffs about a mile below town but slightly bruised. It was a most marvelous escape. The party, consisting of the two men, one woman and five children, had sailed from Perry, Dallas county,

down the Coon River, and had passed over thirteen dams. They met their Waterloo at Bonaparte.

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

Prof

202-7-8066
R. J. BICKEL

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

NOVEMBER 23, 1888

RIVER TRAFFIC.

The Close of Navigation on the Upper Mississippi.

A Fairly Profitable Year for the Packet Companies—Prevalence of the Great Flood—Golden Age of Steamboating.

Yesterday the government canal was closed for the season and the beacon lights along the Mississippi from Keokuk to St. Paul, which guide the weary mariner at night, were extinguished. Navigation for 1888 has ended and with the exception of the St. Paul and a few rafters the boats have gone into winter quarters. The St. Paul made her last trip south Wednesday and will pass up in a day or two for Rock Island, where it is understood she will be wintered. Considering all circumstances the season has been a fairly profitable one for both packet companies, the agreement relative to a division of territory early in the spring have resulted in pecuniary profit to both. During April and May the operation of raft boats was greatly retarded by the floods, the unwieldy rafts becoming unmanageable in the swift current and few captains or pilots being willing to assume the risk of having their tow carried off through the woods several miles from the river bank. In September, October and November the packet companies operated their boats at a decided disadvantage, owing to the prevailing low stage of the water, making navigation slow, uncertain and at times dangerous. Notwithstanding the improvements conducted at various points along the upper Mississippi the channel has been variable and in some localities shifted so frequently that extra precaution had to be exercised by mariners. No marine disasters of consequence, with the exception of the Inverness explosion near Hannibal, have occurred on the upper Mississippi. On the lower river several boats have been sunk or burned.

This year will be remembered because of the great flood, equaling that of 1851, which prevailed in the spring. For weeks several hundred thousand acres of farming lands in Missouri and Illinois bottoms were submerged, inflicting great loss of property on the farming community. Damage was inflicted by the inundation in towns and villages along the river, crops were destroyed and levees were washed away. The breaking of the levees of the Indian Grave district and the Say entailed vast losses. The Warsaw levee

has been rebuilt and the others will be reconstructed and improved, so that the dwellers in the low lands are reasonably safe from a similar disastrous visitation for many years to come.

The golden age of steamboating on the Mississippi comprised the years from 1845 to 1862. An immense business was carried on and the steamboat crews contributed materially to the life of the levee. Possibly between 1853 and 1857 was the period of the greatest river traffic. A writer in the Pioneer Press says that in one day he counted twenty-four steamers at the St. Paul levee—and he remembers seeing other days fifteen to twenty moored at the landing. That was just before the panic, and emigrants were pouring in from the east in streams, bringing along their cattle, horses, wagons and household goods with them.

Steamboating paid about that time. In 1855 it is said that one packet company declared dividends amounting to \$100,000 on the season's business; that the steamer War Eagle, which cost \$50,000, cleared \$44,000 profits, and that the City Belle, which was built at a cost of \$35,000, cleared \$30,000.

Some idea of the extent of the steamboating business of the day may be obtained from the statistics of the season of 1857. In that year the number of different boats that landed at St. Paul was seventy-eight, while the total number of arrivals was 838—212 from St. Louis and Keokuk, twenty-eight from Fulton, 228 from Galena and Dunleith, 136 from Dubuque, 216 from the Minnesota river, and eighteen from the head of Lake Pepin. During the two or three years following the arrivals were equal to if not greater in number than the arrivals of 1856.

THE WEEKLY GATE CITY.

MARCH 14, 1895.

WILL WALK THE DECK.

Upper Mississippi Steamers and Their Masters for This Season.

The steamers that will ply the upper Mississippi this season and their masters are as follows:

Dolphin, Charles Skemp; W. J. Young, Jr., Walter A. Blair; Abner Gile, B. Jenke; Lillie Turner, E. H. Hallingshead; Quickstep, Tony Gallagher; Kit Carson, Peter O'Rourke; Prescott, R. S. Owen; Sam Atlee, A. W. Woodward; Kate Keen, L. Arnold; Robert Dodds, George Tromley, jr.; Helen Schulenburg, F. D. McCaffrey; Patience, Jas. McCaffrey, jr.; F. Weyerhauser, George Reed; J. K. Graves, John O'Connor; F. C. A. Denkmann, O. E. McGinley; E. Rutledge, Wm. Whistler; Myline, J. H. Wasson; Dan Thayer, Al. Short; Saturn, George Winans; Jo Long, N. B. Lucas; Irene D., D. A. Dorrance; West Rambo, J. G. Sut-

ler; Silver Crescent, no appointment; Lone Star, C. Schricker; Verne Swain, John Streckfus; Pilot, Orrin Smith; Eclipse, E. J. Lancaster; Volunteer, no appointment; Ten Bræck, W. S. Mitchell; Netta Durant, George Rutherford; Chauncy Lamb, Al. Day; Lady Grace, John Moore; Reindeer, Tom. Withrow; Gardie Eastman, C. Carpenter; Lumber Boy, George Senthouse; R. J. Wheeler, Wm. Davis; Zalus Davis, Peter Hire; Glenmont, Pete Larivere; Van Sant, no appointment; Musser, not known; Gardner, Tom. Dolson; Thistle, M. M. Lory; Pauline, Wm. Kratka; Mountain Belle, A. Lambert; Linehan, Wm. Dobler; Inverness, Tom. O'Rourke; Louisville, Chris. Adolph; Bella Mac, Charles White; Helen Mar, M. McCarthy; Juniata, Henry Slocum; Lion, H. C. Wilcox; Hershey, C. Buisson; Cowles, J. Buisson; Life Lamb, J. E. Kaiser; Ravenna, C. Davisson; Menomonee, E. D. Dickson; Clyde, John Hoy; Cyclone, Tom. Hoy; Henrietta, Geo. Brosser.

THE GATE CITY

PUBLISHED BY

THE GATE CITY COMPANY

Keokuk, Iowa Dec. 9, 1910

WARSAW-ALEXANDRIA FERRY BUSINESS

Report of the Business Done Last Season by the Meeker at That Point.

Over 6,000 people crossed the river on the Ferry Meeker which plies between Warsaw and Alexandria, last season. The report of the year with comparisons for the previous year is as follows:

The Meeker came out of the canal Monday, March 28, 1910; entered the season's trade April 1st. Finished the season's work Dec. 1. In the eight months the Meeker ran a total distance of 6,363 miles. She carried 399 loads of merchandise, 2,300 two horse wagons, 854 one horse wagons, 331 loads of beer, 249 loads for Warsaw Milling Co., 57 two horse loads and 9 one horse loads for J. A. White Lumber Co., 6,339 passengers, 259 cattle, 150 sheep, 250 hogs, 97 saddle horses and 50 loose horses.

The above report of Capt. Redeforth when compared with the report of 1909, shows the following differences: 264 more passengers were carried this year than last, 29 more loads of lumber and 35 more loads of merchandise were transferred this year than in 1909. While in 1909 there were 792 head of stock, 152 loads of beer and 43 loads of flour and wheat more carried than in 1910. The steamer traveled 993 miles more in 1910 than in 1909.

THE GATE CITY
JULY 28, 1910
THE GATE CITY COMPANY

C. F. SKIRVIN.....Manager

CAPTAIN BLAIR
VS SNAG BOATS

He Makes Another Statement in Re-
gard to the Work that the
Snag Boat Should
Do.

AT PRESENT USELESS

They Are Not Used to Keep Channel
Clean—Lights Should be
Reset and Kept
Lighted.

In a late issue of the Davenport Democrat, Captain Walter A. Blair, manager of the Carnival City Packet company which is operating six light running packets in the Mississippi, river freight and passenger trade is credited with the following statement pertaining to the work of the snag boats:

"Because the snag boat, David Tipton, is unable to get down from the river on account of sand bars, the navigation on the lower river is practically at a standstill and unless the water raises enough to permit the boats to run without danger of hitting snags, it is doubtful whether the river traffic this season will amount to much. I have talked to several other men who are deeply interested in the river and who have clung on to the business with bull dog tenacity where others have given it up, and we are all thoroughly disgusted with the work done by the snag boat, David Tipton and the light house boat Lily, both of which are tied up when they are needed the most, at the time of low water. There is no reason whatever why they could not work if they wanted to. The David Tipton is tied up at La Crosse, Wis., the reason being that the boat is unable to pass several of the sand bars. Yet the raft boat, Hershey is coming down the river all right. The Lily is near the mouth of the Illinois river and the officials state that the boat cannot get out. Yet the Dubuque has

a tonnage of 1,000 far more than the Lily.

Boats are Damaged.

"Here we river men are suffering, our boats are sinking and grounding because the snag boat has not located rocks and pulled up stumps and because the lights on the river have not been changed since early spring and the channel has changed in many places. Why, do you know that the David Tipton changed the channel of the river near Suburban island by building dams, and then went over every foot of the channel in that part of the river. And yet they didn't find the rock which sank the Helen Blair. The riverman who blasted the rock stated that it was of limestone formation and had always been in that spot. It was no 'nigger head' which was brought down by the ice. Yet the snag boat couldn't find it.

"There is a light at the head of Huron island, one of the most important on the river and yet that light has been out for more than two months, despite the protests of the pilots which have been sent to the government office. The crew on the snag boat are anxious to work, yet they are sent out on political missions and to other places. They were on their way to the waterways convention at St. Paul when they were stuck at La Crosse.

Appropriation Sufficient.

"We cannot help but be disappointed when a beautiful river like the Mississippi, upon which so many millions of dollars have been spent in the past year, is not fit for navigation just because of a few sand bars and snags. It is like a chain several thousands of miles long, capable of sustaining any given amount, except for a few links which impair the value of the chain and which could be fixed at little expense and in a little time. Where the river is good, it is far better than ever before.

"We cannot understand why these improvements are not made. The money is appropriated for the purpose. They have the boats the money, the men and the time and yet it is not done. Either they do not want to do it or if there is some other reason, we would like to know what it is.

print one in the columns of some newspaper. If there is a good reason, we would like to know what it is.

Constitution-Democrat.
SEPTEMBER 10, 1903.

THE NEW STEAMBOAT.
St. Paul Passed Down the River on First Trip.

The new Diamond Jo boat, St. Paul, passed down Tuesday on her

first trip from the shipyard at Dubuque, where she has been two years in building.

While not as large in measurements as some boats now in the river service, the new St. Paul has 325 state rooms, which is at least 100 more than any other steamer at this port.

The additional staterooms are gained by economy in space and reform in the manner of building the "texas," or third deck.

The staterooms are not as large as those on the older river boats and are more like the sleeping car staterooms. Space is economized in construction of berths, by the use of elegant but compact furniture and by no waste of space at the front and rear of the cabin deck.

Another change from the usual style of Diamond Jo boats is that the new St. Paul is a side-wheeler. Boat employe's staterooms will not be in the "texas," but behind the wheels, where passengers always object to being quartered.

The "texas" extends the entire length of the deck and will furnish quarters for passengers, and the officers of the line expect these state rooms to be in great demand.

The St. Paul passenger trade has been developing rapidly in recent years. With an increased popularity of the summer vacation trips and summer residences in the Minnesota country, more pleasure seekers have gone north each season. It was to meet this demand that the new St. Paul was designed.

The freight capacity of this steamer is correspondingly less than other steamers of her size, as her passenger capacity is greater. The freight traffic north from St. Louis by river does not make heavy demands on the steamer.

The steamer measures 275 feet by 75 feet. She draws but twenty-four inches of water, a very light draft. The owners hope to keep her running steadily during the season.

The St. Paul season closes October 1, although the Diamond Jo boats usually are kept in service for short trips until November 15.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

Tri-Weekly Burlington Packet.
STR. VAN METRE,

D. WALTER WISHERD.....Master

Leaves Keokuk Mondays, Wednesdays and Fridays.
Lv. Keokuk... 2:30 p.m. | Lv. Ft. Madison 7:30 a.m.
" Montrose... 4:30 p.m. | " Dallas..... 9:00 a.m.
" Nauvoo..... 5:00 p.m.
Ar Ft. Madison 8:00 p.m. | Ar. Burlington 10:30 a.m.

For Freight and Excursion Rates, apply to
Tel. 154. **JOHN McNAMARA, Agent.**

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

THE IRON CLAD KEOKUK

BY ADMIRAL MILLER.

Constitution-Democrat.
= NOVEMBER 21, 1903. =

The recent publicity given by this paper to the old war vessel named The Keokuk, has brought to light several additional facts regarding the boat. R. B. Ogden of Newark N. J., the well known ex-Keokuk citizen became interested in the boat and wrote to his son R. M. Ogden in New York to look up his uncle Admiral Miller, brother of Assistant Postmaster H. R. Miller and get all the facts connected with the Keokuk.

Mr. Ogden has sent the following memorandum about this boat, as furnished by Admiral Miller of the United States navy:

Memorandum for Robt. B. Ogden, Esq., relative to the U. S. S. Keokuk: I don't know that I can give you any information on the subject that will be of service to you, for a long time has elapsed since she sank, on April 8, 1863, the morning after the famous attack on Charleston by the ironclad fleet under the command of Rear Admiral S. F. Dupont. It would take a considerable amount of delving into all that has been written about that action to make an interesting and accurate story. The facts stated herein are from official documents.

The Keokuk was built in New York in the winter and spring of 1862-3 under an original contract of the navy department with Mr. Whitney of that city. She was called a third rate ironclad, was of 677 tons displacement and carried a crew of 92 men. She differed essentially from the Ericason monitors, having two turrets, each carrying one gun only, and had higher free board. Her draft was less than that of the monitors and her armor was lighter and more easily penetrated. The armor of the hull and turrets was composed of alternate layers and rings of wood and iron laid horizontally, and made compact by much bolting through and through to tighten the armor and still hold its impregnability. She was not a submarine boat as stated in the description in the daily Constitution-Democrat. There were no submersible monitors during the civil war, but some boats of that description were designed by both participants. The term monitor was given by Mr. Ericsson to the first ironclad he designed as a warning to the confederates or probably to the Merrimac. Afterwards that name was applied to all similar vessels, such as the monitor Passaic, etc.

In the winter and spring of 1863 the people of our country were clamorous

for the capture of Charleston, and several monitors, with the Keokuk, had been assembled on the South Carolina coast. The navy department directed Rear Admiral S. F. Dupont, commander-in-chief of what was called the South Atlantic squadron, to endeavor to capture the city. In the early days of April the squadron assembled off the Charleston bar, and after the channel had been buoyed and sounded, the vessels crossed the bar, with the intention of making the attack the same day—the 6th—but fogs and other circumstances prevented and it was not until noon of the following day that the signal was made from the flagship to get underway for the attack.

The order of battle as directed by the admiral was as follows:

1. Weehauken, Capt. John Rodgers.
2. Passaic, Capt. Percival Drayton.
3. Montauk, Capt. John L. Worden.
5. New Ironsides, Com. T. Turner.
6. Catskill, Com. Geo. W. Rodgers.
7. Nantucket, Com. Fairfax.
8. Nahaut, Com. Downes.
9. Keokuk, Com. Rhind.

The Keokuk being a more vulnerable vessel, was placed in the rear of the line.

The fleet got underway at 12:30 and the firing commenced as soon as the vessels could bring their guns to bear on the fortifications defending the harbor. At 3:20 the admiral made signal to disregard the motions of the flagship, and Com. Rhind worked his vessel up to the lead of the line—the monitors being delayed from various causes. The Keokuk was brought under the concentrated heavy fire of Forts Moulton and Sumter at a distance of about 550 yards from the former. This position taken by the Keokuk was maintained for about thirty minutes, during which time she was struck ninety times in hull and turrets. Nineteen shots pierced her through at and just below the water line. The turrets were pierced in many places, one of the forward port shutters, was shot away—in fact the vessel was completely riddled.

Com. Rhind, finding it impossible to keep his vessel afloat many minutes more, reluctantly withdrew from action at 4:10 p. m. He succeeded in getting her to an anchor out of range of fire, and kept her afloat during the night in smooth water. At daylight in the morning—the 8th—the sea became so rough, that it was evident the vessel would go down, and assistance was at hand from tugs and other vessels, so that when she went down rapidly at 7:30 a. m., no lives were lost. Casualties on the Keokuk during the action of April 7, 1863:

Wounded dangerously, 1 officer (an ensign) and 1 seaman; wounded severely, 2 seamen; wounded slightly 11 including Com. Rhind.

The other vessels of the squadron were withdrawn by the admiral out of range of fire and anchored. The admiral intending to renew the fight the

next day after certain necessary repairs were made to the monitors, but his captains advised against it, and a second attack was not made.

The commander of the Keokuk, Com. A. C. Rhind was one of the most gallant and distinguished naval officers of the civil war and afterwards at Fort Fisher he added to the reputation that he had gained at Charleston.

The two guns of the Keokuk, or at least one of them, were skillfully raised by the confederates and mounted on Fort Sumter. The department made a contract for raising the vessel, not for its value, but as an obstruction to navigation, but whether she remains at the bottom of the harbor or not, would take me a little time to find out.

The Keokuk was named for the great chief and not for the city of that name.

I have said nothing about my part in the action of April 7 because I was not on the Keokuk and my part was a small one.

The official account of the action, with a sketch and plan of the Keokuk can be found in Vol. 14, Series 1. of the Official Records, Union and Confederate Navies published by the navy department.

THE KEOKUK.

NAME OF A SUBMARINE BOAT IN THE CIVIL WAR.

SHE WAS RIDDLED WITH BULLETS AT FORT SUMTER.

History Mentions This Federal Gunboat Which Took Part in the War of the Rebellion.

Nov 9 1903

When submarine boats become practical, citizens of Keokuk can point with pride back to the days of the civil war when a submarine boat named the Keokuk was in commission.

Between 1860 and 1864 there were several so-called submersible monitors, one of which was the Keokuk which was not much of a success for she was struck by a storm of projectiles, riddled like a sieve and forced to beat a hasty and crippled retreat.

There are not many Keokuk people who know that a Federal gun boat was named after this city, but the boat is mentioned in some of the more ex-

haustive histories of the civil war and the boat may be personally known by some of our veterans.

Alan H. Burgoyne has written an exhaustive and instructive work in two volumes, entitled Submarine Navigation and in his work he mentions the Keokuk as one of the early attempt at submarine navigation. The Keokuk was not a boat which could navigate beneath the water, but one which was submerged to a great extent, thus offering but little of her surface to the arms of the enemy. What became of her is not known; but the Keokuk probably found her way to the junk heap or sank into the depths of the waters.

A picture of this boat should be procured if such a thing is possible and placed in the public library.

Constitution-Democrat.

NOVEMBER 10, 1903.

THE KEOKUK.

GUN BOAT HAD A HARD TIME OF IT IN THE CIVIL WAR.

WAS NOT A SUBMARINE BOAT UNTIL MADE SO BY BULLETS.

A Keokuk Girl Looks up the History of the Boat Named After Her Home City and Writes Entertainingly About it.

The submarine boat Keokuk, mentioned in last evening's paper, was not a submarine boat, until made so by the rebel batteries during the civil war, according to history.

Miss Grace Swan, a Keokuk girl, has looked the matter up in history and writes the following interesting facts about the only war vessel which ever bore the name of this city.

To the Editor:

The Keokuk was built by a gentleman who had full faith in her invulnerability. She was to be tested under fire from the rebel batteries before accepted by the government. She had sloping sides, two turrets, and was built for a ram.

The opinions generally entertained were that she would prove a failure.

She took part in the second battle of Ft. Sumter. Was commanded by Captain Rhind. The Keokuk was not a submarine boat until made so by the rebel batteries.

She presented a fair mark with her sloping sides and double turrets.

Her commander, although not having entire confidence in her invulnerability, was determined to come to close quarters. Swifter than the iron-clads, drawing less water, she made haste to get up with the Wehawken. The guns which had been trained upon the others were brought to bear upon her, where she sailed the fire was fiercest.

Her plating was but pine wood to the steel projectiles. Shot which glanced harmless from the others, penetrated her angled sides.

Her after turret was pierced and a two hundred pound projectile dropped inside. A heavy shot crashed into the surgeons' dispensary and mixed emetics, cathartics, pills and powders not according to prescriptions.

The enemy noticed the effect of his shot and increased his fire. Captain Rhind was not easily daunted. Opened his forward turret and gave three shots in return for the three or four hundred rained around him. He was forced to return or go to the bottom with all on board. She received ninety-four shot marks. Only three of her officers and crew were wounded, although she had been so badly perforated. The Keokuk sank in the morning on the bar after the fleet had withdrawn from the attack on the forts.

The Keokuk received ninety-four of the three hundred and fifty shots received by the entire fleet.

GRACE SWAN.

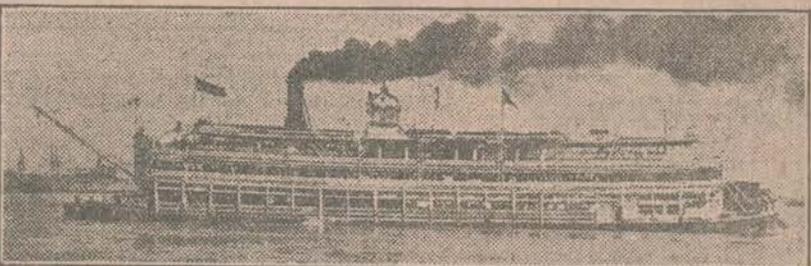
DAILY GATE CITY

JULY 11, 1935

SALVATION ARMY MEETING HELD ON OLD FERRY

The current issue of the War Cry, the official Salvation Army publication, in its "daguerreotypes of yesterday" relates this incident concerning Keokuk and a ferry boat owner on whose craft the local Salvationists held a meeting forty-six years ago:

"Forty-six years ago the comrades of the Keokuk, Iowa, corps marched to the banks of the Mississippi river, and there espied a large ferryboat paddle-wheeling its way up the river. The leader halted the captain of the boat, and enquired the cost of a ride to Mt. Rose, where the Salvationists desired to hold a meeting. 'One hundred dollars a minute!' was his answer. Whereupon the S. A. captain and his aides jumped on the boat with the comment, 'Well, we're children of the King. Of course you'll accept our Father's note for the debt.' A pleasant ride ensued, and the War Cry of that day wished God's blessing upon the commander of that ferry."



ROYAL NEIGHBOR'S MOONLIGHT

JUNE 6th

on

STEAMER G. W. HILL

Adults 75c—Children 40c

War Tax Included

1921

THE GREAT MUST HAVE CALLED HISTORY R. J. BICKEL KEOKUK, IOWA

THE GATE CITY:

WEDNESDAY MORNING, APRIL 18.

WHARFAGE.

Through a Misunderstanding the Dan Hine is Seized But Subsequently Released --A Proposition from the K. N. Line Packet Company.

When suit was commenced by the city against the Keokuk Northern Line Packet Company to recover wharfage which it refused to pay, four barges belonging to the Company were seized on a writ of attachment. During the winter these barges were lying at the mouth of the lower lock of the canal. A day or two since the city authorities were informed that they had been removed, and the supposition was that they had been taken away from the city. A new writ of attachment was procured, and yesterday morning Deputy Sheriff Vermillion seized the Dan Hine which was lying at the wharf and placed her in charge of H. C. Gillespie.

On being apprised of the fact, Capt. A. M. Hutchinson, the Company's Agent at this place, called upon Mayor Irwin and informed him that on account of low water the barges had simply been moved down near the elevator, where the Company is in the habit of mooring its barges during the Summer season, and that there was no purpose of taking them away from the city. In view of these facts Mayor Irwin promptly issued an order to have the Dan Hine released, which was done. We understand that the Company is preparing to file a bond, so as to secure the release of the barges also.

A PROPOSITION.

At the regular meeting of the Council on Monday evening a proposition from W. F. Davidson, President of the K. N. Line Packet Co., was presented and read. The petition recites that the "steamboat business for years past has been suffering under great disadvantages and has been prosecuted at a loss to the owners of vessels and stockholders. It has suffered especially by competition with railroads, many of which now run parallel with the river, and the steamboats in order to get the business must do it at a lower rate. The towns and cities along the river have, in most instances, given large bonuses, right of way and valuable privileges to the railroads.

In many instances they are allowed to build side tracks and switches across, and to occupy a large part of the levee or wharves. In short, the competing

railroads have been induced to come to the river towns by favorable legislation and financial aid. Steamboats have never asked, and do not now ask any financial aid, but they do ask to be allowed to come to your city on a fair and equitable basis, in order that they may compete with railroads. We claim that it is unfair to charge a steamboat for the privilege of landing at your city to carry freight and do business with your city, when we have to do it at a lower rate than the railroad in order to get the business at all.

We therefore respectfully ask that all suits against the Keokuk Northern Line Packet Company for wharfage heretofore instituted be dismissed. We claim that in justice to steamboats, and for the benefit of river commerce wharfage exactions should be abolished; but to avoid any controversy in future we make the following proposition:

If the city will lease three hundred feet front of the wharf to our company for a period of years, to be used exclusively for the company's boats, we will pay the city therefor an annual rental of one dollar and fifty cents per front foot, this sum to be in lieu of all demands for wharfage against steamboats and barges run by the company and we maintain and keep said leased part of the wharf in good order at the expense of the company. The lease money to be paid, $\frac{1}{2}$ July 1st, and $\frac{1}{2}$ January 1st of each and every year during the continuance of said lease.

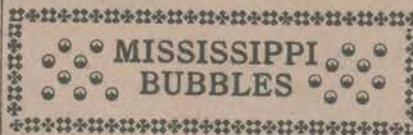
"Our object," says Mr. Davidson, "is to avoid all controversy and litigation with the cities and towns along the river, and to secure the good will and patronage of the public generally." J. H. Davidson, the attorney of the Company, also addressed the Council at some length upon the subject.

The communication was referred to the Wharf Committee, the Mayor and the City Attorney.

Similar propositions have been made to all the principal cities along the river.

Constitution Democrat.

CONS. APRIL 12, 1904.



Burlington Gazette: The steamer H. W. B. arrived the other morning from Dallas City, towing the hull of the steamer Jessie Bill and a barge with her machinery. The H. W. B. is a squatty looking craft and will do towing in this vicinity until the Jessie Bill is rebuilt. There was quite a guessing contest on the river front as to what the initials H. W. B. stood for. It was at last decided that the people who named the boat had Hen-

ry Ward Beecher, fiddle sticks," said clusion was knocked galley west when Jim Harris appeared on the scene. He was told of the verdict of the guessers as to the H. W. B. controversy. "Henry Ward Beecher, fiddle sticks," said Mr. Harris. "That boat's name is no more Henry Ward Beecher than yours is. Those initials stand for the names of three men who built the boat, Hysell, Walters and Bruso, of Muscatine. It seems that after the boat was built each man wanted her named after himself. There was a long controversy over the matter and it was finally compromised by naming the boat H. W. B. representing the first initial of each of the owner's names."

Clinton Age: The inspectors applied the government tests to the steamers Glenmont and J. W. Van Sant yesterday at Dubuque. The new boilers for the Lydia Van Sant will not be ready before the latter part of the week.

Captain H. Beedle, Sr., the veteran riverman and pilot, passed away at his home in Bellevue. He was seventy-eight years of age and was for a number of years captain of the steamer Dubuque, of the Diamond Jo line, but in the old days was known as a pilot for the old White Collar line. Captain Kinnear knew the veteran well and has often stood watch with him. He said Captain Beedle was recognized as one of the best pilots on the upper river. His son is also a well known pilot and captain.

Burlington Hawkeye:

Frank Smith and Freeman Bacher, owners of the steamer Jessie Bill, are thinking of rebuilding the steamer with a new hull. For her machinery is all at the Murray Iron Works now, where it is getting overhauled. The "rabbit" metal melted, but no fusible plugs were melted out in the fire. So, outside of cleaning up, she will require but little work to get it ready again. The engines were built by the Iowa Iron Works, at Dubuque. They were lever engines, four-foot stroke, ten inch bores, while the boilers had 173 pounds pressure. Her hull was 90 feet long, 16 foot beam, and 3 1/2 feet deep. The hull was built originally at Wabeshaw, Minn., in 1882, and rebuilt there in 1900. Bacher and Smith bought her in 1903, and had never had any mishaps with the steamer at all until this fire. There is no idea as to how the fire started. It began somewhere near the boilers, and there were rattlings and coal stored on the vessel. But the exact reason for the fire has not been ascertained. The vessel was insured for \$1,000, but the insurance losses have not been adjusted as yet. The owners are thinking of remodeling the hull into a mud barge.

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THE GATE CITY:

THURSDAY MORNING, MARCH 6, '79

TO THE WATER'S EDGE.

Two Keokuk Northern Line Steamers Totally Destroyed.

The Burning of the Lake Superior and Dubuque in Alton Slough.

(Special Dispatch to the Globe-Democrat.)

ALTON, Ill., March 4.—The Keokuk Northern Line steamers Lake Superior and Dubuque were burned to the water's edge this afternoon, at the winter quarters in Alton Slough. The steamers were lying at the main shore in close proximity to each other at the time the fire broke out. Several men were at work in the hold of the Lake Superior, under the direction of Captain Davidson. When they came out at noon they found the upper works of both steamers on fire. As near as can be ascertained the fire originated in a stove in the barber shop of the Lake Superior. The fire spread with great rapidity, and in the course of two hours both boats were entirely consumed. At this writing the fire is still smouldering in the holds. There was no fire apparatus whatever at hand to check the flames. The remaining steamers of the company in the harbor were laid up at safe distances from the burning boats, and were at no time in any danger. The loss is estimated by steamboat men here at \$40,000, and the company carry their own insurance. The Spread Eagle ran hard aground this morning on Maple Island bar and laid there until 5 o'clock this afternoon. The ferry went down to help her off, but could do no good and returned at 3 o'clock with part of her passengers.

THE NEWS AT ST. LOUIS.

The news of the burning of the Dubuque and Lake Superior was received at the office of the Keokuk Northern Line about 1 o'clock yesterday afternoon, and the loss caused a great consternation on account of the company having no insurance whatever on either of the boats. They were pretty old boats, but were very well preserved, and the Lake Superior's place in the short trade cannot be easily filled.

DESCRIPTION OF THE BOATS.

The Dubuque was built at Pittsburg in 1867, for the old Northern Line, since consolidated with the Keokuk and Northwestern Union Line. Her cost was \$55,000, but when she was last appraised, April 4, 1878, a value of \$19,000 was placed on her. Probably she was not worth more than \$15,000 when destroyed. She was 233 feet in length, thirty-six feet beam, and five feet hold. She had four boilers, twenty-six feet long and thirty-eight inches in diameter. She had two cylinders, seven feet stroke, twenty inches in diameter. She was a side-wheeler, working water-wheels thirty-six feet in diameter. Inspector Henry Adkins says she was when built and fastened, good for the Ohio and Upper Mississippi rivers. The

LAKE SUPERIOR

was constructed for the same line at Pittsburg, April, 1870, and carried 850

tons. She cost \$65,000 originally, but was not worth over \$15,000 as she stood in Alton Slough yesterday before the fire. Her length was 210 feet, 39 feet beam and six feet in the hold. She had five boilers, 26 feet in length and 38 inches in diameter. She had two cylinders, seven feet stroke, 22½ inches in diameter, working two water wheels, 38 feet in diameter. She was a well-built but light side-wheel boat, well fastened, with good power, and good for the Upper Mississippi, Illinois and Ohio rivers.

THE GATE CITY:

TUESDAY MORNING, MARCH 18, '79.

SETTLED.

The Packet Company Accepts the Proposition of the City Council.

When Commodore Davidson was here, about a month ago, the question of wharfage, both past and future, was thoroughly discussed on both sides and the Council, by way of compromise, proposed to accept \$1,200 in settlement of all claims to Jan. 1st, 1879, and to fix the rental of ground hereafter at \$100.00. Commodore Davidson did not feel authorized to accept this offer, but agreed to submit it to the Executive Committee. Yesterday the Mayor received a telegram from President Davidson, stating that the committee had accepted the proposition. The following letter was also received by mail:

OFFICE K. N. LINE PACKET CO.,
St. Louis, Mo., March 15th '79.
Hon. John N. Irwin, Mayor of Keokuk,
and City Council:

SIRS—The Committee of the Keokuk Northern Line Packet Company instructs me to accept the proposition of the Council of twelve hundred dollars and rates hereafter of one hundred dollars per year. Please accept this as notice and acceptance. Captain Hutchinson has been authorized to pay and close up the matter. Very respectfully,

WM. F. DAVIDSON,
President.

This is a final settlement of a question that has been the source of much vexation and that has threatened still further trouble between the city and the Packet Company. It is, therefore, a matter of congratulation to all concerned that it has been amicably disposed of in a way that leaves no room for controversy hereafter.

THE GATE CITY:

THURSDAY MORNING, JUNE 15, 1882.

THE RIVER.

On the last up trip of the steamer Centennial a group of fishing boats were run into by the steamer and one of them was run down, resulting in the drowning of Frank Collins in sight of his agonized sisters on the shore. A warrant was sworn out for the captain and pilot Tues-

day night, and they were served at Red Wing, and the defendants taken ashore at Lake City. The officer took them to the hotel and held them under guard there, but a number of excited citizens objected to such considerate treatment of the offenders, and they were lodged in the calaboose, much to their disgust. There they remained until 2:30 a. m., when Justice Wells and County Attorney Benedict were routed out of bed and the prisoners were arraigned. They waived examination and were committed to the charge of Deputy Sheriff Brown, with the understanding that they were to stop at Winona and have Court Commissioner Stewart fix the amount of the bonds for their appearance before the grand jury. The pilot asserts that he did not suppose he was endangering the lives of the occupants of the fishing-boats, who could have got safely out of the way, but observed that the other boat was being propelled toward the track of the steamer by the effort made to pull up the anchor which was attached to a long rope, whereupon he signalled the engineer to stop the wheel on that side, which he says was done; that he did not learn that any fatal accident had occurred until he read a report of it next day in one of the St. Paul papers. At the coroner's inquest the following verdict was rendered: "We find that Davidson, the captain, and John King, the pilot, in command of the steamer Centennial, are guilty of criminal and willful carelessness by running into the boat and causing the death of Frank Collins." B. H. Langley, H. J. O'Neill and P. W. Lumberion, of Winona, became bail for them in the sum of \$2,000.

THE CONSTITUTION.

KEOKUK, SATURDAY, JUNE 23, 1876.

U. S. Marshal's Proclamation.

United States of America, ss
District of Iowa,
WHEREAS, a libel hath been filed in the district court of the United States for the district of Iowa, on the 20th day of May, a. d. 1876, by John H. Weston, against the steamer Colossal, her engines, machinery, tackle, apparel and furniture,
And whereas, the substance of the said libel is that the said libellant claims of said steamer, the sum of Ten Thousand Dollars damages in an action, civil and maritime, for collision.
Now, therefore, in pursuance of the motion under the seal of said court, to me directed and delivered, and also by special order of said court, of date June 23d, 1876, I do hereby give public notice to all persons claiming the said steamer, her engines, machinery, tackle, apparel, furniture, or in any manner interested therein that they be and appear before the said district court, to be held at the city of Keokuk, in and for the district of Iowa, on the 3d day of July, a. d. 1876, at 10 o'clock a. m., then and there to interpose their claims, and to make their allegations in that behalf.
Dated June 23, 1876.

JOHN W. CHAPMAN,
U. S. Marshal.

MILLER & SONS, By R. Root, Deputy,
Proctors for Libellant. June 23-31

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 10:30 a. m. and 4:30 p. m.
Leave Alexandria at 8 a. m. 1 and 5:45 p. m.
Leave Warsaw at 8 a. m. and 1:30 and 5:45 p. m.
may 20-26m

1875

THE GREAT EAST RIVER CALLED HISTORY
R. S. BICKEL KEOKUK, IOWA

IN OLDEN DAYS.

STEAMBOATING ON THE UPPER MISSISSIPPI RIVER.

S. E. WORRELL RELATES SOME INTERESTING STORIES.

Huey Menah, an Old Time Captain, Did Not Think Much of Government River Improvements.

Old Huey Menah, in many respects was one of the best commanders, although a big, rough Irishman with a very limited education and commencing his river work as a common roustabout, he was one of the most careful and reliable captains on the Mississippi.

He was extremely watchful, in fact, appeared to sleep but little. I have frequently caught him prowling about all parts of his boat at all hours of the night like a policeman. I once twitted him on this subject and he finally confessed that it was on account of his great fear of fire, which has caused such terrible disaster on our passenger packets.

The first thing that I remember of him was about thirty-five years ago when he was mate of the Harry Johnson, when discharging freight at Hannibal. There was a large consignment of southern watermelons being unloaded from the cabin deck, you will understand this is necessary owing to the impossibility of preventing the negro roustabout from stealing them when shipped below, also that all damaged melons are given to these darkies. One of these was carrying off two large melons, one under each arm, and dropped one on the deck, of course bursting it, just before he reached the stage plank. Huey, who was close behind him, gave him a tremendous kick that landed him about ten feet out in the river, and it was with great difficulty that he got ashore and disappeared up the levee never to come back any more.

These were in the old times when the mates swore like pirates and carried a heavy club or cane and knocked the roustabouts down for the slightest fault to maintain discipline.

When Huey was advanced to the command of the Rob Roy he found it impossible to assume all the polite parts of a captain's duties, and never,

to my knowledge, sat at the head of the dining table in the ladies' cabin; besides, he occasionally forgot the dignity of his position and would swear like a trooper at any one, no matter how high or low the position.

Like the writer, he never had any faith in the benefits of the government's method of improving navigation of the upper Mississippi, and he was continually objecting to the United States engineer, Major Goodman, located at Hannibal, who had charge of this work between Alton and Quincy.

He had a heavy load of freight on this trip down and was always anxious to get into St. Louis early in the morning on time. The water was only at a moderate stage, but everything went along pretty well until they got nearly down to Slim Island Shute, which is a narrow, winding channel about eight miles long. All of our old navigators know what a troublesome place this was for a big down boat on a dark, hazy night—we had no government lights then. The pilot yelled down through the speaking tube at the head of the captain's bed, about 2 o'clock a. m., that they would have to tie up for daylight. The latter roared back, "Not by a d—n sight; I'll be up in a minute." Quickly putting on his slippers and coat—he never undressed in busy time—he ran up to the pilot house, and asked Charlie Curtis to step back and let him take the wheel for a short time. The government had commenced to build a long dyke from the island to the Illinois shore to throw the water into the Shute. Menah was aware of this fact and that the deepest water was only filled in with their brush mats. He called down to the stokers to put on extra steam and went through the galley with a force lat carried out their mats, also some of their Zats, and turned over the boat to the astonished pilot and went to bed.

The U. S. foreman telegraphed the details of this outrage to Major Goodman, who met Captain Menah on his return trip up and threatened his arrest for destroying government property. Huey smiled, but we could see that his Irish blood was hot, and he retorted: "To hell with your river improvements. They have made me more trouble than anything else on earth and I only wish I could knock out every g—n dyke you have put in our grand old river."

The writer, although claiming to be his friend, has also been given some sharp knocks by this old Roman. Years ago I was wholesale agent for the beer and ice business at Hannibal for the Anheuser-Busch Brewing association. Our shipments to and from this point, which were quite extensive, were carried by the railroad. My old friend, Jerry Yancy, one of the best boat agents on the river, offered me extra inducements to ship by the Keokuk Packet line. Mr. Adolphus Busch consented to this change, and had a large refrigerator constructed

with a capacity for one-half car of beer and ice, and placed, under protest of Captain Menah, on the fine boat War Eagle.

Now, it will be understood that this and the Golden Eagle were the first of Commodore Davidson's "Imber" packets, i. e., having hulls made of thin material for light draught and to slide over sandbars without the use of spars, also that old Huey was a stickler for "trimming boat."

About half the time between landings he made the roustabouts shift cargo so everything was on an even keel. But he couldn't shift my refrigerator, which, when loaded, he swore warped the boat so it was impossible to shut the cabin doors above, also made the pilot's control difficult.

Every trip he complained to me and the agent, Uncle Jerry, but as my freight bill was often larger than all the others combined at this point, the latter's influence at headquarters prevented his interference with my business. But late in the season things reached a climax. The river dropped down to near low water mark, so that even with light loads navigation was very difficult for the large boats, and there were usually from two to six hours late from St. Louis. Captain Menah was in the worst of tempers and growled around like a bear with a sore head. Being short of stock, which you know is a terrible thing, many of our dear people preferring to do without bread rather than lager, I wired for an extra quantity of keg beer. The next morning the War Eagle was far behind time, although Jerry Yancy's far sight frequently distinguished her smoke "down about Saverton," seven miles below—this was his favorite method to prevent the waiting passengers from taking the Keokuk line cars for the northern river points. Finally near 3 p. m., she steamed up to the landing while we were all out on the platform in front of the boat house. Captain Menah occupied his official position on the hurricane deck, with his big face as red as a boiled lobster.

After everything was made snug he roared down to me: "Now, Worrell, d—n you and your d—n refrigerator; see how it has bowed my gunnel! This is its last trip with me, and it either leaves this boat or I do when we get back to St. Louis." And he kept his word, for as soon as he returned to Mound City he had the whole force of roustabouts roll it off on the wharf boat against the protest of the line officers, who decided they could spare it better than Huey. We were obliged to go back to railroad transportation.

Notwithstanding his faults, I thought much of the captain, and always saw that he and his family at Alton had an ample supply of our choicest Budweiser.

I will conclude with an account of my last trip to St. Louis on the War Eagle. We all know that he had an Irishman's love for whisky; he was a heavy drinker at times, but with his great size and the constitution of an ox it never seemed to interfere with the careful performance of his duties.

These were the old days when the packets had a bar supplied with the choicest of liquors and cigars of all kinds, the proprietors of which on some big passenger trips took in nearly as much money as the boat. And it was considered a favor to be allowed to treat the captain. One beautiful afternoon I took passage on the down boat with probably half a dozen of my Hannibal business acquaintances. After getting aboard I discovered about the same number of former Quincy friends. We were what you might call jolly good fellows, always ready for any good joke. I introduced my companions to the Gem City crowd, when one of the latter, Otis Artin, informed me that they had a scheme to lay out the captain; they had already commenced operations when they came aboard two hours before.

Knowing the old man's capacity compared to their own, their plan was to take turns setting it up to him single-handed, and they asked us to join them in the undertaking, which we willingly agreed to us. Some of us could drink nothing stronger than pop or lemonade, but that was all right, for the captain always took Bourbon, with an occasional cigar, being careful to act so that he would not catch on to our little game.

There was a good stage of water, clear weather and lots of freight and passengers, so he was in unusual good temper, with plenty of leisure to enjoy our attentions. Well, we led him a merry time and played things mighty fine, only allowing him about twenty minutes between treats. At supper, instead of eating as usual with the officers, he invited us to eat with him at a special table provided with a lot of extras, including champagne and cigars, presumably in return for our kind attentions to him.

After this hearty repast we naturally required a little rest, but then reopened the battle with renewed vigor, much to the amusement of the other passengers, who were catching on to our game.

Between landings the captain was as ready as ever to accept our invitations and never declined our advances. While we were getting very tired he was as fresh as a daisy.

By the time we reached Hamburg, in the "Kingdom of Calhoun," about 11 o'clock, we gave up the battle, most of our forces, with the assistance of the porter, had retired. Two of our best men, one the son of a large Quincy manufacturer, and the other a young wholesale grocer of Hannibal, were

asleep in the fore cabin chairs, tagged with a large placard as follows:

-
- Two of the Boys That
- Done Up the Captain.
-

The writer, who had smoked too much for slumber, went out on deck and cocked his feet up on the railing for rest and rumination.

Presently Huey came up from below, where I presume he had been to see if everything was in trim and safe before turning his watch over to the mate for his cat nap. Sitting down beside me he said: "Now, my young friend, you had better go to bed and freshen up for your St. Louis work. I got on to your game to get me drunk soon after we left Hannibal. I gave you every opportunity to accomplish your object, and I assure you the sport was very pleasant and amusing to me. I know you are all good boys and friends of mine, and I hope this will be a lesson to you. When you undertake a big job never overestimate your capacity, and don't endeavor to play such a serious joke on a rough old man like me, who has so much responsibility depending upon the careful performance of his duties, and when disgrace would ruin him and his family."

The Gate City,
THURSDAY, APRIL 28, '21=
Entered in Keokuk Postoffice as Second-Class Matter.

BOAT WAREHOUSE IS BEING RAZED

Diamond Jo Packet Depot is Dismantled and Lumber is Being Hauled Away from the Levee.

LAST OF OLD MARKS

It Was One of the Most Popular and Busy Places in Keokuk in Days When River Traffic Lived.

One of the last remaining marks of boat traffic on the upper Mississippi river is being destroyed. The old Diamond Jo warehouse at the foot of Main street is being dis-

mantled.

Rivermen who remember the old days of boat traffic, and especially of the freight and passenger traffic that the Diamond Joe boats used to carry, are shaking their heads over the passing of the "good old days."

The warehouse which is being torn down and the lumber carted away, was one of the oldest landmarks along the present levee. It, however, must give way to progress, and it was included in the order to clean up the river front.

Thousands in It.

Thousands of people have tramped across the boards laid in the floor of this boat house, and its landing stages, and hundreds of tons of freight have been stored in the old building waiting transportation.

The Diamond Jo line of boats are gone now, and only their names remain. The most of them have been made into palatial excursion craft.

The name Diamond Jo was given by Captain Joe Reynolds, a veteran of the early river. A bronze tablet to his memory is to be unveiled this June in the Reynolds club in the University of Chicago. The club was instituted by money given by Captain Reynolds' widow.

The Gate City.
MONDAY, FEB. 14, 1921.
THE GATE CITY COMPANY,
KEOKUK, IOWA.

BOAT CAPTAIN KNOWN HERE

Al. M. Short Who Died in California Was Pilot of One of the Lumber Boats on River Here.

Captain Al M. Short, who died Wednesday at his home in San Bernardino, Cal., was well known by old rivermen of Keokuk. In the days when lumber trade was at its height, Captain Short towed log crafts from the upper river. He was the owner of the Lizzie Gardner, one of the last tow boats in the lumber trade, and Captain Short was one of the last to tow logs. About eight years ago, his boat burned at Davenport in a costly wharf fire there. He lost a bowboat in the same fire. He then went west to Washington where he had considerable property. He has one brother, known as "Lone" Short who lives at Peoria, and is also well known here, and who was pilot on the G. W. Hill about two years ago.

Captain Al Short began his river career in company with James J. Hill of railroad fame. He was a veteran of the civil war, and a member of General Sherman's body guard on the historic march to the sea.

THE GREAT DUST HEAT CALLED HISTORIC!
R. J. BICKEL
KEOKUK, IOWA

Like Pullmaus, No One Knows Where Names Are Found for New River Boats

THE DAILY GATE CITY, OCT. 15, 1926

These Big Towboats for Upper River Fleet are Being Built in the Dubuque Ship Yards.

The three new steamers now being constructed at Dubuque for the Upper Mississippi Barge Line are to be named S. S. Thorpe, W. W. Morse and C. C. Weber. Why these three names were selected by the government, no one seems to know. The huge tunnel screw boats operated by the government between St. Louis and New Orleans are named after the principal cities along the route such as New Orleans, Vicksburg, Memphis, St. Louis.

The four big tow boats originally constructed by the government at Stillwater for the upper Mississippi were appropriately named, Iowa, Illinois, Minnesota and Missouri. These four boats are now running in the St. Louis-New Orleans barge line.

Why Not Honor Cities.

The three new upper Mississippi steamers should have been named after the principal cities on the upper Mississippi—not after individuals who have never previously been identified with steamboating. It is felt by river men and barge line masters.

The type of the new boats is similar to the Muscatine, familiar in local waters, except that they are about 15 feet longer and have a full length cabin. There is one stack near the front of the boat with pilot house immediately behind and the cabin running from the pilot house back to the wheel.

How Boats Will Look.

A mechanical description of the new boats follows:

The three new federal barge line towboats for the upper Mississippi river will be pool style and similar in appearance to the latest boats of the Carnegie Steel company. The equipment and specifications of the new towboats are interesting because great care has been exercised in their design with a view to making them as economical in operation as possible. These towboats are intended to be the last word in perfection for shallow draft steamers capable of operating on upper Mississippi channels, for the express purpose of carrying produce down and coal and other commodities required in the central northwest, upstream to the region isolated by high rail rates.

Due to the very limited draft and weight permissible, fuel economy and high capacity are essential. Water tube boilers were specified instead of the old type river boilers, which were heavy and inefficient. Foster steam generators have been ordered for these towboats with economizers for pre-heating the feed water and

Radiant Heat superheaters. The over-all efficiency will be above 85 per cent.

Boats High in Efficiency.

Each new boat will have an over-all length of 159 feet 4 1/2 inches, a beam of 35 feet 1 1/4 inches, depth 5 feet, and the draft will be 3 feet. The hulls will be of copper bearing steel in order to reduce deterioration by corrosion. The steamers will be built by the Dubuque Boat and Boiler Co., Dubuque, Iowa, and fitted with the new Nordberg high efficiency type tandem compound engines, 15 inches and 30 by 78 inches, to run at 19 r. p. m. These are considered the most efficient engines ever designed for sternwheel steamer operation, and steam reheaters will be used between the high pressure and low pressure cylinders.

Each vessel will be equipped with one 3,000 square foot Foster steam generator which will furnish steam at 260 pounds pressure and 125 degrees superheat. Water entering the boilers will be heated in the economizer to about 360 degrees. Oil fuel will be used and fired by Coen pressure atomizing oil burners.

DAILY GATE CITY.

NOVEMBER 19, 1926

NEW STEAMER TO TAKE PLACE OF DANDELION

After years of service on the Mississippi in the service of the lighthouse department, the steamer Dandelion is to be retired, it has been announced. A new boat, considerably larger, is to take up the duties.

The little Dandelion, first steamer out in the spring and last one in when icy winds sweep down the river, just like its namesake in the world of flowers, has performed efficiently for years in maintaining the lights and buoys of the upper Mississippi.

Lights Channel Lights.

Early each spring the trim little steamboat starts its rounds, lighting channel lights along hundreds of miles of lonely river, and dropping buoys for each wing dam and sand bar, black and white for the wing dams, and red and white for the sand bars. Each fall, after other craft have been driven from the river by the cold, the Dandelion again makes its rounds, snuffing out channel lights and picking up the buoys dropped

in the spring.

The new boat, constructed this summer in Pittsburgh, is built especially for the river lighthouse and buoy service, and is said to be ideal for the work in every respect. It is forty feet longer than the Dandelion, is an oil burner, and is said to be ideally equipped to accommodate its crew.

Has Long History.

Prior to its entering the lighthouse service, the Dandelion had a long history, one that ran parallel with the days when lumbering was at its height on the Mississippi, and huge log rafts were floated down from the north woods to as far south as Quincy. The boat was built by the St. Paul lumber king, Weyerhaeuser, and was named for him.

Accommodations aboard the boat were excellent in those days, the lumber king expending considerable time aboard the vessel, which towed huge log rafts down the river.

The new boat is to be brought down the Ohio and up the Mississippi this fall, and will winter at Keokuk, it is said.

The Gate City.

Entered in Keokuk Postoffice as Second-Class

JAN. 15, 1929

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.

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 conveyed 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	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	1	
John W. Weeks..	26	27	94	104
Polly	1	1		
Kalitan	1	1	1	1
Grace (gas)	1	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
Wairiku	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

The Gate City

Entered in Keokuk Postoffice as Second-Class Matter.

GAY PARTY NIGHT



Steamer "J.S." De Luxe
THURSDAY, MAY 23

Auspices
MOOSE LODGE NO. 704
Lv. Keokuk 8:15 P. M.
Rt. 11:30 P. M.
on the
MOONLIGHT EXCURSION
DE LUXE
Fare \$1.00
Entrancing lively music for dancing by that famous Collegiate Orchestra
THE VARSITY MELODIANS



DAILY GATE CITY
TUESDAY, DEC. 17, 1935
OLD TIME BOAT
LANDING IS NOW
BEING TORN OUT

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 GATE CITY:

SUNDAY MORNING, OCT. 15, 1876.

STEAMBOAT SEIZURE.

The Alvira in the Hands of a Government Officer.

On Thursday last W. I. McNeil, of Lee county, filed a suit in admiralty in the U. S. District Court at this place against the tow boat Alvira, of which Capt. Jacob Ash is owner and master, claiming of him the sum of \$90 for services as pilot, and \$1,269.25 as money advanced to pay off claims against the boat when he went into her employ. The Alvira arrived from above yesterday morning and upon landing here was seized by a government officer on a warrant issued from the Court. She was tied up at our wharf and is now in charge of Capt Andy Brown, who is becoming quite famous as a steamboat officer. His forte, however, is in keeping boats tied up instead of running them. The case will be heard on the 7th of November. W. H. Hoover and Frank Allyn are attorneys for libellant.

THE GATE CITY:

FRIDAY MORN'G, OCT. 20, 1876.

U. S. Marshal's Proclamation.

United States of America, District of Iowa, ss:
WHEREAS, A libel hath been filed in the District Court of the United States, for the District of Iowa, on the 12th day of October, A. D. 1876, by W. I. McNeill against the steamboat Alvira, her engines, machinery, tackle, apparel and furniture; and
WHEREAS, The substance of said libel is that the said libellant claims of said Steamboat the sum of Thirteen Hundred and Fifty-Nine Dollars and twenty-five cents, as mariners wages and for money had and received.
Now, therefore, in pursuance of the motion under the seal of said Court, to me directed and delivered, I do hereby give public notice to all persons claiming the said steamboat, her engines, machinery, tackle, apparel, furniture, or in any manner interested therein, that they be and appear before said District Court, at a Rate day term thereof, to be held at the city of Keokuk, in and for the said District of Iowa, on the 7th day of November, A. D. 1876, at 2 o'clock in the afternoon, then and there to interpose their claims and to make their allegations in that behalf.
Dated October 14, 1876.
JOHN W. CHAPMAN, U. S. Marshal,
By R. Roor, Deputy.
FRANK ALLYN, Proctor for Libellant. Itaw4w

THE GATE CITY

THURSDAY, DEC. 1, 1864

KEOKUK, WARSAW AND ALEXANDRIA PACKET.

The fast running and light-draught steamer RAGHE, Capt. Bishop, will make trips as follows:
First Trip—Leaves Alexandria at 7:15 A. M.
" " " Warsaw " 8:00 "
" " " Keokuk " 11:00 "
Second Trip—Leaves Alexandria 1:00 P. M.
" " " Warsaw 2:00 "
" " " Keokuk 4:15 "

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

Constitution-Democrat.
DECEMBER 4, 1903.

ORIGIN OF THE NAME.

How the Diamond Jo Boats Got Their Title.

Rivermen who knew Joseph Reynolds, the famous founder of the Diamond Jo steamer line, have many interesting anecdotes to tell of this man, about whom it has been said that King Midas-like he transformed everything he touched into gold.

Reynolds came out west from his native state, Vermont, in the early fifties, penniless, but with more resource than a dozen ordinary men.

He started in by traveling up and down the Mississippi between Fulton and St. Paul, buying a few hides which he would leave on the bank until a steamer came along, when he would ship them to St. Paul and sell them.

It was while engaged in this occupation that he gained his famous sobriquet of "Diamond Jo."

Every one who bought hides had a peculiar mark which was cut in the hides for purposes of identification, and Reynolds started in to use a plain diamond as his mark, but soon found that he was using the same identification mark as a dozen other traders. He then conceived the idea of placing the word Jo inside the diamond, and then had a distinctive mark.

He soon came to be known as Diamond Jo, and this name stuck to him until his death and gave the name to the famous steamboat line which is now in operation between St. Louis and St. Paul.

After Reynolds had been buying and selling hides for some time the market for hides became very dull, and he found himself in St. Paul with a large supply of hides on his hands and no ready market.

At this time Phil Armour, the pork magnate, was in the hide business on a small scale, and Reynolds discovered that they were both in the same predicament, with a supply of hides on hand and no sales.

They decided that the only way out of the difficulty was to ship the hides south, and as neither had a large enough supply for a full shipment they agreed to play a game of California Jack, the winner to buy the loser's hides at cost price.

Diamond Jo won. In a game for the hides he also won. His river business soon increased to vast proportions and he made a million. He lived at Fulton and McGregor.

He extended his business south to Davenport in 1874, when Capt. James Osborne became agent. Shortly after the line was extended to St. Louis, The later history of the line is familiar.

The statement that everything Diamond Jo touched turned into gold was literally true, and one instance will go to show how lucky he was in his ventures.

He determined to build a high three deck steamer similar to the Pilgrim, which was then running on the Hudson river, and had the plans drawn up and bought the steel to be used in her construction.

Business was rather dull on the river at that time, however, and he decided not to build the boat. A few days later steel took a fabulous jump and Reynolds realized a tremendous profit on the steel, which he supposed was a total loss to him.

He and his wife lived in the simplest style and never had a house of their own, living for the greater part of the time in rented rooms at Fulton and at McGregor.

When he had made over a million on the river, Diamond Jo decided to go out west, as his health was very poor, and he started for Hot Springs. From Malvern to Hot Springs there was no railroad, and passengers were compelled to ride in provincial stages a distance of twenty miles over the roughest kind of country.

When he arrived at Malvern all the stages were full and he was compelled to wait a day. While waiting in Malvern the possibilities of a railroad between that place and Hot Springs grew upon him, and he gave up his trip to Hot Springs and started in to construct a railroad over this swampy country.

When he had finished this road he had practically a monopoly of the trade between Malvern and Hot Springs, and he took advantage of this to charge the enormous rate of \$2.50 for the twenty mile trip, or \$5 for the round trip.

The people who came out to the springs were glad to pay this sum, however, to escape the ride in the stages, and Reynolds made an enormous sum of money from this venture.

Shortly afterwards he went farther into Arizona, and hearing of a gold mine for sale which was thought to be played out, he investigated and decided to purchase the mine.

He paid \$18,000 for the mine, and shortly after he started working it a new vein was discovered which made the mine a regular bonanza, and poured hundreds of thousands of dollars into his pockets.

Diamond Jo remained out west until the time of his death, when he was worth several millions.

Constitution-Democrat.
NOVEMBER, 16, 1903.

NO COLORED ROUSTABOUTS.

The Last Shred of Old Fashioned Boating.

Another revolution in steamboating on the upper Mississippi bids fair to come next summer, and if a purpose of the Diamond Jo company is realized as now avowed, the last shred of old-fashioned boating on the upper river has gone. The Diamond Jo com-

pany purposes to supplant the black roustabout with white men, and if they make the move it will close another era in the traditions of the Mississippi river.

But if the supplanting of the black roustabout comes it will only follow upon a revolution which has come among the blacks themselves—demonstrating that the passing of the old time black "rooster" in the river has come by degrees. The blacks themselves now are not those of the old-fashioned days.

They have discarded all that enhanced their picturesque aspect. They no longer join in those plantation melodies, those swelling and rhythmic concords that almost seemed to make bales and boxes rise of themselves in consonance with the music, and move in an undulating procession to their appointed places. The "banjo and fiddle are gone," truly enough. There are no hoe-downs on the boiler deck and the mate's swearing has deteriorated to the common amenities familiar among the hurrying teamsters of the city.

And now the ebony faces are to be displaced by white ones, perhaps Italians, who seem chosen of fate to perform the tasks were formerly the lot of the Irish immigrants.

But at once will come the question, can the white man endure the physical rigor of the toil and the abridgment of his sleep. The darky roustabout can throw himself down at any old moment and fall blissfully to sleep. He can sleep between landings; he gathers up a few moments of reposeful unconsciousness here and there; and through the twenty-four hours of his working day he accumulates quite a large store of bodily restoration.

Can Caucasians, who are the insomniac race, piece together their slumbers like a patchwork quilt? Few have that happy endowment, and it remains to be seen if the white man can stand the test. Mississippi navigation and black roustabouts originated simultaneously. One sprang into existence to supplement the other. None other than blacks could or would have loaded and unloaded steamboats on all the great Mississippi, when steamboating was at its height, and now when there seems likely of a renewal of something like old time river navigation the black is to be relegated way to the rear. The Diamond Jo people may be able to use white men successfully, but it is doubtful if the innovation will reach the south. At that it can only be an experiment in these waters next summer.

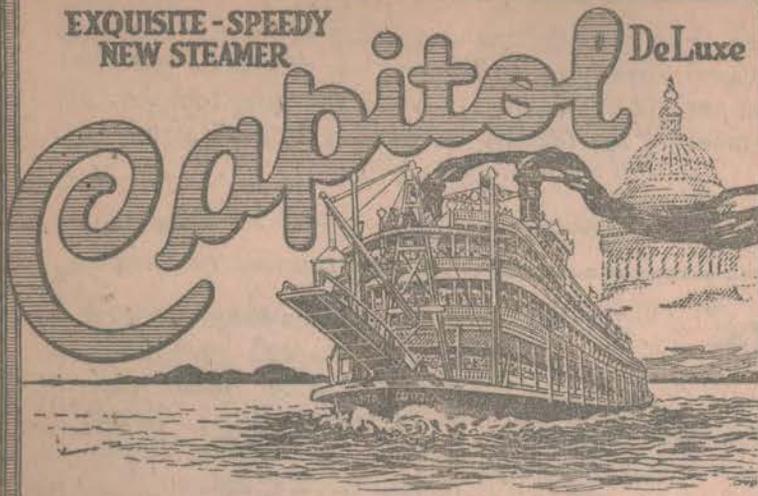
DES MOINES NAVIGATION AND RAILROAD COMPANY.

NOTICE.—A call of Five per cent. upon the unpaid stock of the Des Moines Navigation and Railroad Company was this day made by the Board of Directors, payable at the Treasurer's office, 18, William street, New York, as follows: One per cent. on the 1st day of April; two per cent. on the 1st day of May, and two per cent. on the 1st day of June next.
A. HUNT, Treasurer.
Dated Feb. 17th, 1855. march 10 wtf

1926

EXQUISITE - SPEEDY
NEW STEAMER

DeLuxe



First Appearance This Season
THURSDAY, JUNE 9th.

All Day Trip To Quincy
Given By **ST. MARY'S CHURCH**

Leaves Keokuk 8:00 A. M.—Warsaw 8:30 P. M.
Returning 7:30 P. M.
Fare—Adults 75c; Children 50c (Including Tax)
Special Advance Sale of Tickets
Adults 50c; Children 25c.

The Marvellous Big Steamer has been redecorated and furnished from top to bottom—Venetian Roof Garden and many new features—2 Modern Cafeterias serving the best of hot dishes—500 Picnic Tables for Basket Parties.

Moonlight Dancing Trip
BY THE **B. P. E. O. LODGE NO. 106**

Leaves at 8:15 P. M.
Music Starts at 8:00 O'clock
Tickets 75c (Including Tax)

The same Wonderful Dancing Palace—Nifty dance music—The big new steamer is finer and better than ever—Come and have a real time on a real boat.

Ten Capitol Harmony Syncopaters

STRECKFUS STEAMBOAT LINE - St. Louis

SATURDAY, JUNE 4, 1926

**Long Period of
Illness.**

DAILY GATE CITY
SEPT. 10, 1935

**CAPT. M'KENZIE,
RETIRED PILOT,
DIES AT HOME**

**Well Known Mississippi
River Steamboat Master
and Pilot, Dies This
Afternoon After a**

Captain Hugh McKenzie, retired Mississippi river pilot died at his home, 405 South Sixth street, at 2:30 this afternoon following a long illness.

Hugh McKenzie was born at Keokuk, August 13, 1865. He began his river career in June 1879, when a boy of fourteen. In that year he was employed at Taber's mill and was ordered to report to the late John R. Carpenter on the old Des Moines Rapids canal. At that time the canal was in charge of Major Stickney and R. R. Jones. Mr. McKenzie's first assignment was on the government tug "Messenger," where he served for three seasons.

On Many Boats.
When the late Major M. Meigs designed and built the "Stella" Mr.

McKenzie began service on this type boats. He served on the "Iris," "Louise," and several of this type of government craft. He was in charge of most of these boats on their trial trips and later commanded them.

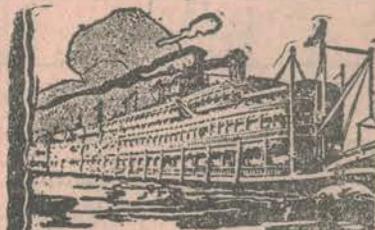
The towboat "Vixen," the "Coal Bluff" the "Minneapolis," the "Muscatine" for one season, and the "Nauvoo" for five seasons were all under his command at different times during his service with the government.

Master of "Keokuk"

Capt. McKenzie was with the Carnival City Packet Company for seventeen years, serving two seasons on the "Silver Crescent" and fifteen on the packet "Keokuk." During the time the dam was being built, he was master of the "Keokuk" and carried an average of 65,000 persons a year between Quincy and Keokuk, during the three years of dam construction. Throughout all of this period he had a record of having no lives lost through any fault of his boats or his crews.

Capt. McKenzie lived to see the decline of rafting, the loss of prestige of the old packets, and to see the beginning and successful operation of the government barge lines. He retired November 30, last year.

The body will remain at the Greaves and Hanerhoff parlors. The funeral arrangements will be published later.



**Monday, 8
September**
**Moonlight
Excursion**

Auspices
**TOREADORS CLUB and
MOOSE LODGE NO. 704**

Lv. Keokuk 8:15 P. M.
Rt. 11:30 P. M.
Tickets 75c

1930
**YOUR ONLY OPPORTUNITY
TO RIDE "THE WHALE"**

And hear the 10-Piece Colored

Orchestra
Dewey
Jackson's
Musical
Ambassadors
Play for
Dancing



THE GREAT DIST NEAR CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

**THE GATE CITY
MONDAY, JULY 25, 1910
THE GATE CITY COMPANY**

C. F. SKIRVIN.....Manager

**DUBUQUE CAN NOT
LAND AT WHARF**

The Low Stage has Made Landing at the Present Wharf Too Dangerous—Captain Will Not Take Risk.

LIGHTS WILL CONTINUE

Report That Light on Upper River Would be Discontinued Brought Protests—Pilots Have Trouble Navigating Now.

The sound of a Diamond Jo boat whistling for the Keokuk landing will soon be a melody of the past unless something is done at the local wharf or a big rise in the river comes to relieve matters. The big steamer Dubuque was down from Burlington on her way to St. Louis last trip and experienced great difficulty in landing and in leaving the local wharf.

The boat came through the draw shortly after midnight and spent almost an hour in turning the head up stream and in working carefully up to the Diamond Jo wharf. The same trouble was experienced in the morning only it was of a two hours duration. An anchor was used in connection with a line to the shore to work the boat out into mid stream before the pilot was willing to risk turning down stream.

The government engineers in making a channel through the draw and down to the landing had to blast out the rock and a big ledge has been left in front of the Jo boat house. It is this ledge that the captain of the Dubuque does not care to run his boat onto and run the risk of sinking her. He stated that if a landing up closer to the bridge could be made that probably the big boat could land but otherwise he would not care to take the risk. The territory that he wishes to use is at present leased to the owners of launches, who have their boat houses anchored on the desirable territory. Agent Steele stated that an effort would be made to secure the desired landing place.

On the up stream trip the Dubuque was detained for about two hours on a sand bar near Warsaw. Nearly all of the pilots on the Diamond Jo line are on the Dubuque and none of them have been able to find water enough to cross the bar without trouble. An opening through could be easily cut by a few days' work and unless it is the big boat will have to stop below Warsaw.

**THE GATE CITY
WEDNESDAY, JULY 27, 1910
THE GATE CITY COMPANY**

C. F. SKIRVIN.....Manager

**DUBUQUE WILL
LAND AT B ST.**

The Boat Cannot Run the Risk of Landing at the Boat House—Only One Trip a Week.

ALONG THE RIVER

J. S. Will Have a Steel Hull—Columbia Had Trouble on Sand Bar—Raft Boats Will Go to the Banks.

The steamer Dubuque will be unable to land at the Diamond Jo boat house in the future, but will make a landing at the foot of B street, below the Cereal Works, on the Patterson dyke.

Also, it has been found advisable by the company to cut the Dubuque's Sunday trip short, and she will not come above Quincy. This gives Keokuk only one boat from St. Louis a week and for that trip the freight will have to be hauled a good many blocks. Passengers can catch the street cars at the Hubinger Bros. plant.

On the last trip that the big boat made, great difficulty was experienced in landing at the boat house, and in working back into the channel when the boat was ready to start back south again. A ledge of rock left when the government engineers blasted out the channel from the lower lock to the oil house made the landing a too dangerous feat and the captain stated then that no more landings would be made. The decision to land at Patterson's dyke will still give shippers a chance to take advantage of the low river transportation rates.

The Dubuque will leave St. Louis every Saturday, beginning July 30, at four p. m. and will come up the river as far as Quincy and will start on the return trip Sunday afternoon at four o'clock, arriving in St. Louis Monday morning.

There is a good deal of talking along the river as to what will be the characteristic features of the new J. S. There seems to be prevailing an idea that the hull of the new boat will be of steel construction and it is even intimated that a great deal of the upper works will also be of steel. Just what Captain John Streckfus intends doing no one seems to be able to tell. Speaking of the matter to a riverman he said:

"The 'cook house' talk is all one way. The new steamboat will have some distinguishing features, that's a sure thing. Who ever thought of an excursion boat of the J. S. type until Captain John Streckfus came along? It was an innovation for a river craft. Yet it is now recognized as the only thing for the excursion business. It has been a moneymaker, too.

"I don't know whether there is anything in the steel hull story or not, but I am dead sure that if there is any advantage in having it the new steamer will be of that construction."

Captain John Kileen of the Diamond Jo company in talking to an up-river newspaper man said: "I only remember two other times before when the river was as low as it is now. One of those times was in 1864 when the low water mark was established and again in 1876. I was only a lad in '64, just doing my first steamboating, but I can remember how the boats scratched and scraped along over the bars in trying to keep their schedules. Those were the days before the electric searchlight and before the government had the channel charted and a pilot had to know the river like his own back yard even in high water. We used to have to tie the boats up at night and run only in daylight and then only at half speed. Of course in '76 it wasn't so bad, but it was pretty near. This year has them all beaten though when it comes to showing dry land on the river bottom. If the government could only take photographs now of all the bars that are showing from St. Paul to St. Louis it would save the engineers a lot of work mapping the channel by sounding. Why there are sand bars showing now that I never saw before. This would be a fine time, too, for President Taft to take a deep waterways trip. Those bars would make a fine object lesson of a river going to waste.

"The Diamond Jo is feeling this low water worse than any of them for it means practically our whole season's profit gone. We did try to operate our boats on the upper river, from Keokuk to St. Paul early in the year, but we couldn't keep it up. We usually run the side wheel boats on the upper riv-

er because the side wheel boats are easier to handle in a narrow channel. You can back one wheel and come ahead on the other and spin a boat around like a pup chasing his tail. But this year we had to abandon the side wheel boats on the upper river because they were too wide for the channel in low water. We ran the Sidney for a while, that's a stern wheel boat you know, but we had to give that up because it took so long to make each trip that all the profits were eaten up and the water got so low that in making some of those short turns both ends of the boat would grate on the bar at once. And those big boats cost too much money to risk running them aground with the water falling every day."

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY
TUESDAY, AUG. 9, 1910.

PEEL REGALLS
OLD WRECK

Veteran Captain Speaks of Time
When Steamer Everett Sank
to Bottom Short Distance
Above Burlington.

THE CUSTER MASSACRE

According to Information From State
Historical Department, Captain of
North Star Has Information
About it.

The sight of the raft boat Ben Hershey, bringing a log raft down the stream with the bow boat Everett in front, recalled the sinking of the last named craft to Captain Thomas Peel, a veteran steambot man. "That is the boat (referring to the Everett,) that went down with sixteen persons, including my brother, Captain Vincent Peel, who was drowned" the veteran stated. "It was on April 6, 1889, that the disaster occurred, a short distance above Burlington. The boat was going north light, and was struck by a big wind, that turned it over. Eight persons were drowned."
In order to find the bodies and to raise the boat more speedily the cabin was wrecked and was never rebuilt. The craft has been used as a bow boat ever since.

Captain Buisson's Story.

According to information from the historical department of the state Captain Joseph Buisson of the North Star rafting outfit, has valuable knowledge of the Custer massacre. The following article from Iowa City relates to Captain Buisson, who is well known here:

"Upon the death of the last Sioux Indian engaged in the Custer massacre the story of that darkened chapter in American history will be made public. A complete account of the engagement which resulted in the death of every man of Gen. George A. Custer's force is in the hands of Major James McLaughlin, chief of the United States Indian service, and of his brother-in-law, Joe Buisson, a half breed Sioux Indian and one of the best known pilots and steambot captains on the upper Mississippi river.

The story was picked up here and there, from one survivor and another of the band of Sioux which annihilated the white soldiers, but all information given was with the stipulation that it should not be made public until after the death of the last Indian engaged in that famous fray. Only two Sioux survivors of the massacre are living at the present time, and with their death the story will become a part of history.

All that is known of the Custer massacre is that in June, 1876, General Custer set out with five companies of cavalry numbering 700 men to move a band of Sioux from one reservation to another. The Sioux were engaged in the neighborhood of the Little Big Horn river, in Montana, and not a white man escaped alive. It was the most famous massacre in the history of Indian warfare, and at the same time the one about which the least is known, for the white men could not speak, and the Indians would not.

Major McLaughlin has been stationed at Indian posts all over the country, and a great deal of his time has been spent among the Sioux. But even with the confidence which he enjoyed, it is not likely that he alone could have drawn from the Indians the story of the massacre. Joe Buisson, his brother-in-law, is the son of a French-Canadian and a Sioux squaw. His boyhood was spent among the Indians, he is a master of the Sioux language, and has been especially interested in gathering Indian lore. From his kinship and association with the Sioux he was enabled to secure the interesting facts connected with the massacre.

None of the material secured has been made public by either of the two men, nor will it until the Indian survivors pass away.

Joe Buisson is now captain of the steamer North Star, engaged in towing log rafts from Lake St. Croix to the lumber mills at Keokuk. He has been on the Mississippi since his boyhood, and has been engaged for many years as a pilot for rafting steamers. Most of the material secured by

Major McLaughlin and Captain Buisson has been in their possession for a number of years, and its publication will be awaited with great interest.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JANUARY 10.

STEAMBOAT REMINISCENCES.

Pat Forshort Tells How the River was Navigated in January, 1855.

MONTROSE, Jan. 10, 1878.

The phenomenal weather we are now experiencing is the general topic of conversation amongst ye oldest inhabitants, and it brings to our mind reminiscences of the winter of 1854-5, when we had about as mild weather—in January, '55—as this month has been so far. Just twenty-three years ago to-day, the steamer Jenny Lind left this port for Rock Island, at which place she arrived the next evening. Her officers on this trip were: Captain, A. Martin; Clerk, E. G. Clark; Pilot, Frank Owen; Engineers, George Oman and John Bowen; Mate, Joe Ray. The same evening the boat arrived at her destination, a big snow storm set in, snowed all night and in the morning the boat was frozen in at the bank, with 18 inches of slush ice all around her hull, and as she had landed above the boat yard, the ice had to be cut away from around the boat in order to drop her down on the ways.

I remember that on the 30th of January, 1858, the steamer John Bell came up over the rapids with 1,000 sacks of salt for her cargo. The boat was drawing 30 inches, and she came up the middle of the river all the way over the rapids, and the event is recorded over the door in Brown's old warehouse at Keokuk. The Bell went to Muscatine, discharged her freight and took on a cargo of flour and arrived here on the 7th of February on her return trip, when she was frozen in. She laid here until the 13th of March when she left and arrived at St. Louis in safety. Her officers were—captain, Van Sickles; pilot, James Lawson, and the others I have forgotten.

This same January, 1858, the steamer Henrietta was caught at Nashville, and the Minnesota Belle got stuck at the foot of Spanish chain, and had to use very nearly all the woodwork about her for fuel before they got her off, and when she was got afloat she was run to shore at what was then known as Aunt Jenny's Eddy, and laid up for the balance of the winter. PAT FORSHORT.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

KEOKUK, ALEXANDRIA AND WARSAW PACKET.

STEAMER PATIENCE

Leaves Keokuk at.....	7:00 am
Leaves Warsaw at.....	9:00 am
Leaves Keokuk at.....	11:35 am
Leaves Warsaw at.....	1:30 pm
Leaves Keokuk at.....	4:00 pm
Leaves Warsaw at.....	5:15 pm

H. H. MOORE, Master.

THE GREAT JUST HOW
R. J. BICKEL
KEOKUK, IOWA

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JULY 23, 1887

TRANSPORTATION OF CORPSES

Rules for the Transportation by Railroads and Steamboats in the State of Iowa.

IOWA STATE BOARD OF HEALTH,
OFFICE OF SECRETARY,
DES MOINES, May 20, 1881.

Rule 1. The transportation of the bodies of persons dead of small-pox, Asiatic cholera, or yellow fever, is absolutely forbidden.

2. From November 15th to March 15th, all dead bodies may be transported without restriction, except that those dead of diphtheria, scarlet fever, typhus or typhoid fever, in addition to being in a metallic or wooden coffin, and this enclosed by a light wooden box, must be closely wrapped in a corbelated cerecloth, or some equally effective substitute.

3. From March 15th to November 15th, all bodies presented for transportation must be prepared as described in the latter part of rule 2.

4. Every dead body must be accompanied by a physician's certificate of death, a permit for transportation from the clerk of the local board of health, and a written certificate from the shipping undertaker that the corpse has been prepared for transportation in accordance with the rules of the Iowa State Board of health.

INSTRUCTIONS FOR UNDERTAKERS.

5. A corbelated cerecloth is a strong cotton winding-sheet, which has been dipped in a melted mixture of wax, tallow or lard and carbolic acid; a cheaper substitute is one dipped in a strong watery solution of carbolic acid, or of chloride of zinc (Burnett's solution).

W. S. ROBERTSON, M. D.,
R. J. FARQUHARSON, M. D. President,
Secretary.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JULY 16, 1887

STEAMBOATS SOLD.

Commodore Davidson the Smallest Purchaser.

The St. Louis Republican has the following concerning the sale of the old Keokuk Northern Line property at St. Louis on Thursday: "The trustee's sale of property belonging to the old Keokuk Northern Line Packet company occurred at noon yesterday from the east front of the court house. The steamboat interest was largely represented and upon certain boats the bidding was quite lively. Among those present were Commodore W. F. Davidson, Capt. R. E. Gray of Pittsburg, Peter Conrad, John P. Keiser, Henry Lourey, John H. Griffith, James Ward, jr. Wm. Thompson, Silas Adkins, John F. Baker, Dan Able, Huse and S. C. Clubb, Col. George C. Wolf, the great spiritual medium; Col. Carpenter of the Fresh Air

mission, Commodore P. P. Manion, Capt. J. H. Dunlap of Gray's Iron line and Frank L.

Johnson, secretary of the St. Louis and St. Paul packet company. Mr. Jos. B. Brolaski, of the firm of Brolaski & Voorhis, acted as auctioneer, and the following property was sold: The steamer War Eagle, to Capt. Henry Lowrey, for \$23,700 cash; subject to claims amounting to \$5,486.23; the Northwestern, to Frank L. Johnson, for \$50, subject to claims amounting to \$5,098.58; the Belle La Crosse, to Frank L. Johnson, for \$60, subject to claims for \$4,568.08; the Alex. Mitchell, to Frank L. Johnson, for \$25, subject to claims for \$1,581.88; the Rob Roy to Capt. J. H. Dunlap, for \$3,500, subject to claims for \$1,247.44; the Minneapolis to J. H. Dunlap for \$1,700, subject to claims for \$4,902.72; the Red Wing to Huse, Loomis & Co. Clinton to J. H. Dunlap for \$6,300, subject to claims for \$5,027.29; the upper wharf boat to Capt. Henry Lourey for \$5,050, and the barge Frank to Capt. Peter Conrad for \$1,425. After the sale of the above mentioned property Mr. Shepley, one of the trustees, announced that sufficient money had been realized to satisfy the deed of trust and that consequently the balance of the property advertised would not be sold.

THE DAILY GATE CITY.



Two steamers each way every week between St. Louis and St. Paul

St. Louis and return \$1.00.

DO NOT FAIL

To Travel by this Famous Line and see the

Magnificent Scenery

OF THE

UPPER MISSISSIPPI RIVER.

Rates always as low and accommodations always better than any other line.

For information and leaving time from Keokuk apply to

JNO. McNAMARA, Agt.

Or FRED A. BILL, Gen'l Pass. Agt.,

DUBUQUE, IOWA.

1887



A New World of inexpensive pleasure opens to you aboard a big Streckfus Steamer. No vacation on land could bring you such cool river breezes and hundreds of miles of picturesque travel, combined with the comforts of a first class hotel, as one of these trips on the Mississippi.

To St. Louis and Return—\$8, 10 and \$12— including meals and berth—no extras. A splendid trip of 400 miles on the water. Stay as long as you like in St. Louis, during season.

To Rock Island—Davenport and Return—\$9.50 including meals and berth—no extras. 260 miles of interesting river travel, through the Big Lock at Keokuk. Tickets good until close of season.

To St. Paul and Return—\$27.75, \$32 and \$36 including meals and berth—no extras. The most popular trip of all. Six days—1,054 miles—on the water. Tickets are good until season closes.

THE STRECKFUS STEAMERS are the largest, fastest, and safest inland river steamers in America. Big, comfortable, electric lighted staterooms, and the finest of meals. Certified drinking water used exclusively.

CALL, PHONE OR WRITE for illustrated folder giving details of our many trips of 1 to 6 days, costing \$2 to \$30.

Streckfus Steamboat Line—Streckfus Wharf, St. Louis,
T. S. Harrington, Agent,
Keokuk.

THE DAILY GATE CITY.

1914

Keokuk Constitution.

APRIL 17, 1884.

AN UNFORTUNATE STEAMER.

Such seems to be the New Des Moines Rapids Tow Boat "Park Bluff"—She Comes to Grief at the Bridge Last Night.

The steamer "Park Bluff" is a new boat, built for assisting rafters in towing rafts over the Des Moines Rapids. At the very setting out of her career she seems to be unfortunate, as she came to grief last night about 7 o'clock at the draw of the bridge. She was backing down with a raft belonging to the "Natrona." Unluckily she ran into the second pier of the bridge. The shock was hard enough to knock her boiler, engine and cylinder-tender all out of line, the steam all escaped, and she floated down the river, perfectly helpless. The "Natrona" came to her rescue and towed her to shore below the old elevator, where she is undergoing repairs, and it will probably be tomorrow night before she is able to start out again.

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

DECEMBER 25, 1879.

—It is not improbable that the principal Keokuk Northern Line packets will be illuminated at night, next season, by electric lights. Commodore Davidson was in Cincinnati the other day, to witness the success of the light on the steamer Reuben E. Springer, a packet built for the Cincinnati and New Orleans trade. One light was sufficient for the whole cabin and one in the fore-castle made the levee where the steamer was tied, light as day. An engine of only four horse power worked the electric machine which furnished the illuminating fluid. There is no danger attending its use. The Commodore was delighted with it, made minute inquiries as to the original cost and expense of running and thinks that it will pay to adopt the light for his packets.

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

APRIL 22, 1880

BRILLIANT SPECTACLE.

An Exhibition of the Electric Light on the River.

The large tow boat Iron Age, from the Ohio river, with Captain Grey, of the Iowa Tow Boat Line, in command, arrived here Friday night, having come here after the two coal barges. She is illuminated by means of the electric light, and just before reaching this city this was lighted, and remained so until after she got away with the barges.

The effect was magnificent in the extreme. As she headed her bow toward the Illinois shore the light was thrown on Hamilton, and was so brilliant that the smallest object could easily be distinguished from this side. The small branches and the buds on the trees could also be seen very distinctly. As the light shone up Johnson street, a gentleman stepped out of the Hardin House to see what it was, and could read the newspaper which he held in his hand very easily. It was one of the grandest spectacles ever witnessed here.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

AUGUST 1, 1886
RIVER NEWS.

The Gem City Tied to the Bank at Clarksville—How Low Water Mark Was Established.

After a heroic struggle to swim the river the Gem City has been tied to the bank at Clarksville, Mo., where she will remain until the volume of water is ample to float her without the possibility of accident or delay. She was unable to pass over the shoal at Slim Island and although aided by the government steamer, Gen. Barnard, did not succeed in passing the bar. Assisted by the Gen. Barnard she was extricated from the low water and ran to Clarksville, where orders were received from the packet company to lay her up and discharge the crew, which was done. Her passengers, 113 in number, were transferred to the Keokuk and St. Louis line passenger train and their transportation paid to St. Louis.

Last night the Gen. Barnard was due at Keokuk but at this writing she had not arrived. Yesterday she was engaged in jerking snags from the Mississippi, of which there are a few between here and Quincy. The report that her attention would be devoted to the government beacon lights has proven erroneous.

The steamer White Eagle is reported "lost" on the upper Mississippi river somewhere between Keokuk and St. Paul. She has been out fourteen days and during that time no tidings have been received from her. It is possible she may be resting quietly on the bottom of the Mississippi.

Yesterday the water measured 1 foot and 8 inches above low water mark, a decline of 1 inch within 24 hours. It is singular how steady this decline of 1 inch per day has been maintained.

Rescue arrived up yesterday and will leave for Quincy Monday afternoon to connect with any steamer that may be going south from that point. There are none announced.

Steamer Sidney passed south with her cabin filled with passengers and all the

trough sheets
ing this low stage

St. Paul and Mary Monday
down.

Yesterday the Alfred Toll went north.

LOW WATER MARK.

As the low stage of the river is attracting much attention, and as there are inquiries from sources as to the origin of the low water mark upon which the measurements of the river are based, probably an explanatory note of the system of measuring will not be out of place. It is presumed that all are familiar with the fact that the base line, or low water mark was established by the United States government, and the present low water mark, which is continually referred to, is based upon the low water of 1864. The river was very low that year and notably so at the time of the government surveys, and a permanent record was made of the depth of the channel at different locations the entire length of the river. Owing to the fact that Quincy had no bridge at that time no effort was made to preserve the low water gauge at this place and the record of United States river surveys shows that the low water mark for Quincy was obtained from Mr. James E. Beckwith, of the Chicago, Quincy and Burlington railroad, in 1869. The low water measurements were of course taken in the channel of the river, they were designated for the use and guidance of boats and barges, and the daily reports which emanate from the United States signal service are taken from channel measurements. There are low water marks all along the bank of the river, established by private individuals, but they were made by different people in different years, and as a consequence, in different stages of water, and it can be safely asserted that they are all out of the boating channel. The reason is apparent why they are excluded in all general reports to pilots, as it would be difficult to find two of such places on the same base line, even if they were only a few hundred feet apart.—Quincy Whig.

THE DAILY GATE CITY.

GO TO

The Exposition!

Grand Excursion to St. Louis and Return.

Keokuk to St. Louis and return only \$6.00 (Including meals and berth)
Keokuk to St. Louis and return only \$3.00. (Without meals and berth)



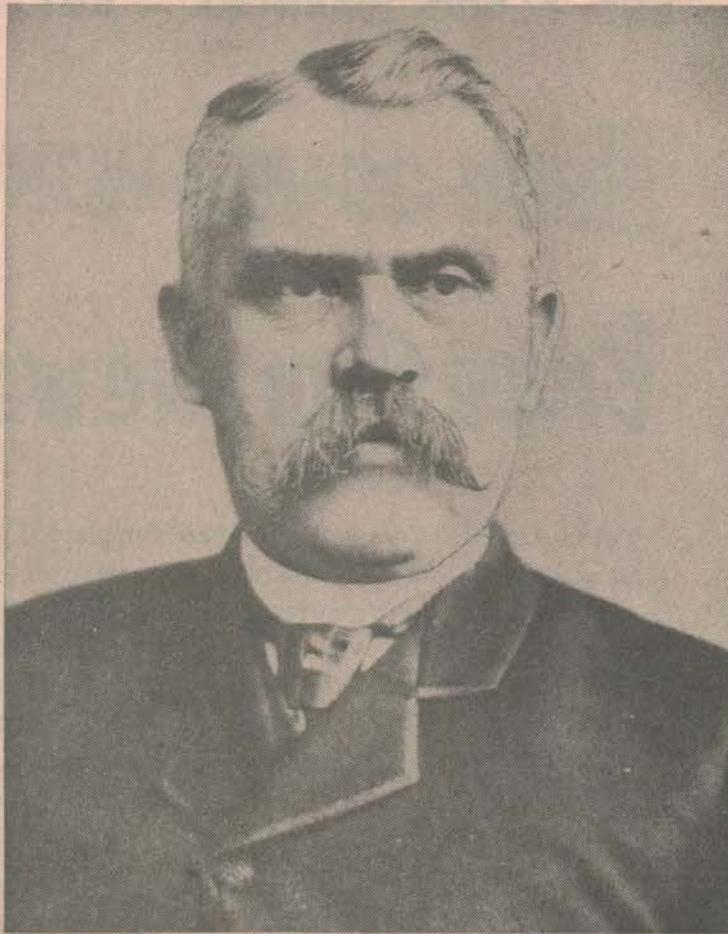
THE STEAMER GEM CITY leaves Keokuk every Monday at 7 a. m., arrives at St. Louis Tuesday, 7 a. m. Tickets good to return on either Tuesday's or Thursday's boat at 4 o'clock p. m., giving passengers time to take in the Exposition and the city generally. For information call on
C. A. HUTCHINSON, Agent.

THE GREAT EAST RIVER CALLED HISTORY
X. J. BICKEL KEOKUK, IOWA

Ben P. Taber Quit River for Lumber Business

A man of great business sagacity and energy, Captain Ben P. Taber, founder of the Taber Lumber company, came close to growing up with Keokuk although he was a native of Lynn, Mass., and started making a living there for himself and family as a teen-age boy.

His father, a manufacturer of oil cloth, suffered severe injuries during a fall with the result that he became an invalid for life. Because of his father's incapacity B. P. Taber's educational opportunities were limited although he was able to attend school to some extent in Cincinnati.



Capt. Ben P. Taber

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.
TUESDAY, JULY 13 1954

To Keokuk in 1853.

The family came to Keokuk in 1853 and with Dan Tisdale he operated a grocery store under the name of Taber and Tisdale on the southeast corner of Fifth and Blondeau. Later they moved to the present site of the Hotel Iowa and in 1858 he sold out and started to work on the river as a third clerk on the Steamer William M. Morrison, owned by a St. Louis steamship line.

His native business ability plus his willingness to work hard, brought him quick promotion and within a few years he was one of the youngest captains on the river. He was never a navigator but in those days boat captains were not required to be pilots. Instead they were selected for their business ability since they took their boats to New Orleans and loaded them up with merchandise which they sold in St. Louis and other ports.

Captain of Ruth.

Captain Taber was master of at least three steamers, the Olive Branch, the John J. Roe and the Ruth, the last one of the finest boats on the river in its day.

As the Ruth was the finest, the John Roe was known far and wide as one of the slowest and was described by Mark Twain in his "Life on the Mississippi." The famous humorist said that one of the most thrilling races he ever saw was the Roe in competition with an island

Trip Netted \$31,000.

At one time Captain Taber was out 28 days on one trip with the Roe but when he returned to port in St. Louis he had cleared \$31,000 which was real money in those days.

On June 13, 1866, he married Nellie P. Carroll in St. Louis and left the river to return to Keokuk where he purchased a half interest in the lumber mill of A. Hosmer. Two years later he bought Hosmer out and the Taber company has been owned and operated by the family since that time.

On April 5, 1920, still remarkably active for a man 84 years old, he was struck and killed by a taxi cab while getting on a street car after playing cards at the Keokuk Club.

Celebrating 100th Anniversary

Taber Lumber Co. Still in Family's Hands

Now in its 100th year, the Taber Lumber Company of Keokuk quite possibly stands alone in the country in that during most of this century it has been actively operated by a father and his sons.

One of the two sons, B. C. Taber, retired January 1 of this year after being with the firm for a full 70 years, and the other, E. Carroll Taber, president, is in his 58th year.

Started in 1854

The company, which started as a saw mill located on the river along what is now Commercial alley, dates back to 1854, shortly after the incorporation of Keokuk, when it was

founded by A. Hosmer, prominent Keokuk business man who also was president of the old State Bank at Second and Main street.

It took its present name from Capt. Ben P. Taber who left a

captain's career on the river to buy a half interest in the firm in 1866.

Buys Out Partner.

Hosmer was difficult to get along with in a partnership and two years later the two men made an agreement to buy or sell. Hosmer purposely putting the price very low because he knew Captain Taber had little or no ready money and he felt certain of being able to buy his interest cheaply.

Captain Taber hadn't worked his way up on the river from boat clerk to captain in a remarkably short time without making friends of influence and wealth, however, and

GENERAL
 PRODUCE DEALERS.
 CONSTANTLY ON HAND,
 Every variety of
COFFEE,
 SUGAR,
SPICES,
 FRUITS, PRESERVES,
 VEGETABLES, ETC.

Keokuk, Iowa 1857

Wm. Bonnell

Taber & Tisdale

Bought of **BARTLETT & MANGOURT,**

GROCCERS AND COMMISSION MERCHANTS,

No 96 MAIN ST.

Cor Fifth & Broadway

Amt April Recd Rend:			13 10
May 4	Gal Golden Syrup	120	
7	sack flour	500	
8	100 Egg ⁷⁵ 5 Bars Soap ⁵⁰ Bot Blacking ¹⁰	1 55	
9	1/2 H Tea.	50	
16	3 Candy Peach ¹⁸⁰ 4 doz Egg ³⁰	2 30	
26	Bottle Riv paint ⁵⁰ 5 doz Egg ⁶⁰	1 15	
29	1/2 H Citron ³⁰ 4 doz Egg ⁵⁰	70	
			13
			35 28

Received Pay
 Taber & Tisdale

he went to St. Louis where he asked the owner of a steamship line if he would finance him in buying out his partner in the lumber business. To his own, and Hosmer's surprise, the friend immediately agreed and Captain Taber had the business as his own, calling it Taber and Company.

Sawed Log Rafts.
 In those days the company contracted for large quantities of timber from the forests of Minnesota and Wisconsin which were brought down the Mississippi in huge rafts to the Keokuk sawmill where the logs were sawed up into lumber.
 Rafts ordinarily contained 1,000,000 feet but often a towboat and bowboat would bring down a raft and a half of 1,500,000 feet. Lumber rafts normally included 5,000,000 feet and the Taber company frequently purchased these, too, when it was unable to supply its customers with sufficient quantities of its own product.

Two Big Mills Here.
 Keokuk at that time was the site of two big sawmills, the other being Carson and Rand, located to the north of the Taber plant on the river. It later sold its sash, door and box factory to Cal Harrison who called it the Keokuk Box company
George Rand, the president, served as mayor of Keokuk and it was during his administration that the city purchased Rand park from Ham Anderson at cost and named it Rand park in his honor.

Quit Sawing in 1913.
 The Taber company operated its sawmill until 1913 when the forests of the northern Mississippi valley became exhausted. Captain Taber and his sons had seen the handwriting on the wall as early as 1910 and it was a question of either moving west where timber was still plentiful or entering the retail business. Money wasn't available to go west so it entered the retail field

and purchased yards in Hamilton, Nauvoo and Basco which it still operates. In 1913 it also purchased a yard at Knoxville which also remains with the company.
 During the construction of the dam the company sold 10,000,000 feet of lumber for the construction of cofferdams and, as E. Carroll Taber recalls, made nothing on the sale because it put the price too low. Those huge cofferdams were made of 10 by 12 yellow pine timbers and equally substantial planking which were then filled with rock.
Lumber Wasted.
 Virtually none of this lumber was salvaged when the dam was completed but was permitted to float off down the river.
 Originally the company contracted with E. W. Durant of Stillwater, Minn., to bring its timber down the river in rafts and later entered into a 10 year contract with Sam Van Zant of Minneapolis who owned a fleet of boats and was one of the few steamboat men to become wealthy and retain his money. He was governor of Minnesota three

THE GREAT WESTERN PAPER CO. KEOKUK, IOWA
 PRINTED AND PUBLISHED BY
 THE GREAT WESTERN PAPER CO. KEOKUK, IOWA

Hookuh. March 1857

Mr. William Brownell Paper Trade

Bought of **R. F. BARTLETT,**
GROCEER AND COMMISSION MERCHANT,
NO. 96 MAIN STREET.

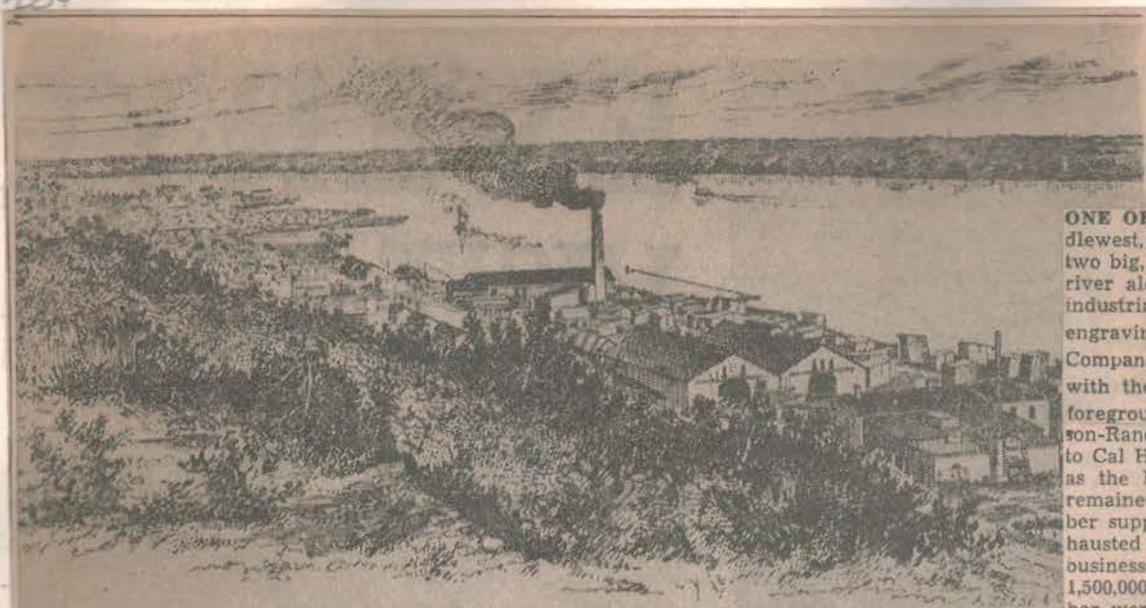
GENERAL
PRODUCE DEALER
 Constantly on hand, every
 variety of
COFFEE,
SUGAR, SPICES,
FRUITS, PRESERVES,
VEGETABLES, &C.

Post, print.

Terms Cash. City accounts settled Monthly.

16	Lard	12 1/2	2 00
17	Onions		35
19	2 2 nd Clarified Sugar	15	3 30
20	2 nd Yellow Candles	15	3 00
	3 rd Egg	35	9 00
	2 Papers Pepper	5	1 00
	6 1/2 ^{lb} Rio Coffee		1 00
	2 nd Java Currants	35	1 00
	1 ^{lb} Purces Matches		1 00
21	19 th Saw	12 1/2	2 38
23	PK Green Apples		45
	PK Dried		9 00
	1/2 ^{lb} Green Tea	1 00	5 00
	SW Grace Mills Flour		3 75
	25 th Flour		1 00
24	1 Gallon Golden Syrup		1 25
28	1 Bushel Corn Meal		15
	3 rd Codfish	8	50-1998

Received Pay
 Paper Trade



VIEW OF THE LUMBER DISTRICT.

ONE OF THE LUMBER CENTERS of the oldest, Keokuk at one time was the home of two big, steam-operated saw mills located on the river along Commercial alley where the heavy industrial plants now operate. This old steel engraving shows the mill, of the Taber Lumber Company, now celebrating its 100th anniversary, with the tall stack belching smoke, and in the foreground is the Carson-Rand mill. The Carson-Rand firm sold its sash, door and box plant to Cal Harrison who operated it for many years as the Keokuk Box Company. The Taber mill remained in operation until 1913 when the timber supply in Wisconsin and Minnesota was exhausted and the company went into the retail business. Huge rafts carrying from 1,000,000 to 1,500,000 feet of logs and 5,000,000 feet of lumber were brought down from the northern forests for processing here.

STEAM SAW MILL.

Keokuk, Iowa, *Aug 12* 1867

M Wm Ewers

Bought of HOSMER, TABER & CO.,

Manufacturers and Dealers in Pine Lumber, Timbers, Shingles, Lath, &c.

	Price per M.	2d do do	3d do do	1st clear, 2 inch.	2d do 2 do	1st do 1 1/2 do	2d do 1 1/2 do	Short Joists	Long do	Short Timbers	Long do	Fencing	Barn Siding	Scantling	Studding	Sheeting	Lath	Shingles
Flooring, clear	\$																	
do No. 1																		
Siding, clear																		
do No. 1																		
1st clear, inch																		

July 21 2 2x8x20 - 50 \$27.00 146
 3 2 1/2 x 8 x 10 }
 3 3 x 15 x 8 } 110 \$25.00 275
 16 2 x 6 x 10 cut out of 20 ft stuff 27.00 440
 5 2 x 4 x 20 - 100 ft Lumber 2.00 200
 1 4 x 9 x 29 - 87 . \$2.00 261
 4 6 x 6 x 16 - 192 " \$20.00 480
 Hauling 100 1900

*Recd by
 Hosmer, Taber & Co*

PRICES AS WELL AS TIMES have changed radically in the lumber business during the last 87 years as this old invoice, made out in the hand-writing of the late Captain Ben P. Taber of the Taber Lumber Company reveals. Dated August 12, 1867, one year after Captain Taber quit the river and bought a half interest in the Steam Saw Mill of A. Hosmer, the bill is for lumber sold to William Ewers, operator of one of Keokuk's first meat markets. On

a basis of today's "cheap" dollars, the prices are ridiculously low but in those days a man worked 10 and 12 hours for a dollar or less. As can be seen in the itemized statement, four 6 by 6 by 16's, 192 feet in all, cost only \$4.86 and 16 2 by 6 by 10's cut out of 20 foot stuff cost only \$4.40. The entire bill was \$19.02 and hauling from the mill on Commercial alley amounted to only \$1. The company sawed its own lumber from logs which were rafted down the Mississippi from the forests of Minnesota and Wisconsin.

**GENERAL
Produce Dealers.**
CONSTANTLY ON HAND,
EVERY VARIETY OF
COFFEE & SUGAR,
Spices,
FRUITS, PRESERVES,
Vegetables, &c.

Keokuk, *Iowa* 185

M. N. Brownell
Bought of TABER & TISDALE,

B. P. Taber, }
D. Tisdale, Jr. } **Corner of Fifth & Blondeau Streets.**

Oct 10	SW Salt	25	Cinnamon	20	45
17	Gallow Sugar		House Molasses		75
26	Port Exp Lumber	25	1/2 St Starch	75	1 00
29	3 1/2 Summer		Pressed Candles		60
30	Crackers	15			15 #2/95

Robt Ray
J. H. P.

times. In the early 1900's he saw that the days of rafting were numbered and got out of the business.

Buy Two Steamboats.

When the Taber contract ran out in 1910 he could not be persuaded to renew it and suggested that the Tabers buy two of his boats and do their own rafting. They didn't like the idea but saw no other way out and as a consequence purchased a towboat, which they renamed the Taber, and a bowboat which they called the Georgie S. A towboat did the pushing and the bowboat the guiding of the cumbersome rafts.

They operated these boats until 1913 when they closed the sawmill. The two boats were rehabilitated in the boatyard at Wabasha, Minn., during the winter of 1913 and then sold, the Taber going to Tom Williams of Evansville, Ind., and the Georgie S. to the Atlee company of Fort Madison.

Still in Operation.

The Georgie S. was turned over to Col. Hugh L. Cooper, builder of the dam, who used it to tow rock for the Nauvoo road and the Taber, renamed the Santo, is still in operation, despite its age and the fact it has a wooden hull.

Carroll Taber hired a captain and crew which brought the Taber down to Keokuk in June of 1913, he and

Mrs. Taber making the trip. They intended to go through the new lock but it was not completed on schedule and so they tied up the boat in the forebay just below their home until the lock was opened. Then they took a large group of friends through the lock on a farewell trip with the steamer before it was sold.

Incorporated This Year.

In 1895 the company was incorporated as Taber and Company and continued in that status until 1920 when Captain Taber and his two sons purchased all of the stock and operated it as a partnership. Ben C. Taber had entered the business in 1883 and Carroll Taber started April 1, 1896, after attending college.

Captain Taber was killed when hit by a taxi cab April 5, 1920, and the two sons carried on the business as a partnership until January 1 of this year when Carroll Taber purchased his brother Ben's interest and the company was reincorporated and E. Carroll Taber, Jr., of Okla. C. Plin Mears is secretary-treasurer, and E. Carrell Taber, Jr., of Oklahoma City, vice-president.

River Magazine Carries Story Of Famous Old Sidewheeler

— THE KEOKUK, IA., GATE CITY AND CONSTITUTION-DEMOCRAT — WEDNESDAY, JUNE 11, 1952

A subscriber for years to the riverman's bible, The Waterways Journal, E. Carroll Taber was particularly pleased with the current issue which carries a picture and story of the old sidewheel steamer "Ruth", called the "Wonder of the West."

His interest lies in the fact that his father, Captain B. P. Taber at one time captained this magnificent old boat which stirred river editors into ecstasies when she was first brought to New Orleans in April of 1865 by the owner and builder, Capt. George Pegram.

Although the boat set and still holds several records she was short-lived, burning on March 13, 1869 at Paw Paw island below Vicksburg.

Buys Keokuk Mill

Within a year after the new boat was brought to New Orleans, Captain Taber left the river to be married and, although he retained his interest, never returned. Eventually he came to Keokuk and joined A. Hosmer in the lumber and sawmill which he later acquired and operated for years as the Taber mill.

The steamer Ruth was the finest vessel of her day, according to Leonard V. Huber who wrote the descriptive article in The Waterways Journal on a basis of accounts cul-

ed from New Orleans newspapers. Captain Pegram had spent more than a quarter of a million dollars on her and that was a fabulous sum in those days. He was rewarded, however, with what was not only the most beautiful but the fastest boat on the river.

Record Stands

It once made a trip from New Orleans to St. Louis in four days, nine hours and 54 minutes and in 1865 made a run from New Orleans to Donaldsonville in four hours and 43 minutes. That was never equalled by either the Robert E. Lee or the Natchez of racing fame.

The Ruth, Huber says, was one of the first of the huge postwar river palaces built in the flush days of the Civil War boom. Her hull was 312 feet long, the beam 49 feet and her hold 9½ feet deep. The main deck, over guards and hull was 86 feet in width and her tonnage slightly more than 1,600. She drew only four feet of water when running light.

The main deck was for livestock and freight but above it was a second deck which was said to be able to accommodate 1,000 passengers. Over this second deck was the main cabin called "the most complete and mag-

nificent in outline ever seen since the days of the great Eclipse". It was 268 feet in length, 13½ feet high and 23 feet wide.

Beautiful Drawing Room

The staterooms did not open directly into the cabin but a columned vestibule separated the row of "cozy white cottages with marble steps and rosewood doors" from the steamboat-Gothic magnificence of the huge drawing and dining room. The ladies cabin was equipped with rosewood furniture upholstered in satin and the after bulkhead was ornamented by a huge mirror.

Three full-sized rafts of oak timber were required by the ship carpenters in building the hull while the cabin builders used more than 200,000 feet of pine lumber. Iron in the boilers

alone amounted to nearly 42 tons while other metal work, including the engines and giant smokestacks took another 100 tons. The two chimneys were 70 inches in diameter and extended 75 feet above the upper deck. They were placed 26 feet apart and between them hung the boat's name in gilded letters six feet high.

Paddle boxes on the sidewheels were painted with immense pictures of the Biblical Ruth, the gleaner by W. O. Williams, who also did the other decoration on the boat.

— THE KEOKUK, IA., GATE CITY AND CONSTITUTION-DEMOCRAT —

SATURDAY, APR. 22, 1950

Towboat Frank Blaske Hits Pier On Quincy Bridge, 2 Barges Sink

Towboats have strange affinity for the C. B. & Q. bridge in Quincy, Ill.

Thursday night the Frank L. Blaske, heading up the river with eight barges, struck the Illinois draw rest pier and two barges of coal were sunk, one of them in Illinois channel span which it has blocked.

Use Missouri Channel.

As a result of this blockage the water velocities through the Missouri channel have been materially increased, Col. R. L. Dean, district engineer, said today in directing navigation interests to use the Missouri channel but to exercise caution in

navigating this restricted passage.

Another barge containing several hundred tons of coal was sunk near Front and Kentucky streets and a third was beached after its hold had been damaged.

Cables Part

As the Blaske approached the bridge at about 7 o'clock Thursday night its eight-barge tow was two abreast and four deep. It was almost through the draw when the four lead barges swung sharply to the right snapping the cables and permitting them to veer out into the river.

Three drifted down stream di-

agonally to lodge against the bridge pier and draw protector while the fourth, load with oil, continued down stream and had to be pursued by the towboat.

Protector Smashes.

Cables holding the three barges which were lodged against the bridge pier, eventually gave way and ones of them was immediately swamped to settle on the bottom of the river. One of the other barges passed beneath the bridge until it struck the tailwater. It then reversed its course and moved upstream until it crashed into the draw protector, sinking.

The draw protector was smashed into kindling wood for a distance of some 25 feet and six stones on the bridge pier were loosened. There was no damage to the draw, however, and railroad traffic was not affected.

The Gate City

TUESDAY MORNING, FEB. 26.

First Arrivals.

Early on Monday morning, the little Badger State came up from below, without a load, and after showing herself to the people, she dropped down to the Pork House to take on a load of pork for Patterson & Timberman.

Soon after midday, the Pomeroy came down from Nashville, and went to rolling on pork. She is to leave this morning about 9 o'clock for St. Louis.

The next arrival was the little Eagle from Warsaw, which was hailed with a shot across her bow from Capt. Appler's cannon. It was expected that Governor Belknap would go on board and examine her papers, but somehow there was a failure in the programme.

The noise of the cannon and the report that a Packet was coming, brought down a crowd of several hundred persons. Soon after five o'clock the Des Moines hove in sight, and as she passed Main-st., a national salute and a universal cheer were given.

The Des Moines left St. Louis on Saturday night, with a very good trip, under command of Capt. Calvert, whose good qualities elicited the warm praise of his passengers.

The boat had to plow her way through fields of ice, and was delayed somewhat on that account. We are informed that the packets will now come in regularly, and we shall now get the St. Louis mail daily, instead of once a week.

There are heaps of ice on the bars and shores, but the channel is clear, and there is a good stage of water. We may calculate that the season has opened and now look out for a rush of business.

THE GREAT GIBBS NEW JOURNAL PRINTING CO. KEOKUK, IOWA

The Daily Enquirer.

LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

TUESDAY MORNING, DECEMBER 7.

INCIDENTS ABOUT THE RIVER.—Yesterday was another gloomy, dull, raining day, the landing was muddy, and shippers did not like to deliver their freight to be shipped, because it would get so besmeared with mud. Boats, therefore, that were advertised to leave for New Orleans and other ports, could not get away, and they were compelled to remain over another day.

Such was the case with the *J. S. Chenoweth*, Capt. J. M. Chenoweth. Shippers would not bring their freight, and he had to await their motions. Capt. C. informed us last evening that he would leave this morning, freight or no freight, as he has been fortunate enough to secure a goodly number of passengers, the weather will not keep him any longer.

When the *J. P. Tweed* first arrived, Capt. David Millard announced his intention of leaving again for New Orleans on Tuesday morning, and true to his determination, he will be off to-day. Capt. M. has gained a reputation for punctuality, and he is not going to forfeit it now. We know that no boat running in the Southern trade has better accommodations than the *Tweed*, nor is there one that makes her trips down and back more rapidly, and as for the Clerk, Mr. Camp, he is about as nice a fellow as ever took a pen between fingers and thumb.

One of the old stand by's in the Cincinnati and New Orleans trade, the *G. W. Kendall*, arrived at our landing yesterday morning, brushed up like a diamond just from the hands of the lapidary, and Capt. Thomas even looks brighter than his boat. The *Kendall* obtained a popularity under the administration of such men as Capt. Norton and John List, and she has lost none of it under the command of Capt. Thomas—in fact, we can say that he has added to it. The *G. W. K.* will commence taking in freight for New Orleans to-day. We can cheerfully commend her to the notice of passengers going down.

The *Mediator*, Capt. John A. Williamson, commenced taking on her load yesterday, and we notice she has the capacity to stow away a great deal. She will put off for New Orleans to-morrow evening on her first trip, everything about her being "bran, span new."

This morning the regular Pittsburg packet is the *Messenger*, Capt. Klinefelter, and she is just about as good as any of the rest in the line. She will get away at 11 o'clock.

We were a little mistaken in Sunday's paper in calling the clerk of the *Wisconsin*, John Loudon, his appellation is James—James the 1st in his vocation. Speaking of the *Wisconsin*, reminds us that she is the regular packet this morning for Madison.

We have neglected so far to state that the *Europa*, Capt. P. Rogers, was at the wharf taking in freight for New Orleans. She has two qualifications—safety and a careful commander.

The evening boat for Madison is the *Express*, Capt. Chanley David, and she will be off about 4 o'clock, if she does not get aground before starting.

To Louisville this morning, we have the magnificent *Ben Franklin*, Capt. Blair Sammons, and in the clerk's department, two of the handsomest men that ever said two dollars and a half to passengers.

MEMORANDUM OF STEAMER R. H. WINSLOW.—Left New Orleans night of 25th Nov. In port for Cincinnati: Niles, Buckeye, Winfield Scott and Persia. Nov. 25th, met Gen. Scott at Mulatto Bend; 25th, met Norma at Vicksburg; 28th, Golden Gate and Elephant at 75; 28th, met Susquehanna at Middle Ground; 28th, met Swallow at 70 and 71; 28th, met Indiana at 68; 29th, Hungarian at President's Island; 30th, Yuba and Midas at Plum Point Bend; Dec. 1st, Lewis Wightman at 21; Memphis at Plain Bend, Wm. Noble at Cairo, Hiram Powers at Diamond Island; 3d, Yorktown at Evansville; 4th, Wetumpka at Troy, Ind.; 4th, United States at Flint Island.

BACK AGAIN.—While at the wharf yesterday morning, we espied that elegant steamer, the *R. H. Winslow*, Capt. Geo. W. Norton, nosing her way between the *Moro Castle* and the *Cincinnati*, in order to make a landing. She had just arrived from New Orleans, with a splendid trip, having on board upward of four hundred tons of freight, fifty-two cabin, and one hundred and seventy deck passengers.—The reputation of this boat and her officers is so well established, that whenever she leaves here for New Orleans, or New Orleans for this place, she is sure to have a full complement of passengers. Capt. Norton is one of the pleasantest men in the world to travel with; and then, too, McGill, the clerk, is a model of a man to do business with—at least, so every body says, and what every body says must be true.

The Daily Enquirer.

LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

WEDNESDAY MORNING, DECEMBER 8.

INCIDENTS ABOUT THE RIVER.—If there is any one place upon the whole landing from Ludlow to Walnut street, dirtier or muddier than another, that place is Gilmore's Wharf from the foot of Main street westward. It

was almost impossible yesterday for the pedestrian to pass along there, without miring in the mud about half foot deep. We heard several steambest captains vow that they would never land there again until that wharf was improved, and we should even wonder if they ever did.

The *J. S. Chenoweth*, the *Ohio*, the *Tweed*, and the *Moro Castle*, got away yesterday, and the day before, with pretty full loads, at fair prices for New Orleans, but they have left a fleet of boats behind them for the same port, the *Mediator*, the *Falcon*, the *Cincinnati* and the *Europa*, are taking in freight, also, for New Orleans, and they will all get off by Friday next. The *James Millingar*, Captain Gormley, and the *Messenger*, Capt. Klinefelter, left yesterday for Pittsburg and the *York State*, Capt. Woodward, for St. Louis.

We are under obligations to the persevering and indefatigable Leper, clerk of the *J. M. Niles*, for a package of river favors, in the shape of papers, and a bunch of bananas for our "better half." The *J. M. N.*, Capt. Alex. Irvine, arrived yesterday morning, with a splendid trip, which she is always successful in getting. She has her freight engaged, and will depart again for New Orleans to-morrow evening.

One of the best of the Pittsburg boats that arrives at our landing, is the *Washington City*, commanded by Capt. Geo. W. Ebbert, and one strong evidence in favor of the boat is, that she always arrives crowded with passengers. We have always found the first clerk, the *M. C.* clerk, and, in fact, all the officers, a complaisant and accommodating set of fellows, and hence the reason of their success in filling up so fast with freight and passengers. The *Washington City* will leave this morning, at 10 o'clock, for St. Louis, and she has room for a few more of humanity's bipeds.

We saw Capt. Norton of the *R. H. Winslow*, standing upon the deck of his boat yesterday, and he looked rather "down in the mouth." We knew what was the matter with him—nothing in the world but the gloomy appearance of the landing. In despite of his blank looks freight would crowd in upon him, and he will get loaded so as to leave for New Orleans this evening. McGill, the clerk, was the very opposite of the captain, he looked as smiling and mellifluous as a basket of ripe oranges.

If there should be any one—as we presume there will be—who are bound for the smoke city, let them drop down to the foot of Broadway, take a glance at the fleet of boats that line the river's edge, and they will discover the *Buckeye State*, of which Blucher Beltzhoover is the commander, then let them step on board, hand their dimes to Weaver, the clerk, and he will mark them down to staterooms, and in forty-eight hours after that they will be in Pittsburg.

We have no hesitation in saying, and we say it without fear of contradiction, that the *G. W. Kendall* is one of the most popular boats that run in the Cincinnati and New Orleans trade. It is the intention of Capt. Thomas to get his freight in at an early hour to-day so as to leave about six o'clock this evening.

Travelers between this port and Madison will be pleased to learn that the regular mail packet *Hoosier State*, Capt. Jim Wright, has been repaired and is again performing her regular duties upon her old stamping ground. Passengers will find Bob Brown, the clerk, as handsome and as affable as ever. He is no prouder than he used to be before he was promoted. The *H. S.* leaves this morning at 12 o'clock.

Those who wish to take a trip to Louisville this morning, will find the *Telegraph*, Capt. Moss McLellan, at the wharf ready to leave at half past 11 o'clock.

STEAMBOATS.

FOR NEW ORLEANS, FROM LOUISVILLE.
The unrivalled steamer ECLIPSE, E. T. Sturgeon master, will leave as above on THURSDAY, December 9th, at 10 o'clock, A. M.
CAMPBELL RUSSELL & CO., Cincinnati.
no28 BENEDICT & CARTER, Louisville.

FOR PITTSBURG.—THE FINE STEAMER
FOREST ROSE, Marratta, master, will leave THIS DAY, 8th inst., at 10 A. M.
decs PAUL & MURDOCK.

FOR NASHVILLE.—THE FINE STEAMER
SUMMIT, Cornhill, master, will leave THIS DAY, 8th inst., at 3 P. M.
decs PAUL & MURDOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
YORK STATE, Capt. Woodward, will leave THIS DAY, 8th inst., at 3 o'clock, P. M.
decs PAUL & MURDOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
WASHINGTON CITY, Ebbert, master, will leave THIS DAY, 8th inst., at 4 P. M.
decs PAUL & MURDOCK.

FOR PITTSBURG.—THURSDAY PACKET.
The steamer GRANITE STATE, Hazlet, master, will leave THURSDAY, 9th inst., at 10 A. M.
[decs] PAUL & MURDOCK.

FOR MEMPHIS AND ARKANSAS RIVER.
The splendid passenger steamer SACRAMENTO, Weaver, master, will leave THIS DAY, 8th inst., at 4 P. M.
decs PAUL & MURDOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
EDITOR, Daley, master, will leave THIS DAY, 8th inst., at 10 A. M.
decs PAUL & MURDOCK.

FOR NEW ORLEANS.—THE FINE STEAMER
FALCON, Capt. J. S. Neal, will leave on THURSDAY, the 9th, at 4 o'clock.
decs A. IRWIN, Jr., & CO.

FOR NEW ORLEANS.—THE SPLENDID
steamer GEORGE W. KENDALL, Capt. Thomas, will leave on THIS DAY, 8th inst., at 4 o'clock, P. M.
A. IRWIN, Jr., & CO.

FOR MEMPHIS AND ARKANSAS RIVER.
The splendid steamer SACRAMENTO, Capt. Weaver, will leave on THIS DAY, the 8th, at 4 o'clock, P. M.
decs A. IRWIN, Jr., & CO.

FOR N. ORLEANS.—THE SPLENDID NEW
steamer ARCTIC, Capt. John S. Devenny, will leave on THIS DAY, 8th inst., at 4 o'clock, P. M.
[decs] A. IRWIN, Jr., & CO.

FOR NEW ORLEANS.—THE SPLENDID
passenger steamer R. H. WINSLOW, Capt. G. W. Norton, will leave on THIS DAY, 8th, at 4 o'clock.
A. IRWIN, Jr., & CO.

FOR PITTSBURG.—THURSDAY PACKET.
The splendid passenger steamer KEYSTONE STATE, Capt. Chas. Stone, will leave on THURSDAY, 9th inst., at 10 A. M.
decs A. IRWIN, Jr., & CO.

FOR NEW ORLEANS.—THE PASSENGER
steamer J. M. NILES, Capt. A. R. Irvine, will leave on THURSDAY, the 9th inst., at 4 o'clock, P. M.
decs A. IRWIN, Jr., & CO.

FOR MADISON.—THE REGULAR PACKET
HOOSIER STATE, Capt. J. E. Wright, will leave on THIS DAY, 8th inst., at 11 A. M.
decs A. IRWIN, Jr., & CO.

FOR NEW ORLEANS.—THE SPLENDID
steamer GENL. SCOTT, Captain F. E. Logan, will leave on THURSDAY, the 9th at 4 o'clock.
[decs] A. IRWIN, Jr., & CO.

FOR PITTSBURG.—THE FINE STEAMER
TWIN CITY, Capt. McKelvey, will leave on THURSDAY the 9th, at 4 o'clock.
decs A. IRWIN, Jr., & CO.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.
JOHN M. SHARP, ASSOCIATE EDITOR.

THURSDAY MORNING, MARCH 10

ANOTHER NEW ONE.—We saw a telegraph dispatch, yesterday, to Messrs. JACE, COLLIER & Co., announcing that the new steamer *Alvin Adams*, the fourth one completed for the Union Line, would arrive here this morning; on her way to Louisville, and as our steambest folks will be equally as curious to take a look at her fair proportions as they were at the others, we will give her dimensions, as furnished by the Pittsburg Dispatch:

"She made a short trial run on the 2d inst., from Pittsburg, which, although attempted at too low a stage of water, gave conclusive proof that she will be very fast. She rises beautifully at her bow, as the powerful wheels drive her forward, glides through the water with little swell, smoothly and gracefully; and these our 'old salts' regard as the sure indications of a rapid traveler. Her machinery is plain, but excellent, and although all new, worked most admirably. Her model is graceful and easy. Her cabins are in the Gothic style, handsomely gilded, with ornamental paintings, both in the ladies' and the gentlemen's cabins. She has also a cabin for ladies and children, below the main ladies' cabin. Her staterooms are roomy and elegantly furnished, with every modern comfort. Her cabin furniture, carpets, lamps, &c., are costly and chaste. Her outside finish is certainly beautiful—of that there is but one opinion; and she presents throughout a noble and graceful appearance. Her dimensions are—length of straight rabbit, 267 feet; length on deck, 284 feet; breadth of floor, 32½ feet; breadth of beam, 36 feet; whole width across wheel-houses, 63 feet; depth of hold, 7 feet; her cylinders are 28½ inches in diameter, 9 feet stroke; 6 boilers, 42 inches diameter, 28½ feet long; water-wheel, 35 feet diameter, 11½ feet buckets, 80 inches broad; 24 arms in each wheel. Her draught, with water and fuel aboard, is 3 feet 8 inches forward, and 3 feet 9 inches aft. Her chimneys are 11 inches in diameter, 54 feet from hurricane, and 81 from the water. The whole length of her cabins is 250 feet, height 11 feet, width 17½ feet.

Her hull was built by BEN CORNISH, of McKeesport; engines by JOHN SNOWDEN, of Brownsville; boilers by BLAIR & CO., of Pittsburg; cabin by JAMES MILLINGAR, of do.; painting by MURPHY & BERRY and by LOY & BAUM, of do.; furniture (in part) by IRWIN & MERTNER, of do.; upholstery by H. EDMUNDSON, of do.; fitting out by LOGG & DUFF, of do.; copper-work by KEAS & KELLEN, of do.; blocks and tackle by DAYAGE & ROBERTS, of do.; bell, water and steam-gage, &c., by A. FULTON, of do.; anchors and blacksmithing by JOSEPH LONG, of do.; spars, derricks, &c., by REED & EVANS, of do.

She is commanded by Capt. GEO. W. NORTON, a gentleman well-known and deservedly esteemed as an experienced, amiable and popular officer. Her first clerk is Mr. DAVID HERRON, and his worthy assistant is Mr. JOHN JACK, both well-known and esteemed." She will leave Cincinnati this morning at 10 o'clock for Louisville.

AQUATIC INCIDENTS.—There was a great deal of life upon the landing yesterday, and it was chiefly caused by the rush of passengers to the different packet lines. We don't remember the time when we have seen the packets in the Louisville, Pittsburg and Madison lines more crowded, both with freight and passengers, than they have been for the past two weeks, and the prospect is fair that the same rush will continue. Yesterday morning every state-room on the *Buckeye State*, the *Ben Franklin* and the *Hoosier State* was taken before 11 o'clock, and those that offered after that hour had to take floor fare.

The first of the boats finished in the Union Line was the *Fulla Ohio*, Capt. SAM MASON, the one that met with that mishap with the *Pittsburg*. The effects of that misfortune have since been repaired, and she will arrive here this morning, so as to leave at 10 o'clock for Wheeling. Capt. MASON promises to land passengers at Wheeling in time to take the cars for Baltimore.

There is a nice, snug craft, in the St. Louis trade, that glories in the appellation of the *Grand Prairie*, over whose destinies Capt. PRUSSON, the lively, presides. The *G. P.* has gained the reputation she enjoys in that trade by her quick trips, together with the consideration bestowed upon passengers by her officers. She will get away this afternoon for St. Louis, but she will land passengers or freight at any point on the line of way to that port.

We saw the shingle of the *Gen. Scott*, Capt. F. F. LOGAN up on Tuesday for St. Louis, and supposed, of course, she was bound for that place; but FRANK HAYMAN, the clerk, informed us yesterday that Capt. LOGAN had changed his mind, and would now go to New Orleans. She is a No. 1 boat of her class, and passengers can rely upon having good and comfortable fare upon her.

Some passengers gave the *Mattie Wayne* and her Captain a high puff in the *Gazette*, yesterday, and we happen to know that every word that writer said in favor of either just and well deserved. The *Mattie Wayne* is the regular packet to Memphis, and Capt. SYMMES promises that she will leave for that port this afternoon.

We were strictly correct when we stated that the *Ohio*, Capt. JOHN L. BLACK, had forsaken the New Orleans trade for a short time to try her luck in a few trips to St. Louis. If she is as fortunate in those trips as she has been upon her old stamping ground, we presume Capt. B. will be well satisfied. She leaves for St. Louis this evening.

Capt. JOHN A. WILLIAMSON, of the *Mediator*, the summary administrator of justice to all thieves that make mid-night visits to his boat, is here again, and is looking out for another trip to New Orleans. He has a claim upon all citizens who respect justice and are down upon thieving, and we think, therefore, that they ought to fill his boat at once. The *Mediator* will make an effort to get off for New-Orleans this afternoon.

The *New Orleans*, Capt. WHITTEN, was fast approaching to that period last evening when she could pull up stakes and put off for New Orleans, but having a few hundred tons more of freight to ship, Capt. W. wisely concluded to remain over until this evening, when she will go.

One of the positive boats in the trade between this port and St. Louis is the *Hamburgh*, Capt. MALIN, and hence the reason that she has gained the cognomen of "a regular." It is a sure thing that she gets away this afternoon for the Mount city.

What has become of the *Express* and CHARLEY DAVID? said a friend to us yesterday. We would recommend that friend, if he wishes to take a trip to Madison, to go down to the wharf about 4 o'clock this afternoon, and he can see both the boat and the Captain.

The regular packet this morning for Madison is the *Wisconsin*, Capt. TOM WRIGHT, whose hour to depart is 12 precisely.

Capt. MOSE McLELLAN will remain in command of the peerless *Telegraph* No. 3, no matter what other changes may take place. The *Telegraph* is the regular packet this morning to Louisville.

The *Golden Gate* arrived last evening from New Orleans, making one of the quickest trips of the season. Capt. BALDWIN authorizes us to state that she will leave again on Saturday for New Orleans. We are indebted to the Clerk for a package of papers, which he took the pains to leave at the office himself.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT. GEO. S. BENNETT, EDITOR.

SATURDAY MORNING, 8 1/2 DECEMBER 11

Mr. Kindol Whittemore has a friend in the city, or vicinity, whom he would much like to meet. If this should meet his eye, he can find Mr. Whittemore at the Woodruff House.

INCIDENTS ABOUT THE RIVER.—As we glanced at the freight that lined the river's edge yesterday morning, we could but note the difference between the appearance of that that was then being shipped compared with that shipped when the wharf was so very muddy. The pleasant weather has dried up the mud, and the freight we saw, which was fast gorging the holds of the various steamers there, looked neat and cleanly.

Several boats from St. Louis and New Orleans are expected here to-morrow or next day. Among them are the *Norma*, *Hamburgh*, *Silas Wright*, *Sam Cloon*, *Statesman*, and *Memphis*.

Next Tuesday is the regular day for the *Sam Cloon* to get off for Nashville, and as we have not heard of any misfortune happening to her, she certainly ought to be here to-day or to-morrow. We know of several merchants who are holding their freight over for her.

The *J. M. Niles*, Capt. Aleck R. Irvine, departed for New Orleans last evening, loaded to the guards with freight, and we noticed too that she had a large number of passengers on board. Capt. I. is one of that class of commanders who appoints a time to leave, and he gets away at the time.

As we stated yesterday, the destinies of the *Falcon* are now solely controlled by Capt. J. S. Neal, he having pur-

chased the major interest in her. Henceforward he, and "nobody else," will manage her. She had not got a full load in yesterday, and she did not therefore get off. She leaves this afternoon, and she is the only boat, save one, that leaves to-day for New Orleans.

That "save one" is the new steamer *Mediator*, Capt. John A. Williamson, which goes hence on her first trip to New Orleans this afternoon. We have given her dimensions before, and we will only add at this time that the *M.* has splendid accommodations, is well officered, having in her clerk, officiousness a personage than Ovid Williamson, late of the *Yorktown*, and travelers taking passage upon her may rely upon having a most comfortable trip down.

We are indebted to Capt. Davis Carpenter, of the *Winfield Scott*, for a package of New Orleans papers. The *W. S.* is one of the regular packets in the trade between here and New Orleans, and we know that she makes her trips with clock-work regularity. She will commence taking in freight again for the South to-day, and will be enabled to depart on Monday next.

We have heard that there is a boat nearly completed called the *Tecumseh*, which will be commanded by Capt. Duter J. Pearce, which is intended to run between this port and New Orleans. We have not heard her dimensions, but still we really believe there is such a boat. When we see her name upon the wheel house or upon a bill then we shall be sure of it.

The channel of the river now is liberal enough to afford a sufficient supply of water to let the *Pittsburg* packets run, and to-day one of the nicest in the trade, the *Cincinnati*, Capt. Hiram Kountz, will start at the usual hour from the foot of Broadway. Six feet two (Charley Cole) and well proportioned stands at the clerk's desk to take the dimes for passage.

If we were going down to Louisville to-day, we should, in preference to going on foot, or any other boat, put ourself in charge of the ever good humored Dunning, of the *Ben Franklin*, who enters the price of passage upon the register of the boat, and when he takes the money he does it with such a suavity of manner, that one is almost induced to pay double passage. The venerable Capt. Blair will be on deck when the boat starts.

The morning boat for Madison, is the *Wisconsin*, Captain Tom Wright. Loudon, the wag of a clerk, says there has been no recent deaths of deck passengers.

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LOCAL DEPARTMENT. GEO. S. BENNETT, EDITOR.

SUNDAY MORNING, 1 1/2 DECEMBER 12.

MATTERS DOWN THE RIVER.—The *Golden State*, which left *Pittsburg* more than a month since for St. Louis, reached that port a few days ago. She had been high and dry on a sand bar in the lower Ohio.

The *Beaver* sunk a flatboat laden with produce, near Evansville the other day. On the arrival of the boat at Louisville on Saturday, she was attached to pay damages, and compelled to lie up. The damage laid at \$1,500.

In dropping down to the Louisville Canal, on Saturday, a barge, in tow of the *P. H. Winslow*, bit upon rocks and sank. The cargo, some six hundred barrels of pork, flour and whisky, went from here, was saved in a damaged condition. About twenty barrels of flour floated off on to the rocks on the Falls. We suppose \$300 will cover the loss of the boat. The *Winslow* had, previously to this mishap, been hard aground two miles above Madison, and paid the *Mary Stephens* \$150 to pull her off.

CHOLERA.—On the trip up from New Orleans the *Winfield Scott* lost four of her passengers by cholera, one of whom was a printer named James Smith. Their bodies were buried on the coast. We learn from the clerk of the *Scott* that the cholera prevailed to a considerable extent along the coast.

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LOCAL DEPARTMENT. GEO. S. BENNETT, EDITOR.

SUNDAY MORNING, DECEMBER 12

MEMORANDA OF THE STEAMER GEN. SCOTT.—Left New Orleans on the evening of the 29th Nov. In port for Cincinnati, steamer *Norma*, Dec. 1st, met *Golden Gate* at Baton Rouge, *Susquehanna*, Indiana and *Swallow* in Morgan's Bend; Dec. 2d, met *Hungarian*, with a hay barge in tow, in Hog Thief Bend; Dec. 3d, met *Lewis* Whiteman at head of Island 63, and *Ambassador* at Gaines' Landing; Dec. 4th, met *Wm. Noble* at Island 65; Dec. 5, met *Eliza* at Grand Cut Off; Dec. 6th, met *Delta* at Hales' Point, and *United States* at head of Island 16; Dec. 7th, met *Bride* and *Charles* *Hammock* at Cairo, *Charleston* at Foot Chain, and *Gulnare* and *Moby* Castle above Paduchah, at Cotton Wood Bar; Dec. 8th, met *J. S. Chenoweth* at Owensboro; Dec. 9th, met *J. P. Tweed* in Altoa Bend, and *Ohio* at Pekingsam's Bar; Dec. 10th, met *Europa*, with hay barge in tow, at Westport, G. W. Kendall at Madison; R. H. Winslow aground at head Hoag-Jands' Bar, and *Mary Stephens* pulling her off. Time out—11 days; lost 8 hours taking freight on the coast, and 21 hours by bad weather and fog. Had 65 cabin 95 deck passengers and 327 tons of freight.

MEMORANDA OF STEAMER SAM CLOON.—Left Nashville on Saturday evening, Dec. 4th; lost twenty-four hours in Cumberland river by fog, took on 350 tons of freight. Left Smithland Dec. 7th 12 M.—met steamers *Gulnare* and *New Orleans* at Golconda, *Lady Franklin* at Golconda Island, *Empire* at Cave-in-Rock, *Wetumpka* at Shin Island, Dec. 8th—*Silas Wright* at Raleigh, *Cape May* at Cypress Bend, *Moro Castle* below Hawsville, *George Campbell* at Evansville, *Belle Key* at Three Mile, *Gen. La Fayette* at French Island, Dec. 9th—*J. P. Tweed* at Freedom, Ohio above Leavenworth, *Washington City* above Bradensburg, *New York*, *Jenny Lind*, eight miles below Louisville, *Adelaide* and *Logan* in Canal, *Mattie Wayne*, at Louisville. Dec. 10th—*Europa* and *Cincinnati*, matus above Bethlehem, G. W. Kendall at Madison, R. H. Winslow hard aground eight miles above Madison and *Mary Stephens* lighting her off, passed *Buckeye* at Gunpowder, *Cumberland Valley* at North Bend; met a boat, name unknown, at Taylorsville; discharged 1200 empty pork barrels at Louisville; balance of cargo for Cincinnati. Arrived in Cincinnati on Friday evening at 11 o'clock.

The Steamer Cleopatra Destroyed by Fire.

NEW ORLEANS, Dec. 10.—The steamer *Cleopatra*, bound from Black river to this port, with 900 bales cotton, was burned on Monday night. The boat and nearly all the cotton is lost. The captain's son perished in the flames and several firemen are missing.

STRAZBOAT COLLISION.—The steamers *Avalanche* and *Belle Gould*, the former ascending the Mississippi, and the latter bound to St. Louis, came in collision at Harriette Island, on Sunday night last. The night was so cloudy that neither boat discovered the other in time to prevent the collision. Both boats met square in the channel. The bow of the *Avalanche* was stove in nearly down to her water line. The damage was greater to the *Belle Gould*.

ARKANSAS.—There is a boat comes to our landing ones in awhile called the *Sacramento*, commanded by Capt. Weaver, which runs from this port to the Arkansas river. She leaves this morning for Little Rock, and will take a few more passengers if they should offer. The *Sacramento* is of a better class of boats than have heretofore run in that trade.

Capt. Perry, commander of the ill-fated *General*, died at St. Louis on Sunday, the 5th, from the effects of injuries received by the explosion of that boat. Captain Perry was a native of Kentucky, and has been an officer on western steamboats for fifteen years past. He was commander of the *Telegraph* No. 2 while she was in the Louisville and Wheeling trade.

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LOCAL DEPARTMENT. GEO. S. BENNETT, EDITOR.

SATURDAY MORNING, DECEMBER 18.

INCIDENTS ABOUT THE RIVER.—Upon visiting the landing yesterday morning, we found that the river had risen several feet and business had picked up a little in consequence. Aside from that there was but little change; the land admiral, with his one idea (he sometimes has an original idea), the collection of his wharfage, was there, as always, but we noticed that there was a greater scarcity of boats loading for the South than usual. We might state as among the remarkable events, that there was one Cincinnati boat in port which Clarke, the Louisville oracle, had condescended to notice. Charley Clarke, of Louisville! Poker Evans, of *Pittsburg*! and Coll Martin, of Cincinnati!—a trio of worthies, the good will of which is enough to sink any boat they may take under their especial charge. We doubt wonder that steamboat men say: "The Lord deliver us" from such Lazaroni as these. Like Richard III, they will smile and smile, and stab while they smile.

The regular packet in the St. Louis trade is the *Hamburgh*, Capt. Malin. She cannot go to-day, on account of having so much freight to take in, which the captain has promised should go forward on this trip. She will surely leave to-morrow morning.

We have spoken before, both of the captain and clerk of the *Tiber*. The *Tiber* is bound for the Arkansas river, upon the shores of which the Arkansas traveller commenced his journey. Passengers need not look for a better fellow than Charley Leonard, the clerk. He is the man who knows how to treat people.

Passengers can set it down as a sure thing, that the nice steamer *Sam Cloon*, which has become a "big bug" in the Nashville trade, will leave for New Orleans this afternoon.—She will be missed from the Nashville trade, but we will warrant that she will be appreciated where she now makes her first essay. Certain it is, that such men as the Captain, S. Cloon, Jr., and Dick Mulford, the clerk, can make passengers as comfortable as they can wish. Let it be understood that the *Sam Cloon* is the only boat for New Orleans to-day.

One of the cosmopolite traders on the Ohio and Mississippi rivers is the *Jas. Millingar*, Capt. Jim Gormley. The *Millingar* has just come down from *Pittsburg* with her guards nearly touching the water, denoting that she almost has a load. She will lay over until to-morrow, in order to get a few passengers, and then she will slip her cables and be off.

This is the port where the *Swallow*, Capt. Richard M. Wade, looks to get her load, because this is the port where she hauls from; but the weather has been such during the past

THE GREAT DUST HEAP CALLED HISTORY
OF BUCKEYE MEDICINE TOWN

two days, that she could not get her load in. This is the boat that Charley Clarke, wrapped in his prejudice against Cincinnati boats, calls a tub. Tub indeed; we defy him to load any of his Louisville *Stinkys*, and see if they can make as good time up as the *Susquehanna* did upon her last trip. The kind considerations of such a clerk as John Wilson are enough to induce any passenger to take a state room without looking further.

The splendid steamer *Norma* has arrived, and the *Norma* is here yet; but she will not remain long. She discharged her freight yesterday; to-day she will load again, and to-morrow she will be off for the Crescent city. She makes her trips quite regularly.

The Memphis packet, *Charleston*, with the indomitable Capt. Jim Bugher—with the inflexible and go-ahead John Bugher on board, is once more at the landing, and we noticed yesterday that she was fast staying her comorant appetite with freight. She will be enabled to get on her usual quantity of transferables, so as to start on Monday next. The Memphis people think the *Charleston* is "one of 'em," and, in truth, she is.

The regular packet for Pittsburg to-day is the *Cincinnati*, of which Hiram Kountz is captain, and Charles Cole (six feet two and well proportioned) is clerk. We can commend our traveling friends to such officers.

We see by the bills and the advertisements in other papers, that the *Tecumseh* is loading for New Orleans, and we learn that she will leave when she is fortunate enough to get a load.

It is time for the *Susquehanna*, Capt. J. S. Hurd, to be here. The *S* has been gone long enough to return; and as she is one of the best boats in the New Orleans trade, she ought to be here to leave just about this time.

There are two packets running below every morning that are always sought for, and those two packets are the Louisville and Madison boats. The one leaving for Louisville this morning is the *Telegraph*, Capt. Mose McLellan, and the one bound for Madison is the *Wisconsin*, Capt. Tom Wright. Passengers can rely upon getting the worth of their money upon either.

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GEO. S. BENNETT, EDITOR.

THURSDAY MORNING, 1852, DECEMBER 16

PACKETS TO-DAY.—The *Keystone State* had not arrived yesterday noon, but this being her regular day, if she came last night, she will get off this morning at the usual hour.

The long horned, &c., *Telegraph*, Capt. Mose McLellan, will leave for Louisville to-day, at 12 o'clock.

This is the regular day too for the *Wisconsin*, Capt. Tom Wright, to leave for Madison, and she will depart at twelve o'clock. This is the boat for passengers to take, as she does not stop on the way to take on freight.

The *Express*, Capt. Charley David, starts this afternoon for Madison, and she is the regular freight and passenger boat.

That St. Louis time-piece, the *Hamburg*, Capt. Malin, arrived yesterday morning, and we are indebted to Patterson, the clerk, for papers. She will get off again for that port this evening or to-morrow morning.

MEMORANDA OF STEAMER HAMBURG—FROM ST. LOUIS.—Left St. Louis, December 16th, P. M. In port for Ohio river, North America, Golden State, Silas Wright, and Paul Anderson. Met the L. M. Kennet at Turkey Island, Gen. Pike at St. Genevieve; passed the Saint Paul at Raskia Landing; met *Keystone* at Hat Island; passed Western World at Preston's Landing; met Editor at Commerce. 11th—Met *Globe* above Cairo, York State at Cash Island, Sultana at Metropolis, Lake of the Woods at Cotton Wood Bar, Fashion above Smithland, Mattie Wayne at Hurricane Island; passed Georgetown above Mt Vernon, Federal Arch and Logan at foot of French Island; met Europa at Enterprise, Belle Quigley at Ben Harbor, Eclipse at mouth of Sandy, Clipper above Troy, Statesman and Lady Pike at Louisville; was detained all day at the canal; met G. W. Sparhawk above Madison; passed the Return at Madison.

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

TUESDAY MORNING, 1852, DECEMBER 21

INCIDENTS ABOUT THE RIVER.—There was a heap of things around and about the river and landing yesterday, that would attract the attention both of strangers and the every day plodder there. Monday is commonly considered a dull day, but the large fleet of boats gave a business and lively appearance. The water, on Sunday night rose between three and four feet, and captain Kinnefelter, of the *Messenger*, states that we may look for a rise of ten feet more, which will reach here to-day or to-morrow.

Boats are here now that will have departed ere another sun has set, among them is the *Messenger*, which is the regular packet for Pittsburg this morning, at 11 o'clock. The passenger upon her will think he is floating in a palace, and

when he dines, he will be reminded of the Burnet House, or some other house, the table of which is set equally as bountifully. Capt. Kinnefelter knows how to live and to live well too; and Barr, the Clerk, can do the amiable as nicely as the best man you meet in his vocation.

Regularity is what every business man likes, and when he is assured that a boat he contemplates taking passage upon will go at a certain hour, he is apt to rely upon it. The *Charleston*, Capt. Jim Bugher, will leave for Memphis, this afternoon. The captain, and John Bugher, the clerk, have said it; passengers, therefore, expect it, and she will be off.—The *Charleston* will do to travel upon.

The *Susquehanna*, Capt. J. S. Hurd, returned from her first trip to New Orleans, under her new administration, on Saturday last, and we *David Tom Patterson*, the clerk, say that she had a splendid trip up. She starts to-morrow; is a new boat; officers are accommodating, and taking her all in all, she will do to navigate.

One of the new ones that runs in the Pittsburg and St. Louis trade is the *Keystone*—we don't mean the *Keystone State*—which is commanded by an eccentric fellow as ever trod the deck of a boat. His name is Cox, and he is one of the jolly corks you read about. His boat left yesterday, the clerk's office being in charge of that lump of humanity, Mr. Entekin—but they all will return again.

Who don't know McGuire? What McGuire? why McGuire of the steamer *Tiber*, which glides up the Arkansas river with the speed of the antelope or some other such bird.—Well, the *Tiber* is here, taking in a load for the Arkansas river, under the superintendence of Charley Lennard, major domo of the craft. Mac says he will be off in a few days.

The *Golden Gate* is one of the boats built by "old Enter prise," of Madison, which fact alone would make her popular aside from being commanded by the popular Capt. Baldwin, who once put the *J. P. Tweed* through to New Orleans at race horse speed. The *Golden Gate* will leave this afternoon for New Orleans, and it will be just like her luck to go out full.

On Sunday last the *Silas Wright*, Capt. Cooledge, arrived from St. Louis, and we are placed under obligations by the Clerk of the boat for a memorandum, which will be found below. The *S. W.* gets off for New Orleans this afternoon.

MEMORANDA OF THE *SILAS WRIGHT*.—The steamer *Silas Wright* left St. Louis, Tuesday evening, 14th inst. In port for Cincinnati, steamers *Keystone*, *Washington City*, *York State*, and Editor. Met Forest City at Plat- ton Rock. 15th—John Simmons at Elk Island, Mediator at Little Chain, G. W. Kendall at Paducah; passed John Simpson at same place; met Arctic at mouth of Carry; passed Cumberland at Golconda Island, *Tiber* at Shawneetown. 16th—Met Duchess at Wash. G. W. Sparhawk at Highland Rock. Madison above Mt. Vernon, hard ground, Gen. Pike at Lafayette Bar, Planter at Henderson Island, Summit at same place, Perla at Evansville, Fort Pitt, Memphis, and Clipper No. 2, at Three Mile Island, Gen. Scott and Lady Pike at Hughes Bar, Buckeye in the locks, Hindoo lying at Louisville, St. Clair at Six Mile Island. 18th—Met Fanny Sparhawk at Bethlehem; passed *Golden State* below Anrora.

We found the *Hungarian*, Capt. Collier, at the landing yesterday, just up with a splendid trip from New Orleans. The passengers speak in high terms of the attentions they received at the hands of the clerk, John Collier, whom they rank among the No. 1's as a steamboat officer. John is as liberal as he is humane, and he will go down to steamboat posterly clothed in a costume of blue and red bills. The *H.* is bound for New Orleans.

The *Norma*, Capt. D. M. Foster, has a reputation of a high order, and she deserves it. We all know that she is a splendid passenger boat and she must be a good freight boat too, for, whether freight is scarce or not, she soon fills up. The correspondent of old Knick, W. H. Allen has charge of both ledger and cash book.

How soon will the new steamer *Tecumseh*, Capt. Duter J. Pearce, be ready to leave on her first trip to New Orleans?—The time, we are informed, is not far distant, as she has already taken in part of her load.

The *Tecumseh* is about the finest boat that has been turned out this season, and she will be commanded by an officer of the highest experience. We learn that she will leave with a bridal party on board, who will visit New Orleans, and return upon her.

We had like to have forgotten to mention the arrival of the *Washington City*, Capt. Geo. W. Ebbert, which came in last evening from St. Louis. Our lively friend Bates, of the star-board side, brought us some papers. The *W. C.* will leave for Pittsburg this morning at 11 o'clock, and we cheerfully commend passengers to her urbane clerk Wilkins.

The *Ben Franklin*, in which we so often see the pleasant face of Dunning, the clerk, is the regular packet to Louisville this morning. The veteran Capt. Blair Simmons can still be seen on the hurricane deck.

Those bound for Madison to-day, can jump on board of the *Wisconsin*, Capt. Tom Wright, and land in Madison in time to take the cars to Indianapolis. Call upon the waggyish clerk, J. A. Landon, for a state-room, but mind you look out for his jokes.

Just about 4 o'clock this afternoon the *Express*, Captain Charley David, will pull in her lines and pursue the even tenor of her way down to Madison.

We are indebted to Capt. Bill Fuller, of the *Pike*, for a package of papers sent up from Louisville.

Cincinnati, Ohio

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

THURSDAY MORNING, 1852, DECEMBER 23

TELEGRAPH No. 3.—We paid a visit the other

day to this new steamer, which has been formerly known by the name of the *Louisville*, but which has lately received the name of the *Telegraph No. 3*. We pronounce her one of the most completely planned passenger boats that we ever visited. On boarding her, we found upon the boiler deck, forward, the baggage room, well planned and admirably adapted to the purpose designed. Between it and the "Social Hall," which introduces the main cabin, are stationed the Clerk's office and the bar, which are well planned and tastefully finished and furnished.

On entering the main cabin above, we were charmed with the delightful prospect presented. This boat, as is well known, is three hundred and twenty-five feet in length, and her main cabin is little less, as her forecastle occupies but a small space, being a strictly passenger packet, and providing but little for the accommodation of freight.

The beautiful tapering of this craft, both fore and aft, imparts a charming effect to a view of the cabin, which is tastefully finished in pure white, embellished with the chastest molding. It contains eighty-eight state rooms—affording ample accommodations for one hundred and seventy-six passengers in this—properly the gentlemen's cabin. Passing through this attractive feature, we arrive at the spiral stairway leading from the aft of the cabin to the boiler deck, where is located the ladies' department, where we find fourteen spacious state rooms, affording ample accommodations for families, beside nurse and servant rooms, well guarded with secure tresler work. This cabin is provided with a ceiling fifteen feet in height, and beside being spacious and elegant, is the most attractive part of the boat. This may be looked upon as an innovation in steamboat building, but we cannot but pronounce it as one of the greatest improvements of the age. It is entirely disconnected from the forward part, and is supplied with every convenience that is conducive to the comfort of lady passengers.

It is closely connected with wash houses and closets, placed midway between it and the main cabin, and could not be more satisfactorily arranged. In case of accident, it is convenient to the yawl, and is fitted up in such a manner that it possesses many advantages over cabins located off of the gentlemen's apartments. However, in a case of emergency, the rooms heretofore appropriated to the use of ladies, can, in this arrangement, be assigned them; especially the "single ladies, or newly married couples," who have no children to trouble them. The "Texas" is about one hundred feet in length, and beside having a long and spacious bachelor's hall, has apartments for the officers of the boat, and when occasion demands it, sleeping accommodations for those that can not be roomed below.

This craft is the prettiest model ever built at this point, and if it, with a sufficient power, will insure speed, she is destined to be the fastest boat ever constructed on the western waters. Her machinery is all "righted," and the chimneys will be raised this week, insuring her entire completion in less than two weeks. She will be finished in the most magnificent style, and take her place in the Louisville and Cincinnati mail line as soon as finished, under the command of Mose McLellan, the most popular Captain on the Ohio river,

The Daily Enquirer.

LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

SATURDAY MORNING, 1852, DECEMBER 25

INCIDENTS ABOUT THE RIVER.—The landing yesterday, we noticed, was growing beautifully less on account of the considerable rise in the river. Boats that had goods to ship had to hurry and get them on board, for fear they would be swept away. As is the case whenever we have a rainy time and the wharf becomes muddy, boats that expected to get their loads in and be off, were detained. Those that had appointed yesterday to depart, could not go, because their freight was delayed on account of the weather.

Such was the predicament in which the *Susquehanna* was placed. She is bound for New Orleans, and Capt. Hurd, her commander, expected to get away yesterday, but shippers would not risk the mud and they held their freight back.—Capt. Hurd says he is bound to leave to-day, rain or shine, load or no load, and he will surely go.

We learn that the *Mattie Wayne* has changed hands, Capt. Henry Symmes having purchased an *Intemper*. We are not sorry for the change, for the more there are of *Ud- eral* men who have command of our steamers the better. The *Mattie Wayne*, with Joe Avery on board as clerk, will continue in the Cincinnati and Nashville trade. She will leave on Monday next, and, as there is an abundance of water in the Cumberland, she will be enabled to make a quick trip.

A feather has been placed in the cap of the *Hooster State*. On Monday last she left our landing and made the trip down to Madison in five hours and thirty minutes, making sixteen stops on the way. Where are the *Alleghenys*, the *Pittsburgs* and the *Telegraphs*, when such time is thrown in their teeth? Will they throw down the gauntlet to this Madison packet? Perhaps Charley Clark can send up a Louisville boat that can beat that time. Let's see her.

The *Tecumseh*, Capt. Duter J. Pearce, will positively get off this afternoon for New Orleans, and there is a variety of reasons why she should have a crowd of passengers down. She is a new boat and one of the best that our steamboat builders can get up; she has excellent officers in Captain Pearce, and Mr. McLaughlin, the Clerk, an undoubted promise of speed, together with an air of comfort in her cabin and state-rooms that are not to be given the go-by. A large number of her state-rooms are already engaged.

Is the *Cincinnati* here? asked a gentleman of us yester-

day, as we were passing the Broadway Hotel. Yes, replied we, and she goes Saturday, (this morning) at 11 o'clock. He left in a hurry in order to take state-rooms for himself and party. That little incident indicates that the Cincinnati, the regular packet for Pittsburg, and her captain are decidedly popular.

Should there be any of our merchants who are desirous of shipping merchandise to the Wabash river, let them call upon Capt. Claxon, of the Emma Dean, which will leave this afternoon at 4 o'clock. She is the best boat we ever saw in that trade, and the attenuated Claxon is one of the boys to travel with.

It comes within our province to mention the departure of the Hungarian, Capt. Collier, for New Orleans; and we must further state that she will positively get away this afternoon. She is a new boat, this being her second year, and we have it from authority that she glides over the waters as briskly, almost, as the lightning over the telegraph wires.

This we all know is Christmas, which mankind generally recognizes as a holiday, but there are no holidays for Capt. Tom Wright and Jas. A. Loudon of the Wisconsin. The Wisconsin leaves this morning for Madison, at the usual hour.

The Ben Franklin goes this morning to Louisville, in charge of Capt. Simmons. Now we know that the officers on that boat are correct men, they do business correctly, and they do not want any thing more than their own, and yet the Clerk is always Dunning. If he continues on that way he ought to get his dues in due time.

We were about to say that the Express, Capt. David would leave this afternoon, but she does not until to-morrow morning.

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LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

TUESDAY MORNING, JAN. 11, DECEMBER 28

INCIDENTS ABOUT THE RIVER.—The river at our landing rose rapidly on Sunday and up to last evening. The prospect was, yesterday afternoon, at four o'clock, that the occupants of Cassidy's Row, on the river side, or what is called "Rat Hole Row," would have to evacuate, move out, or stay and be drowned, as the water was fast encroaching upon the respective domicils contained in that block of buildings. By this morning we expect that Pearce's wharf above the foot of Broadway, will be entirely covered, so that all the room that we shall have left for boats to land at will be the wharf of the city.

The old commander of the Buckeye State, Capt. Sam. Dean, arrived here yesterday morning with his new boat, the Equinox, and he brought with him a storm that beat the last equinoctial all hollow. Sam has got a funny looking, but a neat substantial craft, which is as safe, if not a little safer, than some of the boats we wot of, whose pretensions are greater. He is waiting to get a little more freight before he proceeds upon his way to New Orleans.

We saw the Yuba, Capt. Hill, at the city wharf yesterday, and we learned from the Captain that the boat was going to make a short trip, going this time no further than Shawneetown.

The Wm. Noble, Capt. John Newcomb, arrived on Sunday with a large amount of freight, and we must tender the Captain and clerk our thanks for a lot of tropical fruit which, in this region, is always acceptable. In consequence of the rain and the rise in the Ohio, the Wm. Noble could not unload.

We are indebted to Mr. Bowers, the obliging clerk of the United States, for a memorandum kept by him of the trip up, and for other river favors. The United States was much in the same pickle as the Noble about unloading her freight.

We stated a few days ago that the Mattie Wayne has changed hands; such is the fact. Capt. Henry Symmes takes command, and will hereafter run her in the Cincinnati and New Orleans trade. It is a fixed fact that the boat could not make her salt in the Nashville trade. Charley Greene will hereafter have charge of the ledger.

Sometime during Sunday night the splendid new steamer Eliza, Capt. Ned Stevens, arrived at our wharf; and he, too, will have to rest upon his oars for a while on account of the high water. We are indebted to Capt. Stevens for some favors that came very opportunely.

The Grand Prairie, we learn, run into the R. M. Patton, near Louisville, on Sunday last, doing her considerable damage.

The regular packet this morning for Madison is the Wisconsin, Capt. Tom Wright, and this afternoon the Express, Capt. Charley David, leaves at 4 o'clock.

Get on board of the Telegraph No. 1, this morning, and Capt. Mose McLellan will take you down, to Louisville.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

WEDNESDAY MORNING, DECEMBER 29

INCIDENTS ABOUT THE RIVER.—We found yesterday morning our expectations realized in regard to the rise in the Ohio river at our landing. The tenants of Rat Hole Row were forced from their quarters, and in those groceries where old "red eye" reigned supreme, on Monday

morning, the water god had made his way and occupied the throne. It was the battle ground of the belligerent spirits Intemperance and Temperance, but the latter came off victorious. Water will find its level, but where, under present circumstances, that level will reach, it is impossible to say—perhaps Lower Market may again be its boundary line, but we hope not.

The Memphis took a position at the foot of Broadway, so that she could look in at the windows of the L. M. railroad office, and see what Gen. Strader was doing. Outside of the Memphis was the Telegraph, Capt. Mose McLellan; she could get no nearer on account of her place being occupied. She was prevented from taking much freight, but she went out full of passengers. In a few words, the landing, where all the business is now done, was yesterday noon narrowed down to a very limited space, which makes it difficult for boats either to unload or to load.

The United States was fortunate enough to gain a position, and we found her yesterday taking in a load from New Orleans. Bowers, the clerk, was of the opinion that he would get away to-morrow for New Orleans, unless the water rose to such a height as would prevent them from loading. She made one of the quickest trips that has been recorded this season.

We notice that there is another of the New Orleans boats at the wharf, anxious to get off, known as the Ambassador, Capt. R. M. Hunter. Capt. Hunter has long been known in this community, as an honorable, high minded business man, and being one of that class, he will find no difficulty in procuring a load. He too will leave to-morrow—that is, he intends to, water and weather permitting. Call upon the giant Peppard, clerk of the boat, to put you down to staterooms.

Capt. Albert Stein's boat, the Empire State, came up on Monday from New Orleans, but so crowded is the landing now, she is compelled to take an outside berth for the present.

The Eliza, Capt. Ned Stevens, commenced unloading yesterday, and as fast as freight was put ashore it was taken away, for if left any length of time it would have been submerged, and such was the case with the Wm. Noble, Capt. Newcomb. As soon as they can land both these boats will be off again to New Orleans.

The Buckeye State had the advantage of the Messenger in being able to lower her chimneys and she succeeded in getting under the bridge at Wheeling and made her appearance here yesterday morning. Capt. Beltzhoover announces that she will positively leave for Pittsburg this morning at 11 o'clock. She is the regular packet.

It is probable that the Yuba, Capt. Hill, will put away to-day, as her destination is Shawneetown. She is a nice and a safe craft to travel on.

The Mattie Wayne, Capt. Henry Symmes, is in the same fix of the other steamers taking a trip to New Orleans. The high water will either cause her to leave without a load or else await until it subsides.

To-day the regular mail packet to Madison is the Hoosier State, Capt. Jim Wright. Passengers will have to look her up, as she will be forced to make a landing where she can get it.

The Ben Franklin is the packet to Louisville this morning, at the usual hour, and it is probable that passengers will find her laying alongside of the Memphis, at the foot of Broadway.

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GEO. S. BENNETT, EDITOR.

FRIDAY MORNING, DECEMBER 31

THE HIGH WATER.—BOATS GOING.—The Ohio as had been predicted, came to a stand at our landing about six o'clock on Wednesday evening, and up to yesterday afternoon at 4 o'clock, it had fallen only about four or five inches. Throughout the day yesterday, people of all classes, steamboat men, merchants, and the tenants of Rat Hole Row, were looking on in great glee at the prospect that the monster Ohio would recede to a respectable level. The operators in the rolling mill of Messrs. Shreve, Steele & Co., were congratulating themselves upon the prospect of again getting to work those merchants along the line of the river from Walnut street to the depot of the Little Miami Railway, were making preparations to remove their goods back to the places from whence the water had driven them. Capt. Warden, Superintendent of the Water Works, was watching for the time when the present submerged engine would be ready for use again; the ship builders were looking on with an anxious eye endeavoring to calculate how much longer their operations would be suspended; and the steamboat captains were bustling about preparing to get in their loads as soon as they could get room enough upon the landing to receive their freight. What an artery in commercial life is the Ohio river. The Ambassador, by the perseverance and industry of Capt. R. M. Hunter, her commander, has succeeded, in despite of the disadvantages she has had to cope with under existing circumstances, in getting in a load. She will take on a couple of hundred tons more, and then be off. Her destination is New Orleans, and she is the only boat that will leave this morning. We can cheerfully commend passengers to such officers as Capt. Hunter and Clerk Peppard—the latter, like Cayenne pepper, though small, is full of spice.

We couldn't get a sight at Capt. Chenoweth of the J. S. Chenoweth, yesterday, on account of his being so busy in preparing to leave. His go-ahead Clerk, the red checked and good looking Jameson, informed us that the boat would depart for New Orleans to-morrow, and as he is a gentleman of veracity, we can not pretend to doubt what he asserts. We say this for those bound for the South, so that they may get ready.

The Eliza, Capt. Stevens, could not wait freight load, and she pulled up stakes yesterday in order to take on a load for the Wabash river. Just as she backed out, along came the Telegraph, and they went out of sight together side and side.—We knew that the Telegraph was a fast one, what now shall we say of the Eliza?

This is the regular day for the Allegheny, Captain Charley Bachelor, for Pittsburg, and she will start at the usual hour. She is a boat of which we cannot speak in terms too high, for she is speedy, comfortable and safe—just the kind of craft that people like to travel on.

Passengers in selecting a craft when they go upon a long trip will always choose what they believe is a good boat for the purpose. The Wm. Noble is one of that class, and we are instructed to say by Capt. Newcomb that she will leave for New Orleans this evening.

Bowers, the stirring clerk of the United States, of which George W. Ford is captain, has stuck to the bow of his boat during the flood, and he gallantly put her in a position to take on freight. She will get all she wants and depart for New Orleans to-morrow forenoon.

The New Orleans boats are all anxious to get in their loads in order to take advantage of getting over the Falls at Louisville, which they can well do at this stage of water, and they can also even if it is a little lower. This is the case with the Empire State, Capt. Albert Stein, which purposes departing to-morrow afternoon.

We supposed that the high water would have no effect upon the running of the packets, but we were mistaken. The Hoosier State, Capt. Jim Wright, laid over one trip, but she will be here this morning to leave as usual for Madison.

In consequence of the suspension of business upon the Indianapolis Railroad, the Express, Capt. Charley David, hauled off, and she will remain idle until business commences again on that road, when she will resume her trips.

We know of no boat that will leave our landing this morning, that can compete in every thing, with the noble Ben Franklin, Capt. Blair Simmons. She starts for Louisville, at 12 o'clock.

We came very near neglecting our especial friend, Sam Brickell, of the Delta. The Delta, that boat with such a superb "doctor," is here and she too is taking in freight for New Orleans.

STEAMBOAT FOR SALE.—THREE-FOURTHS of the Steamer EUROPA is offered for sale on good terms. This boat is one of the best in the Cincinnati and New Orleans trade, carries a fine freight, and runs well. She has been thoroughly repaired and painted, and is ready for business. Apply to ROGERS & SHERLOCK, No. 2 Broadway.

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LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

TUESDAY MORNING, JAN. 3, JANUARY 4

ITEMS ABOUT THE RIVER.—The river is falling, but it goes down very slowly. Yesterday morning we noticed the occupants of Rat Hole Row busy in preparing their places for business again, the water being just about to recede from their floors. The active wharf master had his men upon the landing armed with "shovel and hoe" to clear away the mud. By to-morrow afternoon shippers and receivers will have a little more elbow room to pursue their operations and then a larger number of those boats plying between here and New Orleans that have been compelled to lie here so long for want of a place to land at, will have got away. We hear loud complaints among steamboat captains about the tightness of the times, the scarcity and the low prices of freight—pork commanding only 50 cts.; whisky 60 cts.; and flour 37 cts. to New Orleans. The warehouses in New Orleans are full, freights from there to Boston are high—so high that but few at last accounts were shipping, and hence the reason that our merchants here are so little disposed to ship, because when their goods arrive in New Orleans, they would have to be stored at a high price. Some of the boats will keep moving though as they can get in their loads, and among them are—

The J. P. Tweed, which is allowed by all who ever did business with her indomitable Captain, David Millard, to be one of the nicest crafts every way that ever turned a wheel. She is the boat that made such quick time from this port to New Orleans. Capt. Millard will keep her moving, as he knows that it will not do to lose any time when freights are so low. The cabin accommodations of the Tweed are as comfortable and elegant as any passenger could desire. Drop in this morning upon Camp, the attentive Clerk, and he will scratch you down to staterooms, for be it known that she will positively leave this afternoon.

Capt. Malin is here and so is his boat Hamburg, the St. Louis packet. She will get her load in so as to be off again to-morrow.

The United States, Capt. G. W. Ford, would have left yesterday, but was detained in consequence of the difficulty of loading. We are authorized by Capt. Ford to promise that she will positively depart this afternoon for New Orleans. Ford, the Captain, and Bowers, the Clerk, are well known in this community, and need no praise from us.

To-morrow, it must not be forgotten, the Statesman, Capt. McComas, leaves for Nashville. She has got the most of her load in, and she will be sure to go.

There is no other boat on the New Orleans catalogue that will get off to-day, if we except the Empire State, Capt. Stein, which will leave about dusk this evening; but then there are several at the landing, discharging and taking in freight.

January 4 1853

THE GREAT DUST HEAP CALLED HISTORY
IS BUCKLE, NEOLITH, TOWNS

that will get off in a day or two. They are the *Della*, Capt. Sam. Brckell; *New Orleans*, Capt. Whitten; *Gumaro*, Capt. Linn; *Ohio*, Capt. John Black; and the *Chas. Hammond*, Capt. Hurd.

That fine steamer the *Messenger No. 2*, Capt. Klinefelter, was fortunate enough this time to get under the bridge at Wheeling, and yesterday morning she made her appearance at our wharf, to take her place again in the trade. She is the regular packet this morning for Pittsburg.

This is the regular day for the *Wisconsin*, Capt. Tom. Wright, the boat that made the trip to Madison in less than five hours. Where are the laurels of the *Telegraph* and the *Allegheny*? Shaking in the winds for fear they will have to come down.

Now that the railroad from Madison to Indianapolis is again in running order, the *Express*, Capt. Charley David, will commence again, and this is her regular day, leaving this afternoon at 4 o'clock.

To Louisville, this morning goes the *Ben Franklin*, Capt. Blair Summons. "Nuff said."

MEMORANDA OF THE STEAMER PIKE.—Left Saint Louis December 30th, at 5 o'clock P. M. Boats in port and bound for the Ohio river: Royal Arch. Met Grand Prairie in Ohio Bend; passed Hindoo at Turkey Island; met L. M. Kennett at Saline Island, Prairie City at Liberty, Amarant at Hat Island. 31st—Met Tempest and Tiber at Belle Grade; Lewis Whiteman, Mattie Wayne and Sligo No. 2 at Indiana bar; passed Sacramento at Steward's Island; met Eclipse at Cave in Rock, North America at Caseyville, Yuba at Shawneetown. January 1st—Passed Europa (H. D. J. S.) at Diamond Island; met Lady Pike and Memphis in Cypress Bend; passed Charleston at Cloverport; met John Simpson in Shinnell's Reach. 2d—Met Clifton at Amsterdam, Yorktown No. 2 at Maukport; J. S. Chenoweth at Brandenburg. River out of the banks on the bottom lands, and rising from Cairo to Camellon.

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

SATURDAY MORNING, 1853, JANUARY 8.

HARD TIMES ABOUT THE RIVER.—The steambotmen now have no cause to grumble about room upon the landing, the water has so far receded that an abundance of space is afforded to do all the business that centers in that region. But although they have no reason to grumble on that point, they have ample cause to find fault with the paucity of business. The times with them are indeed hard; freights are scarce and low, all the expenses that accrue upon a trip to New Orleans are greater than usual, and the time to procure a load, both here and in New Orleans, is much longer, so that we do not wonder that they look grim and cross. Only think that at the present rates of freight upon flour it takes the charges on about 3,500 barrels to pay for the single item of fuel during the trip down and back, which is only one-fourth of the expenses.

That is what makes us say what we do say, that it is no wonder that our steambotmen just now wear a sombre expression, and look and act a little morose. They must never despair. We will say to them, keep a stiff upper lip, for "there's a good time coming." There is a large amount of freight in the city, which must go forward sooner or later. The warehouses in New Orleans are full of our produce, which the holders will not ship to the eastern cities on account of the high prices of freight demanded. Those high prices are caused by a lack of sailing vessels, which vacuum must soon be filled. In a few weeks freight will be plentier at better prices—stores will be cheaper, the wood dealers will not be so extortionate, and that will be what we shall call the good time coming.

Just at this time there are but comparatively few boats at the landing destined for N. Orleans. The *R. H. Winslow* is one that we noticed yesterday, and she is taking in freight rapidly. She is always fortunate in getting a load almost immediately, which, we suppose, may be attributed to the popularity of Capt. Norton and Mr. McGill, the careful Clerk—She will, no doubt, get off this evening.

We saw, yesterday, our old friend Hiram Kountz; he has charge of the elegant steamer *Cincinnati*, which is a pretty sure indication that his boat is here. To be brief, we will announce that the *Cincinnati* is at the wharf, and we will also announce that she is the regular packet, and the only boat bound for Pittsburg this morning. To secure state-rooms call upon Charley Cole, the (six feet two and will proportioned.) Clerk.

Among other boats that will positively leave for New Orleans this afternoon, is the *J. M. Niles*. Captain Irvine is anxious to get over the Falls at Louisville, or else he would postpone his departure until Monday. Passengers can have a pleasant trip upon her, as she goes out light, and will therefore skim over the water with great fleetness. The indomitable Leper will be found in the clerk's department.

The *Cincinnati*, Capt. W. F. Hamilton, arrived yesterday morning from New Orleans, and commenced turning out her load. She will leave about Tuesday next.

One of the most regular of the New Orleans boats, is the *Ohio*, Capt. John L. Black, and she is another that we had like to have forgotten to mention, would leave for New Orleans to-day. We know that she has a go ahead Captain, and Mr. Henry Adyotte, an attentive clerk.

This is the regular day for the *Ben Franklin* to start for Louisville; of her officers, and of the fare that passengers will get on board, we need not speak.

The *Express*, Capt. Charley David, will be seen at the wharf this morning, but she will not leave until to-morrow, at 10 o'clock A. M. Any freight that is sent down during the day will be received and shipped in due order.

Last though not least in this catalogue is the *Wisconsin*, commanded by Capt. Tom Wright, the man what licks it into Garber, of the *Madison Courier*. That last cut was a home one, Tom. The *Wisconsin* starts at 12 o'clock this morning.

FOR SALE.—STEAMERS COL. DICKINSON
JENNY LIND, and GRAND PRAIRIE.
For further particulars apply to
JAMES P. JACK, 46 Front street.
Cincinnati, Nov. 8, 1852. nov8-11

Cincinnati, Ohio

The Daily Enquirer.

THURSDAY MORNING, 1853, JANUARY 1

THE LANDING AND RIVER NEWS.—Not much doing upon the landing yesterday worthy of note, if we except a few fights, which were no doubt prompted by the cold weather. Of them, however, we will say nothing—the results to the parties were bad enough. The tenants of "Rat-hole Row" were congratulating themselves that the water in the river had got about at a stand, and the probability is that it will commence receding to-day. The New Orleans boats have had a difficulty in loading, on account of the narrow space to which they were confined, which, taken in connection with the scarcity of freights, causes a longer detention of them than usual. Of course they make the best use of their time, and hurry off as fast as possible.

—One among the number that has been thus detained is the *Gen. Scott*, but Capt. Logan informs us that he has got the pegs all set to get away to New Orleans to-morrow afternoon, and he wishes us to say that passengers can rely upon that time most positively. The *Gen. Scott* has all the requisite comforts on board.

—Capt. Williamson, of the *Mediator*, belongs to that class of steambotmen that expect to perform what they promise, and he has promised his passengers that he will leave for New Orleans positively this afternoon. This will be the third trip made by the *Mediator* since she came out new.

—The regular packets in any trade generally continue to pick up all the passengers bound to the respective ports where they run, and hence the reason that the *Memphis*, Capt. W. C. Mann, can be looked for to arrive when her time comes. The *Memphis* arrived yesterday morning, and we are indebted to Mr. Wm. Worsham, her Clerk, for New Orleans papers of the 27th, which he procured from the *Eclipse*. To-morrow afternoon is the regular day for the *Memphis* to leave again, her destination being Memphis.

—Capt. Hamilton, of the steamer *Cincinnati*, says that he is bound for another trip to New Orleans, but he can not exactly tell when he will get away, freights are so scarce.

—The *Telegraph No. 3* was the regular mail-boat down yesterday morning, the *Ben Franklin* failing to arrive in time, in consequence of the fog. She will soon take her place in the packet line from Louisville to St. Louis, under the command of Capt. Tucker, formerly of the *Lady Franklin*. Dr. J. F. Smith will attend to the clerk's department, assisted by Frank Denniston.

—Barring accidents by flood and fog, the *Wisconsin*, Capt. Tom Wright, will arrive so as to leave earlier than she did on Tuesday. Her hour this morning is 12 o'clock, and she will go at the time without doubt.

—That splendid boat, the *Telegraph No. 3*, Capt. McLellan, will leave this morning at half-past 11 o'clock for Louisville, being the regular packet. She is, indeed, a most magnificent boat, and passengers can depend upon having all the comforts afforded in the best class of hotels.

—For the especial accommodation of the public, we will state that the *Express*, Capt. Charley David, belonging to the Accommodation Line between here and Madison, leaves at 4 o'clock this afternoon. We regret to learn that one of the officers of that boat had the misfortune to lose a gold watch, yesterday morning, which was taken from his stateroom while he was changing his clothes. The thieves are getting very thick about the landing, and every person who has valuables should be on their guard.

—The *Atlas*, Capt. Hoople, arrived yesterday from New Orleans, loaded to the guards with freight, at excellent prices. She will discharge her cargo, and immediately take on another for the port from whence she just sails.

—This is the day appointed for the *Grand River*, Capt. Yore, to move; and she will surely go, leaving at 3 o'clock this afternoon. She is a new boat, gotten up in admirable style, and we can say that she is most admirably officered.

—One of the boats just finished at our ship-yard is the *Liah Tuna*, Capt. Haywood, of which we made mention a few days ago. She will drop down to the landing to-day preparatory to taking in a load for New Orleans.

—We are glad to learn that the *Winfield Scott*, Capt. Carpenter, has been fortunate enough to get relieved from her sad predicament at the head of the Falls, at Louisville, and has arrived here. She will take in freight for Pittsburg and be off to-morrow.

—Among the new Orleans boats that are candidates for freight and passengers to New Orleans is the *Hiram Pole* etc. Send it forward, gentlemen, you who have got it.

Cincinnati, Ohio

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

SUNDAY MORNING, 1853, DECEMBER 5.

The only St. Louis packet that leaves to-day, is the *Silas Wright*, on which will be found the amiable Harlan, who stands in the clerk's department with pen behind his ear, and young Ferrel who has M. C. appended to his name; he is second clerk of the boat. Capt. Cooledge, her commander has the reputation of being one of the kindest hearted men that runs upon the river. The *Silas Wright* will go to-day.

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR.

TUESDAY MORNING, 1853, JANUARY 18.

INCIDENTS ABOUT THE RIVER.—Within the past few days the river has risen about three feet, but that is no benefit to our business men, as before there was an abundance of water for all boating purposes. We counted twenty-five boats at the landing, yesterday, but few of which were for New Orleans, and we presume the reason there are not more of them bound for the South is on account of the low prices for freight. The boats that have arrived from New Orleans within the past week, have had good trips, the prices being liberal. At the present time, whisky to New Orleans commands only 60 cts. per brl, pork 50 cts., flour 35 cts., at which prices boats with a full load, can, with ordinary luck, barely pay their expenses. Among those that are loading for that point, we find:

The *Norma*, Capt. Dunning Foster, which arrived here on Sunday last, brought up a large freight. We are indebted to Mr. Allen, the Clerk, for some valuable favors, which we properly appreciate. The *Norma*, our citizens are aware, belongs to the first class of passenger boats; and, as she is rapidly receiving freight, she will undoubtedly get away, as the Captain designs, about 5 o'clock this afternoon.

Accidents will happen sometimes to the best of boats, and they are compelled to lay up for repairs; but no such accident has yet occurred to the *Messenger*. Capt. John Klinefelter, as we find her here this morning in all her glory, to take her regular place in the Pittsburg line, as usual. As you come past Wheeling, Capt. John, stop and take on those passengers that may come over the Baltimore and Ohio Railroad.

We are indebted to Capt. Fuller, of the *Pike*, for a package of papers, sent by Mart Looker from Louisville, by Cardinal Byington, of the *Telegraph No. 2*. Her memorandum will be found in another place. Speaking of matters and things, reminds us that Capt. Fuller was recently presented with a silver goblet, by some of the merchants of St. Louis, who were his passengers to Louisville, for the admirable manner in which he surmounted all obstacles which opposed him on the trip. Good for brother Bill—how about that venison?

It is a matter of great importance that all travelers read the papers, and more particularly the *Enquirer*, as the *Enquirer* always contains an announcement of such boats as are about departing for any port upon the river. Now, this afternoon our readers may feel assured that the *Sauguehanna*, Capt. Hurd, one of the finest passenger boats that turns a wheel, will leave for New Orleans, and she is going down upon a quick trip, and she will make it without an effort. Mr. Patterson, of the clerk's department, will be at home to the calls of passengers.

One of the Pittsburg hull boats, and a good one, the *Peria*, Capt. B. F. Hutchinson, came down on Saturday from above with a part of a load, for New Orleans. She will take in the balance and depart this afternoon. We can commend passengers to the kind care of the complacent clerk, Mr. Israel, who will attend to all their little wants upon the way down.

We also found the *Golden Gate* at the wharf yesterday, and she too is taking in a load for New Orleans. Captain Baldwin says, that if the weather continues good, he will be enabled to get off this afternoon.

In the new trade—no, it can not be called a new trade, either, as boats have now and then, run for many years—between here and Little Rock, up the Arkansas river, we find that the *Sacramento*, Capt. Weaver, is running. The *S.* is a boat of great capacity, both as a passenger and freight boat, and we can say that those who are so fortunate as to become passengers with Capt. W., will find him a right down clever fellow. The *Sacramento* leaves this afternoon.

It is more than probable, wind and weather permitting, that the *Wisconsin*, Capt. Tom Wright, will get off about 12 o'clock this morning, it being her regular day for Madison.—The *Wis.* is among the good ones.

The regular packet this morning, for Louisville, is the *Ben Franklin*, and we understand that the veteran, Capt. Blair Summons, is again at his post.

Chmrey David's boat *Express*, of the lightning line, will leave for Madison this afternoon at 4 o'clock. She stops at all the points between the two ports.

BARNUM! BARNUM! BARNUM!—JUST RECEIVED, the second number of Barnum's "Illustrated News," containing numerous handsome Engravings, among which are the following: The late Collision on the Mississippi and Loss of the Steamer Western World; Destruction of the Steamship City of Pittsburg, by burning, in Valparaiso Harbor, Chile; The new United States Steamship John L. Stephens; A View of Nauvoo from the Mississippi; The Old Brewery in New York City; also, Present Appearance of the Capital at Washington, and the Washington Monument. Beside the above, numerous well executed Portraits of distinguished persons. This number and also No. 1 to be had at **EDWARDS & GOSHORN,** 1712 (Times bldg.) 131 Main street, below Fourth.

Cincinnati, Ohio
The Daily Enquirer.
 LOCAL DEPARTMENT.
 GEO. S. BENNETT, EDITOR.
 WEDNESDAY MORNING, **1853**, JANUARY 19.

INCIDENTS ABOUT THE RIVER.—We could see out little worthy of note, yesterday, upon the landings; the water was receding slowly, and, in consequence of that, those boats bound for New Orleans were hurrying to get in their loads in order to get over the Falls at Louisville. The *Susquehanna* and *Perida* departed last evening with fair freight lists, taken at low prices. Their expenses are so great that they could not afford to wait any longer; they must either go, or lay up; the latter the owners didn't wish to do, because they are looking for a good time coming. That time will probably come when Charley Clarke, of the *Louisville Courier*, reforms and begins to tell the truth in regard to Cincinnati boats, and forms that co-partnership with Poker Evans and Coll. Martin in the publication of the *Blowhard Gazette*, which is to be the mouth-piece of the Union line of boats between Louisville and Wheeling. How Poker Evans can reconcile such an association for such a purpose, in the grandiloquent language of the Cincinnati member of the firm, exhibits not itself with that brilliant effulgence as to illuminate the visual range of our astonished peepers.

—With such an amount of freight as the *Norma*, Captain Dunning Foster, can receive, and she stands among the first upon the list, when any freight is to be shipped South, she will pull in her lines this afternoon, and commence her trip to New Orleans. It need hardly be said that she ranks high as a passenger boat.

—The *Hamburg*, Capt. Malin, has been fitted up—that is, in all that she needed fitting—and has dropped down to the wharf for the purpose of receiving freight for St. Louis. Her capacity for affording comfort and the attention of her officers in supplying the wants of passengers are well known.—She leaves this evening.

—We noticed the *Charleston*, Capt. Jim Bugher, at the wharf yesterday, she having arrived from Memphis but the day before. She was, we are pleased to learn, gorged to the extent of her dimensions with freight and passengers—a nice compliment to the business qualifications of her stirring Captain. Her regular day to depart is to-morrow, and she will positively go. Get on the *Charleston* and take a trip to Memphis.

—The *Indiana*, Capt. Sol Catterlin, is here for the first time, we believe, under the new administration of affairs upon her decks. She will commence this morning taking in a load for New Orleans.

—Throughout all the disastrous times that attended upon the packets in the Nashville trade, the *Statesman*, Capt. H. G. McComas, pursued the even tenor of her way, and she still remains the persevering visitor of Cumberland rivers.—She has withstood the brunt of misfortune, and now looms up lightly among the fortunate. She is making money. Capt. McComas says he will leave this afternoon and he will surely go. Young Mac may be found in the clerk's department, Geo. Gassaway having been promoted to another and a better sphere.

—It is only necessary for us to state that the *Buckeye State*, Capt. Bellshoover, leaves this morning for Pittsburg, for people bound for that port or Wheeling, to flock on board. We notice that travel is increasing upon the river.

—*Sacramento*—the steamer of that name, we will announce, is bound for the Arkansas river, and Little Rock is one of the ports she will make. Capt. Weaver authorizes us to promise passengers that she will leave this afternoon without fail.

—In the catalogue of packets that will leave this morning, is the *Hoosier State*, the favorite of Garber, who speaks so liberal of the Madison packets, Capt. Jim Wright. She will leave at her usual hour—12 o'clock.

—For a quick trip to Louisville, to-day we would recommend passengers to the state rooms of the *Telegraph*, and the kind regards of Capt. Mose McLellan. She is a model for the *Union Line* to pattern after.

Cincinnati, Ohio
The Daily Enquirer.
 LOCAL DEPARTMENT.
 GEO. S. BENNETT, EDITOR.
 FRIDAY MORNING, **1853**, JANUARY 21

TELEGRAPH NO. 3.—SAD DISASTER.—Yesterday, for the past week, has been the appointed time for the new *Telegraph No. 3*, that has just been completed for

the mail line, to make a trial run—that is, to run down the river about fifteen miles, take on twenty-five or thirty cords of wood, and, on returning, see what kind of time she can make up against the current.

We regret to state before proceeding further, that a short time previous to starting, while Captain Anders was busy in seeing that every thing was in order, the jackstaff on being raised fell, struck Captain Anders upon the shoulder and crushed him to the deck, dislocating and breaking his collar bone, and otherwise injuring him severely.

Dr. Dandridge was immediately sent for who came, set the bone and then had him conveyed to the Broadway Hotel. This was a most serious mishap, and it will no doubt confine Capt. A. to his room for a long time.

Capt. C. G. Pearce then took command, and about half past twelve o'clock she started down. We didn't happen to be of the party, but a gentleman who was, informs us that her machinery performed admirably, and it was the impression of all on board that she cannot help but be a fast boat—faster in fact than any one that ever appeared at our landing. It is expected that she will take her place in the line to Louisville on Sunday morning next, and we will venture to say that when Charley Clarke sees the *Telegraph No. 3*, he will be apt to let himself down a peg or two, when he speaks again of the *Falls City*. Your pet wont do Charley when compared with the *T.*

We are informed that, as we have stated before, Captain Mose McLellan, who is really one of the most popular men in his official capacity that ever rang a bell, will take command of the new boat, and that his glorious old craft, the *Telegraph No. 2*, upon which he has found an imperishable name, will go into another trade, probably in that between Louisville and St. Louis.

Cincinnati, Ohio
The Daily Enquirer.
 LOCAL DEPARTMENT.
 GEO. S. BENNETT, EDITOR.
 SUNDAY MORNING, **1853**, JANUARY 23

NEARLY AN ACCIDENT.—Yesterday, about 12 o'clock, while the hands were engaged in removing the press from our old press-room to the more commodious place prepared for it in our new building, a heavy iron bar, several feet in length, happened to come rather suddenly in contact with the floor in the former place, and slid through, tearing off a few splinters. In its fall it grazed a table in the eating house below, and passing unpleasantly near the shoulder of a gentleman, crashed through the floor and entered the cellar in a hurried manner.

—We were compelled last evening to close our form at an early hour, in consequence of having this morning's paper worked at another office, our own press being taken down for the purpose of removing to our new building. Should anything have occurred late last evening, the above must be our excuse for the non-appearance of a report in our columns.

RIVER AND WHARF TRANSACTIONS.—But little of interest transpired upon the wharf yesterday. The fine steamer *Teasmech*, Capt. Duce J. Pearce, got in her load and departed with a jolly lot of passengers on board, all of whom have laid in their stores for the end of her journey—New Orleans. There is no disputing the fact that the *Teasmech* has about as fine, spacious and comfortable a cabin as any boat that plies between Cincinnati and New Orleans. The only complaint Capt. Pearce had to make, upon his departure, was the low price of freights, but in despite of all that disadvantage, he had a money-making trip. As we remarked yesterday, the prices of freight from this port to New Orleans are low, but then the boats more than make up all discrepancies by the prices they get for freight coming up.

—We are indebted to Mr. Jamison, Clerk of the *J. S. Chenoweth*, for a memorandum of the trip made by the boat up from New Orleans, and to Mr. Howard, M. C., for a package of late Southern papers. The *J. S. Chenoweth*, Jamison told us yesterday morning, with a flint upon his cheek that rivaled the first blush of morn, will take her departure for New Orleans to-morrow evening.

—We hasten to speak of our neglect in not mentioning the arrival of the *Lewis's Wideman*, Capt. Andrews. She came up on Friday with an immense load of freight, and as many passengers as the law allows. She was receiving freight yesterday, and will probably be ready to get away to-morrow evening, her destination being New Orleans.

—Speed, accompanied with perseverance, work well together, and by that combination a great deal is accomplished in a very short space of time. Capt. Cooledge, of the *Silas Wright*, put up his shingle yesterday for New Orleans, and he has already nearly got his load in. He will get the remainder in so-as to leave to-morrow afternoon at 4 o'clock.

—We feel called upon to correct a wrong impression that may have gone abroad in regard to Capt. Collins, of the *Hungarian*, being sent to jail on suspicion of having violated the paper law. He was not committed to jail, on refusing to give bail—he was only taken into custody, from which he was released upon a writ of *habeas corpus*. This reminds us that the *Hungarian* will also leave to-morrow afternoon. John Collier will be found in the clerk's department, attending to the important duties of that station.

—To-morrow, the steamer *Pittsburg*—which, from some reason we do not feel called upon to give, gained under the administration of her former commander, Capt. W. J. Kauntz, the name of the *Black Dragon*—will be the regu-

lar packet for Pittsburg. Passengers bound for any of the intermediate ports, need not fear to take passage upon her, as Capt. Campbell, being a gentleman, will land them at any place. Capt. Campbell is naturally accommodating, and he will lose nothing by it in the long run, as people are apt to remember even the smallest favors.

—This is not the day for the *Hoosier State* to start, but then, we might announce that she is in port, and that she will leave at her regular hour to-morrow morning for Madison. The business of the clerk's department, in the absence of the regular clerk, Bob Brown, who has stepped off to attend a wedding, (his own, it is shrewdly suspected,) will be attended to by Wills Brown, the former clerk. The handsome and strongly marked phiz of Bob will be much missed by the regular patrons of the boat. Capt. Jim Wright, having recovered from his illness, is at his post again.

—We were wrong in even intimating that there was no packet to Madison to-day. There is one, and that one is the *Express*, Capt. Charley Davil. She leaves this morning at 10 o'clock.

—Upon the last trip but one of the *Brilliant*, Capt. Grace, to Pittsburg, we happened to be passenger to Wheeling, and we can say practically, that it excellent fare upon the table, and comfortable state-rooms, are deserving of commendation; the *Brilliant* has them. When a passenger finds that the time hangs heavy upon his hands, he should call upon Mr. McBride, the clerk, who can entertain him with a fund of anecdotes. He has a happy faculty that way. The *Brilliant* is the regular packet this morning.

—The *Telegraph No. 3* will not make her appearance in the mail line until the first of February; and the *Telegraph No. 2* will, therefore, be the regular packet to Louisville this morning. Those taking a trip should hand their dimes to Cardinal Byington.

Cincinnati, Ohio
The Daily Enquirer.
 LOCAL DEPARTMENT.
 GEO. S. BENNETT, EDITOR.
 WEDNESDAY MORNING, **1853**, JANUARY 26

—We have received a communication from Mr. Geo. T. Jones, Agent for Messrs. Rawdon, Wright, Hatch & Co., in answer to the article which appeared in our paper yesterday in regard to "Forged Bank Notes." It will appear to-morrow.

ITEMS ABOUT THE RIVER.—There was quite a lively time about the landing yesterday; men's countenances looked more than usually animated; horses and drays moved along more lively; the wharf-master ran about (actually ran) from one boat to another, as we have seen him before now when he was in a hurry to go upon a fishing excursion, collecting the city's dues. But the liveliest object of all that came within our observation, was an angry steer that had been taken from the *Express*. The man who had him in charge, had placed upon his horns a rope by which he expected to lead him; but the indignant steer rebelled against such treatment, and he pranced and kicked about most furiously, scattering those who had gathered about to see the fun in every direction. They brought his nose to the bull-ring, though, and when we left he had the appearance of having assumed a very pugnacious attitude. Take things all in all, as we saw them, and it was a lively time; but for all that there was not much business going forward. The captains of the *Hungarian* and the *J. S. Chenoweth* told us that they should go, and would be a long way down the river before 12 o'clock last night.

—We received a package of the very latest New Orleans papers, per mail boat from Louisville, sent by Frank Smith, of the fleet *Reindeer*. We always appreciate Frank's favors, but we know but very little about the boat. We believe she is one that pays no tribute to the devil at Louisville.

—Bellshoover and the *Buckeye State*, the two B's, are here, having arrived yesterday morning in good health and spirits. The pair will leave again this morning, the latter being the regular packet for Pittsburg, at 11 o'clock. Weaver can be found in the clerk's office, doing the amiable to passengers, when they present themselves with their dimes.

—John Simpson, the steamer which made a few trips in the mail line, a year and a half ago, has been purchased by J. P. McComas for the Cincinnati and Nashville trade, to run with the *Statesman*. She leaves on her first trip this afternoon. She is really a fine boat, and she is also pretty speedy.

—The magnificent and huge *Ambassador* arrived, on Monday, from New Orleans, having made a splendid trip. Capt. R. M. Hunter has raised his shingle again for New Orleans, which is an indication that he will soon be filled up. Step on board and obtain state-rooms, as Capt. Hunter intends to leave again this evening.

—That pretty craft, known as the *Mattie Wayne*, Capt. Symmes, is preparing for a trip to New Orleans, and she will no doubt get away this evening.

—To-morrow is the regular day for the *Memphis* to leave for Memphis, and as she is a regular trader, she will depart punctually at her hour.

—It is a fact worthy of being recorded, that whenever Capt. Stein, of the *Empire State*, promises to leave port, he is sure to start. Now he has promised his numerous passengers that he will leave this evening.

—The regular packet for Madison this morning is the *Hoosier State*, Capt. Jim Wright. She performs her trip with the regularity of the sun.

Jan 26 1853
 853-85
 CINCINNATI, OHIO

—Although the *Ben Franklin* comes last in this catagory, we would not have believed that old Capt. Blair and his right bower, Bob Dunning, are not as strong in our memory as the others we have mentioned. The *Ben* is the regular packet this morning to Louisville, under the guidance of these same officers.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT.
AUG 31 GEO. S. BENNETT, EDITOR. 1853

ITEMS ABOUT THE RIVER.—As we have expected, the water in the river has declined so much that the Pittsburg packets have been compelled to haul off. The *Keystone State*, which left on Thursday, was the last that ventured out, and Capt. Stone was doubtful then about getting up. The *Allegheny* is here, but the *Cincinnati* and *Brilliant* did not come down; boats of a lighter class have filled their places. The last that left our landing for above was the *H. T. Yeatman*, Capt. Marshall. The *Wm. Noble*, Capt. Newcomb, got away last evening for New Orleans, with a large amount of freight at low prices. Boats now have to keep moving to make both ends meet. We are informed that there is a large amount of freight here awaiting shipment to Pittsburg, so that we may soon look to see a fleet of light boats at our wharf.

—There was a report in the city yesterday that the *R. H. Winslow* had been sunk, but we believe it was nothing more than rumor, as we could not trace it to any reliable source. The rumor probably grew out of the sinking of the *Swallow*. We should much regret that such ill luck had befallen Capt. McGill.

—We have for the past few days seen the radiant pliz of Capt. W. F. Fuller, of the steamer *Pika*, which is one of the regular packets running between Louisville and St. Louis, in connection with the mail line to Louisville. Passengers taking the mail boat this morning will reach Portland in time to get on the *Pika* to-morrow morning. We can promise them a pleasant and comfortable trip, with such a boat and such a jolly commander.

—We learn that on the night of the 23d inst., the steamer *Sullivan*, on her way to Louisville from New Orleans, met with a severe accident in a gale of wind, near Mills' Point, Ky. Both chimneys were carried overboard. The larboard escape-pipe and all the stovepipes above deck were taken off at the time. The hurricane deck, the cabin and boiler deck guards were considerably injured by the falling of the chimneys. The rudder was also broken, and but for the untiring exertions of the officers and crew, the boat would have proved a total loss.

—The *Eliza*, Capt. Ned Stevens, the boat that gave the *Telegraph* such a terrible chase the last time she was here, arrived yesterday morning from New Orleans, and as soon as she can discharge her freight she will load again for the same port, and will likely get away on Tuesday next. The *Eliza*, let it be remembered, is a good and a new boat.

—We are indebted to the Clerk of the *Delta* for a package of river favors fresh from the city of sugar, molasses, and quadrons—nor shall we forget such little attentions. The *Delta*, (Capt. Sam Brickell), is again taking in a load for New Orleans, and will leave this afternoon. Passengers must bear in mind that the *D.* always has a Doctor of the most reputable character during the trips down and back.

—Capt. Yore's new boat, the *Grand Tower*, is nearly completed, and in taking a look at her yesterday, we thought her a complete model of the old *Telegraph*, with about the same power. She is a right kind of model for fleetness, and we think she will glide over the water at a rapid rate. Her dimensions are 135 feet on deck, 95 feet beam, 7 1/2 feet hold, 4 boilers 34 feet long and 48 inches in diameter, 2 engines, 24 1/2 inches in diameter, and 8 feet stroke. Her cabin is finished in a good, plain manner, and is supplied with substantial and handsome furniture. Capt. Yore intends her for the Missouri river trade, and she will leave this port upon the first rise of water for New Orleans, and we shall be mistaken if she does not do up some pretty fast running.

—The *Express*, Capt. Charley David, is the regular packet this morning to Madison. On other days she is the evening packet. The *Express* well deserves to be called the accommodation line.

—This morning the *Ben Franklin*, Capt. Blair Summons, will leave at her usual hour for Louisville. A large number of our citizens will take a run down and back again just for the pleasure of the trip.

—According to what the Reporter for the Louisville Courier says, the famous steamer *Falls City* will leave that port for Wheeling to-morrow.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.

SATURDAY MORNING, FEBRUARY 5

REMOVAL.—Our friends and customers will please bear in mind that we have removed our office from the corner of Main and Third streets to the new and commodious building, erected expressly for our busi-

ness, on the East side of Main street, between Lower Market and Third. Those wishing to transact business with the office will find the counting-room on the first floor. Until our signs are erected, which are in course of construction, the office may be distinguished from others in the same block by having a front of round stone columns.

OUR RIVER AND THE PROSPECTS.—The rain that fell on Thursday night, which we believe was general all along the line of the river, has worked wonders. It caused the water to rise in the channel here, up to yesterday noon, about four feet, and boats that were quietly lying at the landing bound by Pittsburg, got up steam immediately and departed. Among them were the *Allegheny*, Capt. Charley Batchelor, the *Joe Milligan*, Capt. Jas. Gormley, the *York State*, and *Emma Dean*, Capt. Claxon. The prospect is now, so far as we can gain intelligence, that we shall have a sufficient rise to let out the *Grand Tower* and *Liah Tuna*, large boats just built here, so large that they can not get through the canal at Louisville. The *Mediator*, we noticed, was re-shipping some of her freight she brought up from New Orleans upon the *Washington City*, which is one of the finest boats that run above. It was indeed pleasant to pass along the landing yesterday, for we were greeted on all sides with smiles, from faces that have not been illumined with that contraction of the muscles for several days. There are so many things to annoy our steamboat men, that it is really a pleasure to see them laugh once in a while. They look frowningly when they are compelled to lay up for a lack of water, when there is mud upon the landing to hinder them from receiving freight, when the prices of freights are so low that they can not make a profitable exhibit on the balance sheet, and when, also, any other grievances occur to disturb the enamel of their tempers. We should like to see business so brisk with them that they would smile all the while, for men look better when they smile.

—Several New Orleans boats are in port taken in freight, and we can state that first and foremost among those to leave, is the *Gulnare*, Capt. Linn. It was the intention of the Captain to have got away yesterday, but the immense quantity of rain that fell on Thursday night so broke into his arrangements that he was compelled to lie over until to-day. Passengers and shippers may rest assured that she will positively depart this afternoon. George Linn will officiate in the clerks office with all that suavity of manner which has made him so popular with every body.

—To-day we feel called upon to introduce Capt. J. L. Black, of the steamer *Ohio*, into the front rank of public notice, as he offers himself a candidate for the favor of all shippers who have freight for New Orleans. Capt. Black appoints a day to go, and when that day comes around, he is off like shot out of a gun—that day is to-morrow, and he would advise passengers going down with him to be on board by 11 o'clock.

The *Chas. Hammond*, Capt. Hard, on coming up, was detained in the canal much longer than she should have been; when she arrived at Loughy creek, she got aground—but she got off again, and is now here. James M. Sherlock, her distinguished clerk, he of rabbit memory, informs us that she will be ready to go again on Monday next. Her destination is New Orleans.

—Yesterday the *Moro Castle*, Capt. Scott, arrived in a crippled state—that is, we mean crippled in the loss of one of her officers—the clerk, Mr. Patterson, having stopped off below to take a wife. In all other respects she is, as usual, all right, having come up with a full load. She will leave again for New Orleans as soon as her load is taken in.

—It is the intention of Capt. Williamson, of the *Mediator*, to leave to-day, if possible, for New Orleans, but he may not get away before Monday next.

—The *Europa*, Capt. John Scott, we noticed yesterday, was filling up her capacious hold with a load for New Orleans, but she will not get away until Monday next.

—It is known that the fine steamer *Cincinnati*, Capt. Hiram Kountz, is due here to-day, and we believe she will be found at her post, at the foot of Broadway, ready to start at her regular hour for Pittsburg. Old Hiram is one of the indomitable, and if he can come he will.

—If the *Washington City*, Capt. Geo. W. Ebbert, can be found at the landing this morning, passengers may take it as a sure indication that she will positively leave this afternoon for Pittsburg.

—The regular packet to Louisville this morning is the *Ben Franklin*. At 11 o'clock this morning, the *Wisconsin*, Capt. Tom Wright, will pull in her line and depart on her regular trip to Madison.

Cincinnati, Ohio

The Daily Enquirer.

SUNDAY MORNING, FEBRUARY 6

ITEMS ABOUT THE RIVER AND LANDING.—Well, Saturday was one of the days to make a man—No; not exactly swear, but growl a little. In the morning it rained, and made the landing so muddy that it was difficult for the steamers bound up or down to take in their freight; and it was also extremely unpleasant for locals that had thin boots to move about in the neighborhood of the boats, as they were in danger of getting their feet wet. In such a state of affairs, the mud-clebs repudiated all work, and planted themselves by the side of the stoves in the social hall, where they easily sat, independent of the storm of rain and had

and snow that was going on without. Deprived of the aid of the receivers, the boats could not be loaded, and we reckon we are not far out of the way when we say that shippers would not have offered freight, even if those receivers had been ready to take it. The boats could not get away, and they are compelled to lie over until to-morrow, as there is little or no Sunday work done upon the wharf.

—Chance threw us in the way of Capt. Yore, who has just completed an elegant, most commodious and business-like boat, named the *Grand Tower*, but it was not chance that Capt. Yore chanced to come here to get his boat built; he only came here because he knew he could get the job better done than any where else. We chance to know, however, that the *Grand Tower* leaves to-morrow for New Orleans, and she will go over the falls just like a duck. She will stop at Louisville to spend a few dollars, and if there should be any passengers in that benighted hole, she will not refuse to take them on board. All good judges of steamboat building in this region pronounce the *G. T.* a boat of the first class.

—The *Brilliant*, Capt. R. J. Grace, should be here to-day to take her place in the regular packet line to Pittsburg, but we hardly think she will make her appearance. If she is here passengers can find her at the foot of Broadway—her old stamping ground. We should like to see the jolly faces of Grace and McBride again.

—Though the weather was rather inclement yesterday, the *Moro Castle* went ahead and took in her freight, just the same as if Patterson, her clerk, had not got married. She will have accomplished her work so as to get away to-morrow for New Orleans.

Capt. Black, of the *Ohio*, does not belong to that class who believe there is such a word as fail, and yet, on account of the weather, he failed to get away yesterday, as he had appointed. It is a sure thing, though, that he leaves to-morrow afternoon for New Orleans, and from what we can learn, his passengers will have a delightful time. In the person of the pilot, Mayor Downing, the boat has a whole orchestra; for the Mayor plays the fiddle, banjo, and several other instruments, which is an indication that the captain's friends can have a chance to "trip it on the light fantastic toe." Several families have already engaged their state rooms.

—The *Hamburg*, Capt. Mallin, came down yesterday from Pittsburg, with about half a load. The merchants at that smoky, dingy place would not give him any freight. Why? Because his was a Cincinnati boat. The *H.* leaves this afternoon for Louisville.

—Sunday—this day—is the regular packet day for the steamer *Express*, Capt. Charley David, to leave for Madison, and as she is the main stay of the accommodation line, she will be full of business. Jimmy Johnson has got over that little affair, and will be found officiating in the clerk's office as usual. Homer, the lineal descendant of the greatest of the poets, presides over the department where spirits most do congregate.

—Discontent sat upon the face of Capt. Linn as he sat in the cabin of the *Gulnare* yesterday morning, and he remarked, as he drew his India rubber coat around him and cast his eyes out of the cabin window, the *Gulnare* leaves for New Orleans to-morrow, rain or shine, mud or no mud, hail or snow.

—It is only necessary for us to state that to-morrow is the regular day for the *Hoosier State*, Capt. Jim Wright, to leave for Madison, for those going in that direction to flock on board.

—The *Mediator*, Capt. John A. Williamson, will get her load on so as to depart on Tuesday next without fail. The *M.* has a splendid cabin and every comfort on board that the traveler desires.

—About 10 o'clock yesterday morning the *R. H. Winslow* arrived at our wharf with at least 550 tons of freight on board, and full of passengers as usual. She was detained two days in the canal at Louisville, or she would have been here that much sooner. The passengers speak in the highest terms of the attentions they received from Capt. McGill, and the clerk, Wm. Mitchell. We are indebted to the latter for the memorandum below. The *Winslow* leaves for New Orleans again on Tuesday.

Left Jan. 22d. In port for Cincinnati, Gen. Scott, G. W. Kendall and Falcon. Stopped on coast and took on board 250 hls molasses and 250 hls sugar. Met Paul Anderson at White Hall Point. Passed Keystone below Baton Rouge. Passed Hiram Powers under way above Donaldsonville. Met Persia at Baton Rouge; Buckeye at Waterloo; Sasquehanna at Tunica Island; Swallow at Fort Adams; Arche at Island 94; Indiana at Islands 80 and 81; Tecumseh at Horse Shoe cut off. Passed Midas at foot of Island 62. Met Elephant at Island 63 and 68; Chenoweth in Buford's Bend; Silas Wright at Island 18; Empire State in Henderson Bend; Delta at Stephensport; Wm. Noble at Flint Island; Yorktown at Schooner Point. Passed Cincinnati under way at Salt river. Met Eliza, United States and Stateman at Louisville. Detained 93 hours at canal.

OLD ENTERPRISE.—Whenever the *R. H. Winslow* comes to our wharf we are reminded of Old Enterprise, who is no more nor less a personage than Capt. David White, of Madison. It was through his influence that the *Winslow* was built, and at his suggestion Geo. W. Norton, one of the most popular men upon the Ohio, took command of her; and during his administration she acquired a reputation which has placed her in the front rank among all the steamers that run between this port and New Orleans. Capt. Norton has had a call, and that call was to take charge of the *Alvin Adams*, a new boat nearly completed, which will ply above the Falls, but his place is supplied by Capt. A. McGill, the former clerk of the boat, upon whose shoulders the mantle of Capt. Norton's good name in the New Orleans trade has fallen; and it could not rest upon a better man. We feel confident that Capt. McGill will meet with all the success that has previously attended the pet of Old Enterprise.

THE ECLIPSE.—There is a boat running between Louisville and New Orleans, called the *Eclipse*, upon which we can conscientiously bestow a compliment, as we profess to be a little more liberal than the reporter of the Louis-

ville Courier. This same boat is commanded by Capt. Sturgeon, who has a fair reputation among us, and we are authorized to say that she will leave Louisville on Tuesday morning next for New Orleans.

We have a word to whisper in the ear of Capt. Sturgeon, and that is for him to have a care, on this special trip, for the welfare of his passengers, as there is one Donald Campbell among them, who is highly prized in this region. Should accident befall him, in the way of an explosion, or—well, we won't say more about it, except that we shall hold Captain Sturgeon responsible for that individual's safe return.

TELEGRAPH NO. 3.—As this magnificent boat starts this morning for Louisville, on her first trip, it is expected that she will have a large crowd on board. She moves at 10 o'clock, and proposes going through by day-light, and she will not, therefore, stop on the way. We shall not say much just now in praise of her beauties, because, as she will appear to-day, in propria persona, among those who have heard so much about her, they will have an opportunity of forming their own conclusions. All we can, or need say, is that she is a paragon of a boat, and that we will maintain. She will be in command of Capt. Mose McLellan.

THE FIRST OF THE WHEELING LINE.—Capt. Samuel Mason, of the steamer *Falls City*, of the Union Line will leave this morning at 10 o'clock for the "Wire Bridge." This bridge still stands, and the Wheeling line will still run notwithstanding it is not fully settled, that Wheeling is the head of navigation; but if we can judge from men who comprise this line, both here and elsewhere, it will be hard to beat.

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TUESDAY MORNING, 1853, FEBRUARY 3

ITEMS AT THE RIVER.—The river has risen eighteen feet since Saturday night, and is still rising rapidly. There is now an abundance of water for all navigable purposes, and should we have a thaw now, there would no doubt be another flood. The weather is clear and cool and but little probability of a sudden change. The wharf from Broad way to Main is covered with merchandise of every character, which is being forwarded to its respective owners or shippers for other ports. Over forty boats crowded the landing yesterday.

The *Gen. Scott* arrived Sunday night from New Orleans, having on board 183 cabin and 108 deck passengers, and 225 tons freight. To her officers we are indebted for late river papers, and to Frank Hayman, the accommodating clerk for her memorandum.

MEMORANDA OF STEAMER GEN. SCOTT.—Left New Orleans January 24th, 1853, at 8 o'clock P. M. Boats in port for Cincinnati—Paul Anderson, Bride, Falcon and Equinox. 25th—Met steamer *Buckeye* on the coast; *Persia* at La Fayette; *Swallow* at Plaquemine; 26th—Met *Norma*, with 2 barges in tow, at Jerico Bend. 28th—Met *Indiana*, with barge in tow, in Milliken's Bend; St. Clair at Island 35. 29th—Passed Key-stone Island 74; *Hiram Powers* in chute, Island 70; *Madras*, lying up opposite Island 69, with one shaft broken. 30th—Met J. S. Chapman at President's Island; *Silas Wright* at Beef Island. 31st—*Mattie Wayne* in Plum Point Bend; *Lewis Whitman* aground at Island 18. Feb. 1st—Met J. P. Tweed at Lucas Bend; *Ambassador* and *Australia* at Head Grand Chitim. Feb. 3—Met *Tecumseh* and *Wm. Noble* in Henderson Bend. Feb. 3—Met *Yorktown No. 2* at French Island. Feb. 4—Met *Eliza* at Brandenburg, United States and *Yuba* at Salt river. On the 31st ultimo a man by the name of *Barnard Clifford* fell against the crank of shaft and died in a few hours. Any relative of the deceased will please come and get his money and clothing. Time out 12 days—lost 16 hours, taking 500 lbs sugar on coast, 12 hours at Grand Gulf, 22 hours at Grand Gulf and the canal. The *Scott* leaves for New Orleans on Wednesday.

We are also indebted to our friend Foster of the *Pike* for late St. Louis papers. He sends us the following Memorandum which we publish:

Pike left St. Louis Feb. 3, 5 P. M. Pulled *Josiah Lawrence* off bar at Duncan's Island; met *Lucy Fremont* at Turkey Island. 4th—St. Louis at Abbe's Towhead; *Gen. Pike* at Sisters, passed *Keystone* in Mississippi Bend; met *Grand Turk* at Long's Landing. 5th—E. J. Ward at Henderson Island; United States at Henderson Towhead; *Fashion* above Evansville; *Yuba* at Three-mile Island; passed *Falcon* at Scuffle-town; met *Pawn* and *James Robb* at Enterprise; passed *Harold* at Yellow-bank Island; *Hiram Powers* at Lumpy creek; met *Charleston* at Grand View Reach.

For New Orleans to-day is the fine steamer *R. H. Winslow*, Capt. McGill. She has every accommodation for the comfort of passengers that can be desired by the most fastidious. In her cabin is a fine library of choice books, and a fine piano, for the accommodation of those musically inclined. The clerk, J. C. McGill, is a most excellent companion, and will always be pleased to add to the comfort of passengers on board. May she have a full trip.

The *Grand Tower* leaves for New Orleans Wednesday. She is a new boat and is furnished with all the modern improvements.

We are indebted to the *Sam Cloon* for late New Orleans papers. She arrived here on Sunday evening with three hundred and fifty tons of freight, 100 deck and 65 cabin passengers. She has been out 10 1/2 days, including 24 hours lost in the fog, and 8 hours in the canal. Her freight was chiefly sugar and molasses, though she also carried quite a quantity of oranges, lemons and dry hides. Capt. Cloon says he will leave for the "Sunny South" this afternoon, positively.

The *Telegraph No. 3* left the wharf Sunday morning on a trial trip to Louisville, amid the shouts of the multitude who lined the decks of the steamers to witness her departure. She is certainly a beautiful boat, and cuts the water most gracefully. As she passed the landing, under full headway, no perceptible change of the water was visible, so easily was she propelled through her native element. She will take her place in the trade, and will be the regular packet for Louis-

ville to-day. Under the command of Capt. McLellan, she will be a most popular boat.

The fine steamer *Falls City*, arrived here yesterday morning. She is one of the Louisville and Wheeling line of boats, and made but a short stay with us. She was due Sunday, but in consequence of a slight derangement in the machinery, was detained beyond her time. She is 208 feet on deck, breadth of beam 36 feet, and depth of hold 6 feet 10 inches; wheels—diameter 37 feet 6 inches, length of buckets 12 feet; 2 engines, 9 feet stroke, and cylinders 50 inches in diameter; 5 boilers, 28 feet long and 48 inches in diameter, with 5 flues each. She is commanded by Captain Mason, and will do a fine business.

The *Wisconsin* is the regular packet to Madison this morning.

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WEDNESDAY MORNING, 1853, FEBRUARY 9

INCIDENTS ABOUT THE RIVER.—The water in the Ohio at our landing, yesterday, raised at the rate of two inches per hour throughout the entire day, which, of course, has considerably contracted the landing and restricted the boats to rather a limited space to carry forward their business operations. The probability is, too, that the water will continue to rise several feet higher. Freights to New Orleans are scarce and low, so that boats are compelled to remain here a long time in order to pick up a trip. The captains appoint a time to depart, and they really intend to go all the time, but they can not, because they have not got their loads in. At this time there is quite a fleet of boats at the landing bound for New Orleans, and as they have an opportunity of saving a few dollars, by going over the Falls at Louisville, they are anxious to get away as quickly as possible.

—One of them that goes and comes as rapidly as the best that runs is the *Sam Cloon*. Her officers, Capt. Sam Cloon, Jr., and the clerk, Dick Mulford, ever since they have been in possession of this fine craft, push matters ahead upon the principle of "the that by the plow would thrive," &c. They come in a hurry, and usually loaded with passengers and freight, which they hurry out, hurry another load on board and hurry off again, so rapidly too, that we hardly have time to announce their arrival before—presto! they are gone. The *Sam Cloon* will certainly leave this afternoon for New Orleans, and we would advise passengers to be on board by two o'clock.

—The low water above scarcely afforded the Pittsburg packets breathing time; they missed one trip, and one trip only. We saw the *Buckeye State*, Capt. Belthoover, at her usual moorings yesterday, so that we know she will take her place in the again this morning. We have no hesitation in commending passengers to so excellent an officer as "Old Blucher." The *B. S.* goes at 11 o'clock.

—If fate ordains that a man shall have honors buckled upon his back whether he will or no, it behooves him to wear them with becoming modesty. We have before stated that Captain McGill has succeeded G. W. Norton in the command of the *R. H. Winslow*, and allowing that we should judge from matters that have transpired since, no man could have been appointed to the responsible post, that would fill it better, and he bears his honors well. A brother of the Captain's, Mr. J. C. McGill, has been promoted to the keeping of the Ledger and cash-book in the clerk's department of the boat. The post of M. C. in the *Winslow*, will be filled as heretofore by Mr. Wm. Mitchell. Captain, Clerk and M. C. constitute a model trio of officers, and will make their mark whenever there is business to do.

—The *Grand Tower* is out and out a right down good substantial business boat, and Capt. Yore is a man who commands the confidence of our business men. The *G. T.* will leave this afternoon, as passengers will find if they will call upon Mr. Skiles, the clerk.

—It is the design of Capt. Williamson, of the *Mediator*, to start for New Orleans, if he is fortunate enough to procure a sufficient load. It is possible that he may not get away until to-morrow afternoon.

—The *Cincinnati*, upon which the agreeable Joseph Avery officiates as clerk, is preparing to take in freight for New Orleans, and will probably take her departure for that city of the Gulf to-morrow, or next day at farthest.

—One of the regulars in the southern trade is the *Gen. Scott*, Capt. Floyd T. Logan—no relation to old Peter—and as she will receive freight to-day, she will be pretty sure to leave to-morrow afternoon. Frank Hayman—the rosy-cheeked Frank (as the ladies call him)—still remains at his post, signing bills of lading and taking in the dimes for estate-rooms.

—The *Wisconsin* did not arrive yesterday until late, in consequence of the fog. The *Hoosier State* is the regular packet to Madison to-day, leaving at her usual hour.

—From some causes, which just now it is quite unnecessary to explain, the *Ohio*, Capt. John L. Black, did not get off yesterday, as was appointed; but it is now reduced to a certainty that she will depart, positively, this afternoon. The *Ohio* possesses all the requisites to afford passengers every desirable comfort, and hence the reason that Capt. Black has acquired so excellent a reputation.

—Last, though not least in this strange, eventful history, is the *Ben Franklin*, Capt. Blair Summons, which starts at the usual hour for Louisville.

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LOCAL DEPARTMENT.
GEO. S. BENNETT, EDITOR.
FRIDAY MORNING, 1853, FEBRUARY 11

NEWS ITEMS ABOUT THE RIVER AND LANDING.—The water in the river at our landing, last evening at six o'clock, was at a stand, and as the weather is too cold to melt the snow it is probably falling at this time. The *Hanbury*, Capt. Malin, and the *Winfield Scott*, Capt. Carpenter, left yesterday for Pittsburg. We counted 84 boats at the river yesterday, a large majority of which had made a landing, and there were some that were striving to get in, but there was no room.

It is no matter of surprise with us, who see the landing so often in its present condition, that the steamboat-men swear and the merchants grumble—the former because they cannot find a place to land, and the latter for the reason that they have not room to ship their produce. It is certain that the business men of Cincinnati can see, with half an eye, how much need there is of extending the landing, and they ought to use every exertion to have it accomplished. The present condition of the wharf, contracted as it is, is sufficient evidence that we shall never have room enough until the block of buildings known as Cassidy's Row, South of Front-street and East of Broadway, and the block South of Water-street and West of Main, are removed, and the ground upon which they stand is purchased to increase the landing, now so limited in space. We are glad to see that a strong move is being made in the matter by some of our most influential citizens, and that movement may have the desired effect.

—If laborers upon the wharf refuse to work, what can steamboat captains do? How can they load their boats? Capt. John A. Williamson, of the *Mediator*, found himself in that fix last evening, and he could not possibly get away. Money would not hire these laborers to work after dark, and the consequence is the *Mediator* is here still, much against the will of her go-ahead commander. As soon as the cargo arrive this morning she will pull up stakes and start, without waiting for another pound of freight. We have no hesitation in commending the *Mediator* to those bound for the sunny South, for we know she is one of the completest boats, in every point, that leaves our wharf. Capt. W. is an experienced officer, and, although he looks young, it is known that he has an old head upon young shoulders. When the cargo arrive, recollect, his boat is off.

—Time and tide wait for no man, but that sometimes can not be applied to steamers now running in the New Orleans trade; they have to wait, not for time or tide, but for freight. The *Cincinnati*, Capt. W. P. Hamilton, is one of the latest boats up, and her turn had not arrived yesterday to load. She will commence to-day, and to-morrow afternoon will start for New Orleans.

—The *Midas*, Capt. Hoople, in gaining a landing yesterday, had the misfortune to knock her jacket off overboard and some of her nosing. As she has some repairs to be made, she will not get off until Monday next. The *Midis* carries one of Francis's Life-Boats for the safety of passengers.

—We presume it has not been forgotten that this afternoon is appointed for that fine steamer, *Gen. Scott*, to depart for New Orleans. Capt. Logan told us last evening that his preparations were nearly complete for a start. Young Hayman, the Clerk, was scratching about in order to get things fixed in the clerk's department.

—The *Allegheny*, Capt. Charles Batchelor, is the regular packet for Pittsburg this morning. She is a model boat in all her capabilities.

—To-day the *Ben Franklin* will start upon her regular trip to Louisville, stopping whenever a passenger calls, or wherever evidence is seen upon the banks an indication of freight to ship.

—The regular Madison mail-packet, this morning, is the *Hoosier State*, Capt. Jim Wright, and she goes punctually at 12 o'clock.

—The *Susquehanna* arrived from New Orleans last evening about five o'clock, and we are indebted to Mr. Thos. Patterson, the obliging Clerk, for a bundle of papers.

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SUNDAY MORNING, 1853, FEBRUARY 13

STEAMER SUNK.—The steamer *Memphis*, Capt. W. C. Mann, left our wharf on Friday evening on a trip to Memphis, in which trade she regularly runs; she had a pretty large amount of freight on board and a goodly number of passengers. Yesterday forenoon a telegraph dispatch was received by Messrs. Dean and Wayne, who are owners, in part, of the boat, stating that she sank during the night, about five miles above Madison, going down to the cabin floor. Considerable freight, upon the deck and guards, was swept away by the water, but fortunately no lives were lost. From what we can learn, the boat was sunk by being run into the bank of the river, but how that could be done, with a careful pilot when there was no fog, is not for us to inquire. Upon the news arriving here, Messrs. Dean and Wayne dispatched the barge *Memphis* down, in tow of the *Golden Gate*, to relieve her of such freight as was comestable. It is probable that as soon as the water falls she will be raised.

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THE GREAT DUST HEAR CALLS FOR THE
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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR

TUESDAY MORNING, FEBRUARY 22

ABOUT THE RIVER.—Matters were rather quiet at the wharf yesterday; all the life that was to be seen in fact, was the passengers making their way to the boats, together with here and there a dray hauling goods to their destination.

—There was considerable of a hurrah yesterday for awhile on the wharf, caused by the arrival of the new steamer *Thomas Swann*, one of the Union Line of boats, commanded by Capt. JOHN McLENN. She is a fine boat, but we do not think she compares in the beauty of her finish to the *David White* or the *Falls City*. She has four boilers, 46 inches in diameter and 30 feet long; 2 engines, 30 inches in diameter, 9 feet stroke; 36-foot wheels, with buckets 10 feet in length and 26 inches wide, which is machinery powerful enough to propel her along at a rapid rate of speed. In a trip she made just before starting down, she made twelve miles an hour against the current, which may be considered pretty fair running. We can put the *Thomas Swann* down as an elegant passenger boat, but by her performances will she have to win a reputation for speed.

—We have good reason to speak in complimentary terms of the *G. W. Kendall*, commanded by WASH. THOMAS, Esq., because we can speak by the book. No man on the river is more careful of his boat, nor is there one who pays more attention to the comfort of his passengers. We are requested to announce that the *G. W. Kendall* will leave this afternoon for New Orleans, and she will go down flying.

—The *Messenger*, one of the fleetest of the Pittsburg packets, came down on an early hour yesterday morning. One of our citizens, a passenger on board, informed us that when the *M.* arrived at Wheeling Capt. KLINELETER was informed that the *Thos. Swann* had been gone just twenty-one minutes. After doing her business, the *M.* passed along down, and overtook the *T. S.* within sixty miles of Wheeling, reaching Cincinnati some time in advance. The *Messenger* is indeed one of the fastest ones, and we will just add that she is the regular packet to Pittsburg this morning.

—Indians about. Speaking of Indians reminds us that the famous steamer *Tecumseh*, Capt. DUTEE J. PEARCE, is already prepared to depart for New Orleans to-day; her load is nearly taken in, and all she lacks is a few passengers to fill such staterooms as are not yet taken. We can commend the *Tecumseh* as a new, safe and comfortable boat.

—The *Silas Wright*, Capt. COOLEGE, has returned from New Orleans, making one of the quickest trips of the season, and her captain informs us that he purposes leaving to-morrow evening.

—Just about as nice a boat as comes to our wharf, and one that comes about as regular, is the *Lewis Whiteman*, Capt. ANDREWS. Capt. A. has made his arrangements to get off again to-morrow afternoon for New Orleans.

—Who has not heard of the *Mayflower*, the high-headed Mayflower, the boat that runs in all seasons of the year, the twin-brother of old Capt. ALEX. DEVINNEY, that makes money as the bees make honey—most abundantly? Well, the *Mayflower* is at our wharf, but she will leave again for Pittsburg this afternoon. Passengers who have given her a trial never seek for a more comfortable boat.

The *Hamburg*, Capt. MALIN, after being out of her trade for awhile, has returned to her first love again, and she will now be found the passenger packet from this port to St. Louis, this afternoon. Take the captain, clerk and engineers, and no better officers can be found.

—We are glad to see that the *Winfield Scott* looks and performs so well since she left that resting place upon the flats at Louisville. She will commence loading to-day for Pittsburg.

—Ho, for the Wabash river. There is still an abundance of water in the Wabash for some of our best boats, and ROBERTSON, of the *Bride*, has determined to try a trip up that drink. She will get her load in so as to leave this afternoon.

—Since the sinking of the *Memphis*, the owners have had to cast about them for a boat to fill her place. They have succeeded in procuring the *Mattie Wayne*, which will be taken charge of by Capt. HENRY SYMES, the clerk's department being filled by BILLY WORSHAM, the late clerk of the *Memphis*. Both are capital men in their separate capacities.

—The *Telegraph No. 3*, Capt. MOSS McCLELLAN, is the regular packet to Louisville and all intermediate ports this morning at half past eleven o'clock; and the *Wisconsin*, Capt. TOM WAGNER, is the packet for Madison at 12 o'clock. The *Express* will leave at four o'clock this afternoon for Madison.

—One of the favorites in the Nashville trade, the *John Simpson*, is here taking in a load, in order to depart upon her trip to-morrow, which is her regular day. The *Simpson* is in charge of the popular J. P. McCOMAS.

—We regret to learn that the *Sam Cloon* sunk a few days ago, in the Mississippi river. She was insured to the amount of about \$16,000. No particulars have been received.

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LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR

FRIDAY MORNING, FEBRUARY 25

NEWS ABOUT THE RIVER.—There was quite a stir about the landing yesterday, but it was caused more in moving freight that had been dropped there for shipment, in order to keep it from floating off; for be it known that the river is rising fast, and the prospect is that we shall have a swell of several feet. The old steamboat-men in the Southern trade grow a great deal at the dull times, declaring that they never knew the time when freights were scarcer. It is only those that make quick trips that realize any profits.

—We announced yesterday that the *J. P. Tread*, Captain DAVID MULLARD, would get off for New Orleans last evening, but the boat was detained on account of a dispatch that Capt. M. received from Portsmouth, which requested that he would hold over until to-day, as there were some twenty-five or thirty passengers coming down on the *Cincinnati* who wished to go down with him. With the accommodating and liberal spirit that has always characterized the man, he at once concluded to remain over, but he will positively start this afternoon. Mr. CAMP will be found at his post in the capacity of clerk.

—The beautiful *Allegheny*, Capt. GEO. McLEAN, came down yesterday morning in her usual speedy time. She will bring the regular packet to Pittsburg, leave this morning at eleven o'clock, or not far from that hour.

—Capt. CHENOWETH, of the steamer *J. S. Chenoweth*, is one who doubts the propriety of remaining long in port when freights are scarce and low. He is casting about as lively as a cricket in order to depart this evening for New Orleans. The *Chenoweth* is one of the speediest of her class.

—It was reported yesterday that the *Bride* would be enabled to get away for the Wabash river, but she did not succeed in getting all her freights on board, and she cannot leave for Hoosterdon until to-day. She will pull in her lines and be off at 4 o'clock.

—One of the boats running in the New Orleans trade that has, from her known regularity, gained the appellation of "the time-piece," is the *Empire State*, Capt. STERN knows her capacity, and he pushes her along by daylight. She will be off for New Orleans to-morrow afternoon, certain.

—The *Falls City*, Capt. SAM MASON, landed at our wharf yesterday in a crippled condition, she having come in collision with the steamer *Pittsburg* on Tuesday night, between Grandview and Petticoat Ripple. The bow and the nosing of the *Falls City* were so badly shattered that she will have to go on the "ways" for repairs. It is stated that the collision occurred on account of the fog; but where the fault lies—if there be any—we don't pretend to say.

—Capt. COOLEGE, of the *Silas Wright*, was scratching about yesterday as busy as a hen with one chicken, preparing for another trip to New Orleans; and if he has no drawbacks in getting his load in, he will be enabled to leave this evening. The *Silas Wright* has a high reputation in the St. Louis trade, and she is fast gaining another where she is running now.

—This morning the peerless *Ben Franklin*, the boat of boats, is the regular packet to Louisville, and she will pay her respects all along the line of the river where any business is to be done. Dr. DUNNING will be found in the clerk's office up to his eyes in business, which he performs as calm and unruffled as a summer morn. What a virtue is patience.

—That boat with the handsome clerk—we believe she is called the *Hooster State*—is here to-day, and, in all human probability, she will leave at 12 o'clock this morning for Madison; at least, so says Capt. JIM. WAGNER.

—For the benefit of those going to St. Louis, we will state that the *Herald*, Capt. SNOWDEN, is the only boat that leaves for that port to-day. The *H.* is famous for her excellent accommodations, and her Captain is as generous and liberal a fellow as ever cracked a joke.

—The Louisville and St. Louis line of packets is now in full blast. The line is composed of the following steamers: *Telegraph No. 2*, Capt. TUCKER; *Lady Franklin*, Capt. McGOOWAN; *Pike*, Capt. FULLER; *Lady Pike*, Capt. REYNOLDS; *Gen. Pike*, Capt. JONES; and *Rashon*, Capt. SHERLEY. They are all fine boats, and officered by experienced and careful gentlemen.

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GEO. S. BENNETT, EDITOR

SATURDAY MORNING, FEBRUARY 26

NEWS ABOUT THE RIVER.—It was reported on Thursday by the officers of the *Falls City* that a copious supply of water was on its way down, and it was supposed by some of the boats here that there would be enough to let them pass over the Falls at Louisville, and hence the reason they have delayed their departure. The *J. P. Tread*, fearful that there would not be sufficient to wait her over, left last

evening, with a fair freight list and every state room full of passengers; the *J. S. Chenoweth* departed also last evening, much in the same condition as did the *Tread*, and so did the *Herald* leave, but her destination was St. Louis.

—We are under obligations to Mr. BOWMAN, the attentive Clerk of the steamer *United States*, for a package of late New Orleans papers. The *U. S.* made the trip in about the usual time, bringing up a full load of sugar, molasses, coffee, &c. She will discharge her load to-day, and on Monday she will commence taking on a load for New Orleans.

—The *Telegraph No. 3*, since she presented herself as a candidate for public favor, has made several trips to Louisville and back, and she has given promise of the high renown that awaits her in the future. A boat that possesses all the requisite and beautiful appointments that meet the eyes of the traveler, as does the *Telegraph No. 3*, can not but command the admiration of every passenger who is fortunate enough to make a trip upon her. Compare her with the finest boats that ply upon the lakes, or the Hudson river, and in the beauty of her fine finish from stem to stern; in the excellence of her interior arrangements, from the clerk's office to the pantry, or in her management outside and in, she excels them all. The ladies' cabin is a real gem of a place, where a lady can be as retired as she pleases, and if she wishes a change, she can seek the parlor above; the gentleman's cabin affords a fine promenade for the invalid, and the hurricane-deck a walk of sufficient length for a smart foot-racer. In speed she performs well now; but when her arms are lengthened, which is to be done, she will, without a shadow of a doubt, be the fleetest boat that ever run between the Falls city and Pittsburg. In regard to the pantry arrangements, the setting out of the table, the serving up of meals, the training and drilling of the servants, all of which is as complete as can be found in the best and most fashionable houses, due praise should be awarded to Mr. ALBERT SMITH, the model steward. The provender he displays upon the table, and his style of furnishing it, is fit for an epicure. The *Telegraph No. 3* is the poragon of boats upon the western waters; she is worthy of her noble commander, Capt. MOSS McCLELLAN, and we can add also that he is worthy of having command of so magnificent a boat. She is the regular packet to Louisville this morning, and we presume she will leave our wharf crowded with passengers bound for Bear Grass village.

—We made a mistake in stating that the *Bride*, Capt. CHARLEY ROBERTSON, would leave yesterday for the Wabash river. Freight comes in so slow that she cannot get away until late this evening.

—Capt. COOLEGE, of the *Silas Wright*, has lately taken an assistant in the command of his boat, but as yet, that assistant remains behind the curtain. In despite of all the assistance of that assistant, Capt. COOLEGE could not make his preparations to get away until this afternoon. Passengers must be on board at 5 o'clock, as the *Silas Wright* will then leave for New Orleans.

—By dint of strong perseverance, aided by industrious agents, the *Empire State* has succeeded in shipping a pretty fair amount of freight, and Capt. STERN promises that she will depart this afternoon for the Crescent city.

—Hurrah for the steamer *Cincinnati* and her lynx-eyed and indomitable Captain, young KOETZ; he is "here to-day and off to-morrow," as they say when speaking parenthetically. But all jokes aside, the *Cincinnati* is at the landing, and as she is the regular packet this morning for Pittsburg, passengers can rely upon her departure at 11 o'clock. We have traveled with worse fellow than Capt. HIRSH KOETZ.

—The *Delta*, Capt. SAM BRICKEL, the swift arrived yesterday, from New Orleans, and she had been expected for a day or two. We presume she has come up full laden with passengers and freight, and more particularly the former, as she has such an efficient "doctor" on board.

—Capt. TOM WAGNER, of the *Wisconsin*, denies that he used resin or pitch when he made that quick trip, and he claims also that it was made in three hours and fifty-three minutes. Who says nay, and backs his opinion? No matter for that, however, all we have to say is, that the *Wisconsin* is the regular packet this morning for Madison.

—Those who wish to take passage for New Orleans on the beautiful *Eclipse*, commanded by Capt. SHERMAN, can meet her at Louisville, by going down upon the *Telegraph No. 3* this morning. She leaves Louisville to-morrow sure.

The Daily Enquirer.

LOCAL DEPARTMENT.

GEO. S. BENNETT, EDITOR
JOHN M. SHARP, ASSOCIATE EDITOR.

THURSDAY MORNING, MARCH 3

AQUATIC UPS AND DOWNS.—In our peregrinations about the landing yesterday we noticed but little of interest and not much that would attract attention. A wedding party went off in high spirits on board of the *Buckeye State*; a horse ran off with a dray, and, in his furious career, pitched into a pile of cotton which threw the horse down and covered up the M. C. of the *Stalenessman*, who was receiving freight; beside those lively incidents, a hor of the Berkshires breed was seen carrying a wisp of straw in his mouth, which is a pretty sure indication that we shall be visited with a shower of rain either to-day or to-morrow. Some of the boats that had anticipated getting away during the day were prevented in consequence of the dragging manner that freight was delivered to them, and they were forced to lie over another day.

In the hurry of business yesterday, we neglected to state that the David White passed up the river on Tuesday, on her first trip to Wheeling. We took a look through her spacious and well-furnished cabin and found all her appointments were gotten up in beautiful style, and we also noticed that she had a goodly number of passengers on board. Capt. McLAN appeared as proud as a man in his position ought, for he felt satisfied that he has got a palace of a boat. If she does not show her heels to some of the fast ones above the Falls, then there is no use in power. The whole machinery of the D. W. works in apple-pie order, and if she does not make a mark that will put her up in the pictures we shall lose our guess.

The Charleston, Capt. JIM BUCHER, arrived here on Tuesday night, being a little behind her time; but in despite of all that, as she is the regular packet between here and Memphis, Capt. Bucher says that he is bound to leave this evening. We can put the Charleston down as a crack boat.

Messrs. JACK, COLLIER & Co. informed us yesterday that the Thos. Swann, Capt. JOHN McLAN, would arrive to-day from Wheeling, and would leave again at 4 o'clock this afternoon for Louisville. We can add our title of acknowledgment to that of hundreds of others in saying that she is an elegant boat.

Since Capt. HUSTON has determined that he will not accept a cabinet appointment, but remain upon the Ambassador, we will promulgate a secret for the benefit of those whom it may concern. That secret is this: the Ambassador will positively leave this afternoon at five o'clock for New Orleans.

The John McFaden did not get away yesterday, for the Washash river, as had been appointed, and the reason was on account of the sudden indisposition of one of her officers. Capt. JOHN F. COLE has authorized us to warn all passengers bound in that direction, and all shippers of freight, that his boat, this same John McFaden, (which, by-the-by, is really among the No. 1 of her class,) will positively—bear it in mind, positively—get away this afternoon. A word to the wise is sufficient, &c.

If the Wm. Noble is found here this morning, passengers must not attribute the fault to Capt. Newcomb, but rather to shippers, who were rather too dilatory in sending down their freight. It is a reliable fact that she departs this evening for New Orleans.

We saw SAM WILLIAMSON yesterday, of the Yorktown, and SAM said, "My dear boy, put me in for New-Orleans to-morrow, certain. Now we take it that SAM meant he would certainly get off to-day." The Yorktown is one of the most substantial boats that leaves this port.

WEAVER—Capt. WEAVER—the man that has about one-half of the alphabet for his initials, has taken the Madonna to run the season in the Arkansas trade; and as his boat will run up the Arkansas as high as the lightest draught craft can get, passengers may feel assured they will reach their destination. The Madonna will get away about five o'clock this evening.

The steamer Eliza, Capt. H. E. STEVENS, was yesterday stowing away the freight in her capacious maw with the appetite of a cormorant, and she will be enabled to get off to New Orleans this evening. We have chalked the Eliza down as an excellent passenger-boat, nor do we labor under any mistake either.

SHARP HEMPHILL, like the butterfly from the chrysalis, has emerged at last and can now be found upon the Ionian. SHARP is sharp in going up the Washash, for if he does not find a hill of hemp, he may come in contact with numerous sacks of corn awaiting a shipment to this place. The Ionian goes to-day.

The old war-horse is in the ranks again—in other words, LINAS LOGAN has returned to the river. He has chartered the Bay State for the St. Louis trade, and he informed us last evening that he would leave for that port this evening as sure as the sun sets. We tell passengers only what he told us.

Our friend, CHARLEY DAVID, of the Express, started out for Madison on Wednesday, but having the misfortune to break his "Doctor," was compelled to return. The result was that he laid over for his regular trip this afternoon.

The Wisconsin, Capt. TOM WRIGHT, is the regular packet this morning to Madison, leaving at 12 o'clock.

Capt. DAVIS CARPENTER arrived here last evening at nine o'clock with the old Memphis, which he purchased at New Orleans. She will leave on Saturday for New Orleans.

We found at the landing, yesterday, an old favorite, the Hungarian, Capt. COLLIER, that had arrived during Wednesday night from New Orleans. She came up with a full load of such articles as tickle the palate, in the shape of sugar, molasses, &c. The Hungarian will load again immediately.

To conclude, we now add that "last, though not least in this strange eventful history," is the Ben Franklin, Capt. BLAIR SCHMOS, and be it known she is the regular packet this morning for Louisville and all intermediate points.

STEAMBOATS.

FOR ARKANSAS RIVER.—THE LIGHT-draught steamer MADONA, Capt. Collins, will leave as above on THURSDAY, 3d inst. N. B.—The Madonna takes the place of the Sacramento. JACK, COLLIER & CO., Agents, No. 46 Public Landing.

FOR NATCHEZ AND ALL INTERMEDIATE LANDINGS.—The splendid steamer MEMPHIS, Capt. Carpenter, will leave on THURSDAY, the 3d of March, at 4 o'clock. A. IRWIN, JR., & CO.

THURSDAY PACKET FOR PITTSBURGH.—The splendid steamer KEYSTONE STATE, Capt. Stone, will leave as above on THURSDAY 3d inst., at 10 o'clock, A. M. A. IRWIN, JR., & CO.

FOR NEW ORLEANS, FROM LOUISVILLE.

The fine steamer MARY HEAT, Quartermaster, will leave as above on MONDAY, 7th inst., at 4 P. M. CAMPBELL, RUSSELL & CO., Agents.

FOR NEW ORLEANS FROM LOUISVILLE.—The passenger steamer LEXINGTON, Capt. Mather, will leave as above on FRIDAY, 4th, at 4 P. M. CAMPBELL, RUSSELL & CO., Cincinnati.

UNION PACKET LINE.—THE NEW AND splendid steamer THOS. SWAN, John McLure, master, will leave for Louisville on THURSDAY, 3d, at 4 o'clock P. M. JACK, COLLIER & CO., Agents, No. 46 Public Landing.

FOR PITTSBURG.—THE NEW STEAMER QUAKER CITY, Capt. Shunk, will leave as above on FRIDAY, 4th inst., at 4 o'clock. A. IRWIN, JR., & CO.

FOR WABASH RIVER.—THE STEAMER JOHN McFADEN, Capt. Cole, will leave THIS DAY, 3d inst., at 4 o'clock P. M. A. IRWIN, JR., & CO.

FOR NEW ORLEANS.—THE PASSENGER steamer Wm. Noble, Capt. John Newcomb, will leave THURSDAY, March 3d, at 4 o'clock, P. M. A. IRWIN, JR., & CO.

FOR NEW ORLEANS.—THE FINE STEAMER AMBASSADOR, Capt. Hunter, will leave on THIS DAY, 3d inst., at 4 o'clock. A. IRWIN, JR., & CO.

FOR MADISON.—THE REGULAR PACKET WISCONSIN, Captain Wright, will leave THIS DAY, the 3d inst., at 11 o'clock. A. IRWIN, JR., & CO.

FOR MADISON.—THE FINE PASSENGER steamer EXPRESS, Capt. Charles David, will leave THIS DAY, March 3d, at 4 o'clock. A. IRWIN, JR., & CO.

FRIDAY PACKET FOR PITTSBURGH.—The splendid steamer ALLEGHENY, Capt. Geo. McLennan, will leave on FRIDAY, 4th inst., at 10 o'clock, A. M. A. IRWIN, JR., & CO.

FOR PITTSBURG.—THE FINE STEAMER HONDERAS, Capt. Morris, will leave THIS DAY, 3d inst., at 10, A. M. A. IRWIN, JR., & CO.

FOR SAINT LOUIS.—THE FINE STEAMER EMMA DEAN, Capt. Claxon, will leave as above THIS DAY, 3d inst., at 4 o'clock, P. M. A. IRWIN, JR., & CO.

Cincinnati, Ohio

The Daily Enquirer.

LOCAL DEPARTMENT.

GEO. S. BENNETT.....EDITOR JOHN M. SHARP.....ASSOCIATE EDITOR.

SATURDAY MORNING...1853...MARCH 5

AQUATIC UPS AND DOWNS.—There is a great variety to be seen upon our wharf every morning, a great deal of which goes unrecorded and unchronicled. Whose fault is it? Well, perhaps we ought to admit that it is ours. We admit, though, thinking that if we did chronicle all things they would hardly be read. Yesterday we saw a runaway of four drays at the same time, the horses attached to them being frightened at the loud report of Captain MARRIS's artillery, which was firing a salute in honor of the day. Beside that, a dog-fight, which not only caused a large gathering, but nearly a fight among the owners; and, in addition to that, a dispute, which ended in blows between two Bat-boat men, adherents of PREECE and SCOTT. Take it all in all, the landing was right lively yesterday; but it was dull in the way of business, so far as boats were concerned. It was, indeed, a matter of surprise to us that there were so many boats at the wharf, when it is known that freights are so scarce. Some of the New Orleans boats are taking in coal enough to take them down, rather than to await for a load at the prices, as they know they can get a load back.

We have sent the Wm. Noble off to New Orleans upon the "say so" of the officers, that we begin to think she will not go until she gets ready. All we are prepared to say now is on our account, and that is, she did not seem nearer going yesterday than she did last Monday, but for all that she may get off to-day.

Six days shalt thou labor and do all thy work," which is a command that reminds us that there are six tip-top boats in the packet-line between this city and Pittsburg, and among them we can select the one that stands upon the highest pinnacle of popularity—the Cincinnati, the one that goes out this morning to Pittsburg, of which young HIRAM KOUBTZ is commander. HIRAM is somewhat slow in his movements, but there is not a stevedore captain that promenade the hurricane-deck who looks closer to the comforts of his passengers or that stands a loner watch. Hurra for friend HIRAM and his pet-boat the Cincinnati.

We had the pleasure yesterday of shaking hands with Geo. Liss, Clerk of the Galena, who brought us up from New Orleans a package of papers and other acceptables. George is of that class of river men who never forgets his newspaper friends, and hence the reason that we are enabled to say that he will commence on Monday taking in

Another load for New Orleans.

The Thomas Scott, one of the Union Line of packets, passes up the river to-day upon her way to Wheeling. Her cabin accommodations look very inviting.

The inducements for the Memphis, Captain Davis Carpenter, to go in the St. Louis trade were, that he should be loaded immediately. He has got that load nearly in, and he promises passengers that he will positively leave for St. Louis this evening, and he is pretty sure to do it.

Capt. COLLIER, of the Hungarian, sometimes gets in tight places, but he has the good sense about him to know how to get out. What we have especial reference to is that pauper case, in which, as he was right, he is bound to come out right side up. Without enlarging upon the matter, we will add that the Hungarian will get off this afternoon.

But a day or two ago we stated that a new steamer, called the Franklin Pierce, built by Capt. A. W. HIGGS, at Covington, would soon be at the wharf, to take on a load for the lower country. She is there now, and we can say that she is well calculated for a carrying boat. Shippers should pay her a visit, and look at her dimensions.

Major JOHNSON has been promoted—"if like a crab you can go backward"—to the captaincy of the Ben Franklin; it may be for a short time, perhaps, or it may be permanently. The Ben is the regular packet down to Louisville this morning.

Hurrah for the three-fifty-three craft, which is known in the line of the river between here and Madison, as the Wisconsin, Capt. Tom Wright. Capt. Tom says he can run just as fast as he pleases, but he does not choose to go to Madison any sooner until his time is beaten. The Wisconsin is the packet down this morning.

The Ohio, Capt. JOHN L. BLACK, arrived here on Thursday evening, having been absent from the city only twenty-two days, and she brought up a large amount of freight. We are indebted to her clerk, Mr. HENRY ATHELTON, for the following memorandum:

Left New Orleans Saturday, Feb. 19th, at 11 1/2 A. M.; boats in port for Cincinnati: Gen. Scott, Mediator, New Orleans, Winslow, Chas. Hammond. Took freight on the coast—400 lbs. sugar and 200 bris. molasses; lost 43 hours in the Mississippi by fog and taking on board cargo. Landed at the wreck of the Sam Cloon—no attempt yet made to raise her; the water was up to the hurricane-roof. John Foley, a deck passenger, who came on board at Helena, for Cincinnati, jumped overboard on the morning of the 28th ult., opposite Hillerman, Ill. and was drowned before the yawl could reach him. Supposed to be insane by his actions while on board. His effects are in charge of the boat.

FOR CALIFORNIA VIA NICARAGUA.

THE SHORTEST, CHEAPEST, AND HEALTHIEST ROUTE.—The New Orleans and San Francisco Semi-Monthly Steamship Line. Steamships DANIEL WEBSTER and PAMPERO leave New Orleans on the 6th and 23d of each month, for San Juan del Norte (Nicaragua), connecting with Vanderbilt's splendid line of steamships on the Pacific for San Francisco. There is but 12 miles of land travel on this route, over a good road, with comfortable means of conveyance, offering inducements superior to any other route for families emigrating to California or Oregon. A great saving of expense and from 5 to 7 days time can be relied upon.

For through tickets apply to W. C. TEMPLETON, No. 75 Camp street. The last trip from San Francisco to this city was made by this line in 20 days. New Orleans, Sept. 1852. nov9-5m

The Daily Enquirer.

STEAMBOATS. 1852

FOR NEW ORLEANS, FROM LOUISVILLE.

The unrivalled steamer ECLIPSE, E. T. Sturgeon, master, will leave as above on THURSDAY, December 9th, at 10 o'clock, A. M. CAMPBELL, RUSSELL & CO., Cincinnati. BENEDICT & CARTER, Louisville.

FOR ST. LOUIS.—THE NEW AND FAST running steamer, JNO. McFADEN, Capt. S. C. Cole, will leave for the above and intermediate ports on MONDAY, the 8th inst., at 5 o'clock, P. M. For freight or passage apply to SPRIGMAN & BROWN, Agents, Nos. 21 and 23 West Front street.

FOR MADISON.—THE REGULAR PACKET HOOSIER STATE, Capt. J. E. Wright, will leave on MONDAY, 8th inst., at 11 A. M. A. IRWIN, JR., & CO.

FOR PITTSBURG.—TUESDAY PACKET.—The splendid passenger steamer MESSENGER NO. 2, Capt. John Kilmelfelter, will leave on TUESDAY, the 7th, at 10 o'clock, A. M. A. IRWIN, JR., & CO.

FOR NEW ORLEANS.—THE SPLENDID steamer OHIO, Capt. J. L. Black, will leave on TUESDAY, the 7th at 4 o'clock, P. M. A. IRWIN, JR., & CO.

FOR NEW ORLEANS.—THE SPLENDID passenger steamer R. H. WINSLOW, Capt. G. W. Norton, will leave on TUESDAY the 7th, at 4 o'clock. A. IRWIN, JR., & CO.

FOR PITTSBURG.—MONDAY PACKET.—The steamer PITTSBURG, Campbell, master, leaves MONDAY, 6th inst., at 10 A. M. A. IRWIN, JR., & CO.

FOR PITTSBURG.—THE SPLENDID AND new Steamer ROYAL ARCH, Captain Adam Poe, will leave TUESDAY, the 7th inst., at 4 o'clock P. M. A. IRWIN, JR., & CO.

FOR N. ORLEANS.—THE SPLENDID NEW steamer AETIC, Capt. John S. Devenny, will leave on MONDAY, the 6th inst., at 4 o'clock P. M. A. IRWIN, JR., & CO.

THE GREAT JUST HEAF CALLED HISTORY'S BITTER MEDICINE (LAW)

Old-time riverboat jazz floated across the Mississippi River again, and, for a fleeting moment, the ghosts of the Fate Marable, Charlie Creath and Dewey Jackson bands drifted over the worn cobblestones of the levee. The brief reincarnation of the riverboat jazz era of 1890 to 1930 was provided by six authentic riverboat musicians, all St. Louisans, performing from the deck of the showboat Golden Rod.

The six were recruited by Educational Television Station KETC for a bicentennial program dealing with the contributions of St. Louis Negroes to jazz music. They played some of the well-known Dixieland, ragtime and blues numbers that were popularized by riverboat bands operating out of St. Louis and other river cities. Besides being a source of musical talent and musical style for the jazz era, St. Louis was an important stopover for many of the New Orleans musicians who later developed Chicago Jazz.

From the levee, the Legend Singers presented folk songs that were the basis for the evolution of jazz. Kenneth B. Billups, president of the National Association of Negro Musicians, narrated the 30-minute program, called "The Riverboat Years." It was presented live, but a taped version will be shown on Channel 9 tomorrow night at 9 o'clock.

Photos by DAVID GULICK of the PICTURES Staff

PICTURES—St. Louis Post-Dispatch, Sunday, June 14, 1964

RIVERBOAT



Above are trombonist Bess, who played with the Marable and Dewey Jackson bands in the 1920s, and clarinetist Kimble Dial, also a former member of the Marable band.

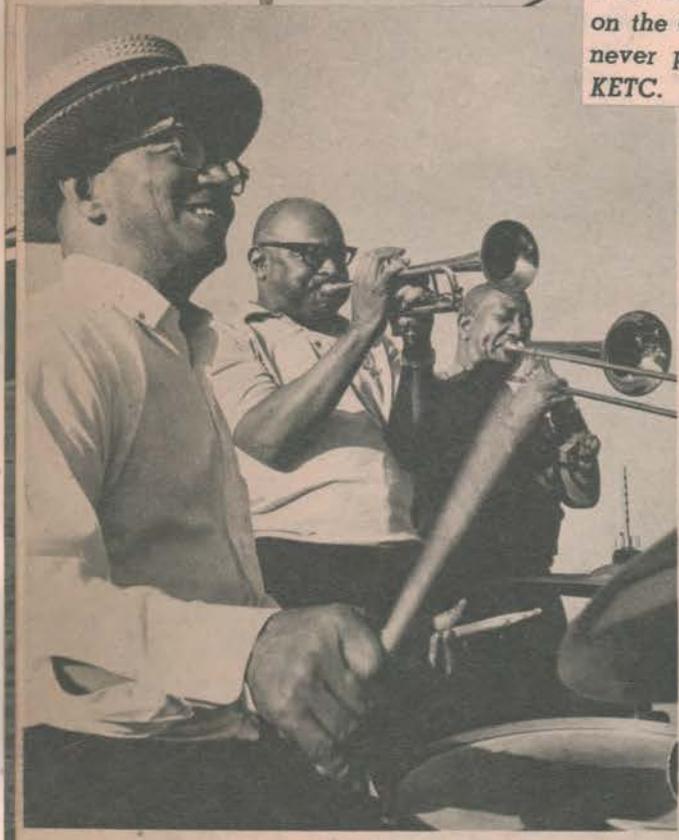


In photo at left are pianist George Reynolds, who played with the Red Sanders and Jump Jackson bands in Chicago as well as with the riverboat bands, and bass player Bill Moore, a member of Fate Marable's last riverboat band, about 1939.





With the 90-year-old Eads Bridge as a backdrop, the musicians, who called themselves Elijah Shaw and His Six Aces, perform on the deck of the Golden Rod just before sunset. The six had never played together before they were recruited by Station KETC. All six still play professionally, but on a part-time basis.



Drummer Elijah Shaw, trumpeter Cy Stoner and trombonist 'Druie Bess bring the old riverboat jazz era back to life with "Maple Leaf Rag," which was written by Scott Joplin of Sedalia and helped give St. Louis the title of Ragtime Capital of the World shortly after the turn of the century.

THE GREAT DUST BOWL CALLED AWAY
 A. J. BICKEL GEORGETOWN

THE KEOKUK GATE CITY AND CONSTITUTION DEMOCRAT MAY 20, 1942

Excursion Steamers Today's Successors to Old Time Show Boats



Capt. Menke's Showboat "Hollywood"

ST. LOUIS, MO. (SPECIAL)—Visitors to the St. Louis Levee see today an arresting sight—two striking examples of the evolution of entertainment on the Mississippi—a typical, old-fashioned showboat and a modern, all-steel excursion steamer.

A generation ago showboats plied the inland waterways in impressive numbers, bringing river communities almost their only entertainment. With the callopie playing "Annie Laurie" and "My Old Kentucky Home," the coming of the showboat marked an evening of thrilling melodrama wherein the mustachioed villain harassed the blonde beauty. Today scarcely half a dozen aging craft remain.

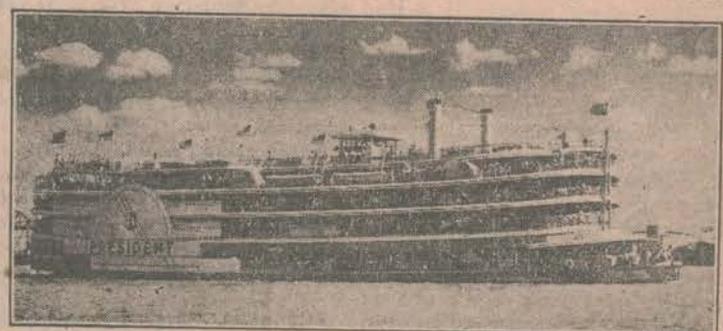
But along the Mississippi and Ohio rivers a new generation awaits with eager anticipation the coming of the showboat's successor, the all-steel excursion steamers. Preserving the romantic showboat tradition in its most glamorous form, modern excursion boats still announce their arrival with the thrilling music of

the steam piano, but today it's "Blues in the Night."

There is, however, a notable difference in modern river entertainment. Where once the spectators merely watched in rapt awe, today the audience itself helps make the show, dancing rhythmic Rhumbas, Fox Trots and exotic Congas with winding chains of merry-makers. There is also much group singing ranging from "Let Me Call You Sweetheart" to "Deep in the Heart of Texas."

With its brightly striped awnings, colorful canopies and gay holiday atmosphere, the excursion steamer's bring a Miami touch to the river towns—their upper decks by day the haunt of sun-tanners on lazy steamer chairs—by night the rendezvous of romance where the same old moon makes the same ageless appeal to sitter-outers as in the olden days.

Summer is almost here and it won't be long now before romance comes steaming round the bend, its callopie calling "from Natchez to Mobile—from Memphis to St. Joe."



All-Steel Excursion Steamer "President"

The Daily Constitution.

KEOKUK, IOWA: THURSDAY MORNING, DEC. 7, 1871.

BREAKING UP OF THE ICE.

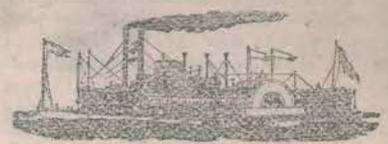
Steamer Gipsy Crushed to Pieces—Other Boats Endangered.

About three o'clock yesterday afternoon

the ice above and in front of the city broke up with a crash, causing the most intense excitement amongst those interested in the steamboats harbored at this point. It was an unexpected event, but everything—excepting in the case of the steamer Gipsy, which was sunk some months ago opposite the packet depot—had been done to secure them from damage resulting from the breaking up of the ice. As the immense mass went crushing and grinding along, the steamer Gipsy was caught in its angry

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, NOVEMBER 11, 1881



ST. LOUIS AND ST. PAUL.

A steamer LEAVES DAILY, except Sunday at 8 a. m., for Canton, La Grange and Quincy. The fine steamer

GEM CITY,

for Saint Louis, Mondays, Wednesdays and Fridays at 8 a. m. For freight or passage apply to

C. A. HUTCHISON.

Depot foot of Johnson Street, Keokuk, Iowa.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.



THE PALATIAL STEAMER ST. PAUL,

Leaves Keokuk for St. Louis Every Monday and Friday at 7:00 a. m.

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

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

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

clutches, and torn in pieces. The watchmen, who was on the boat at the time, made a most miraculous escape, and with much difficulty succeeded in reaching the shore. The cabin was carried down as far as Patterson's Point, where the ice gorged. The Gipsy had a large amount of good furniture and bedding on board, which, with the boat, is a total loss.

The steamers Cricket, Prescott and other boats which had sought a safe harbor below the the lock, were torn from their fastenings and made to "swap ends so quick that it would make your head swim." It seemed so certain at one time that these boats would move out into the channel and go crashing down against the bridge, that steps were taken to open the draw to let them pass through. Before this was done, however, the boats came to a stand still and

it was evident that the danger had passed. We are glad they escaped so luckily—none of them having received any damage that we heard of.

The Daily Constitution.

KEOKUK, IOWA:
FRIDAY MORNING, NOV. 24, 1871.

Sinking of the Steamer Andy Johnson.

A telegraphic dispatch was received in this city last night stating that the magnificent steamer Andy Johnson, of the St. Louis and Keokuk Packet Company, had struck a snag, seven miles this side of Hannibal, and sunk in seven feet of water, burying her to boiler deck. No lives were lost.

The Daily Constitution.

KEOKUK, IOWA:
SATURDAY MORNING, SEPT. 8, 1871.

Sinking of the Steamer Carrie Kountz at Beef Island.

Illinois.

CAIRO, Sept. 1.—The steamer Carrie Kountz, which left here last night for New Orleans with a full cargo, struck a snag near Beef Island below Columbus and sunk in eight feet water.

THE GATE CITY:

THURSDAY MORNING, APRIL 27, 1876

Steamboat Collision at Midnight.

(Davenport Gazette.)

An alarming accident, in the shape of a collision, occurred to the Keokuk Northern Line packets Lake Superior and Minnesota, in the rapids, fourteen miles above this city, between 10 and 11 o'clock last Saturday night. How it happened is what the managers of the line will doubtless desire to know.

The pilot of each steamer gave the proper signal; the Minnesota attempted to take the side she had selected, when the barge on her starboard received a blow from the bow-keel of the Superior about midships, which stove it in for six feet, breaking its heavy oak center braces and side planking, and badly straining the opposite side. Each steamer had a good list of passengers; many of those on the Superior were tumbled out of their berths by the concussion, and all on both boats rushed into the cabins in the greatest alarm, the women shrieking, the children crying, and the men excited as the women. All seemed to expect to go to the bottom at once, and it was with difficulty that the officers quieted their fears. The Superior backed, and finding the Minnesota able to float, passed on up stream.

The Minnesota put for shore with her broken barge, which was filling, and run her on the beach where the carpenters with canvas and lumber stopped the leak, and the syphon pump was used to unload the water. She came on down stream in about two hours but was obliged to put into Moline slough for further repairs—and there a strong bulk head was put in at the place of damage.

THE GATE CITY:

FRIDAY MORNING, APRIL 28, 1876

River Ripples.

The Little Eagle challenged the Jennie Brown to a race going down Wednesday and the challenge was accepted. The Eagle had considerable difficulty in getting away, however, and was left badly at the start, so that when she landed at Warsaw the Jennie was just backing out from that place. The same boats had another brush coming up yesterday. This time the Little Eagle got away with her rival and pulled in here about five lengths ahead. Another bucket is to be added to the Jennie, when it is claimed, by her owners, she will be able to scoop any of the Eagle Company's boats, except the Grey Eagle.

DAILY GATE CITY:

TUESDAY MORNING, FEB. 29, 1876

STEAMBOAT DISASTERS.

Burning of the Mary Belle at Vicksburg—The Osceola and Rapides Go to the Bottom.

MEMPHIS, Feb. 28.—The steamboat Osceola, Capt. Bowman, from St Francis river for Memphis with three hundred bales of cotton, struck a snag at Peters' Landing, forty miles below here at 11 o'clock last night and sunk in eight feet of water. No lives were lost. The City of Augusta brought the passengers up, and the Ella is taking off the cotton, which will all be saved in a damaged condition. The boat can be raised and the wrecker Eckert will go to her relief.

CINCINNATI, Feb. 28.—The steamer Mary Belle was burned at Vicksburg, Miss., yesterday. It is estimated upon reliable data that the loss will reach over half a million dollars. She had a large number of passengers, with valuable baggage. She was believed to be the largest steamer ever constructing for navigating any other river. She cost \$125,000. The insurance on her cargo will fall heavily on Memphis and New Orleans underwriters.

MEMPHIS, Feb. 28.—The steamer Mary Belle, which burned at Vicksburg yesterday, took one thousand bales of cotton from here, fully insured, of which the Phoenix, of Memphis, had \$9,000, and the Greene & Lucas, English, Agency, \$5,000.

BATON ROUGE, Feb. 28.—The steamboat

Rapides from Texas for New Orleans, sank five miles below here about 2 o'clock a. m. The boat was a total loss. The passengers and crew were all saved.

DAILY GATE CITY.

WEDNESDAY MORNING, APR. 26, 1876

River Ripples.

The Minneapolis arrived from below Monday night and left for the upper river yesterday morning, with a good trip of freight and passengers. She will go through to St. Paul. The Minneapolis has been rebuilt, is now entirely new except her machinery and is one of the handsomest steamers that ever navigated the waters of the upper Mississippi. She is commanded by Capt. Jerry Woods, with M. B. Hatcher and Lee Wells in the office.

The Rob Roy arrived from below yesterday and departed on her return trip at 2 o'clock, the hour at which the daily packet will leave hereafter.

The Colossal passed up yesterday.

The Jennie Brown and the Rob Roy had quite a lively little brush coming up yesterday. At the tap of the bell the former pulled out from her landing at Warsaw, and the latter at Alexandria. It was nip and tuck all the way up, with the advantages in favor of tuck. The Rob Roy pulled in here and landed about two lengths ahead of the Jennie. The race attracted quite a large crowd of spectators, and several bets on the result were indulged in.

The Andy Johnson is due to day and will be the down river packet at 2 o'clock.

The wages of roustabouts on the K. N. Line steamers have been reduced from \$25 to \$20 per month, and large numbers are quitting in consequence.

The Viola came down yesterday morning with a large log raft. In passing through the bridge the raft struck the pier East of the draw making a total wreck. Two of the raftsmen narrowly escaped being drowned. They were still busy gathering up the logs when the Little Eagle met them at Gregory.

The Nellie Thomas will be down to-day on her regular trip, instead of the B. F. Weaver.

The Eagle leaves for Quincy this morning at 6, the Jennie Brown for Warsaw and Alexandria at 6:15, and the Little Eagle for Quincy at 3:30 p. m.

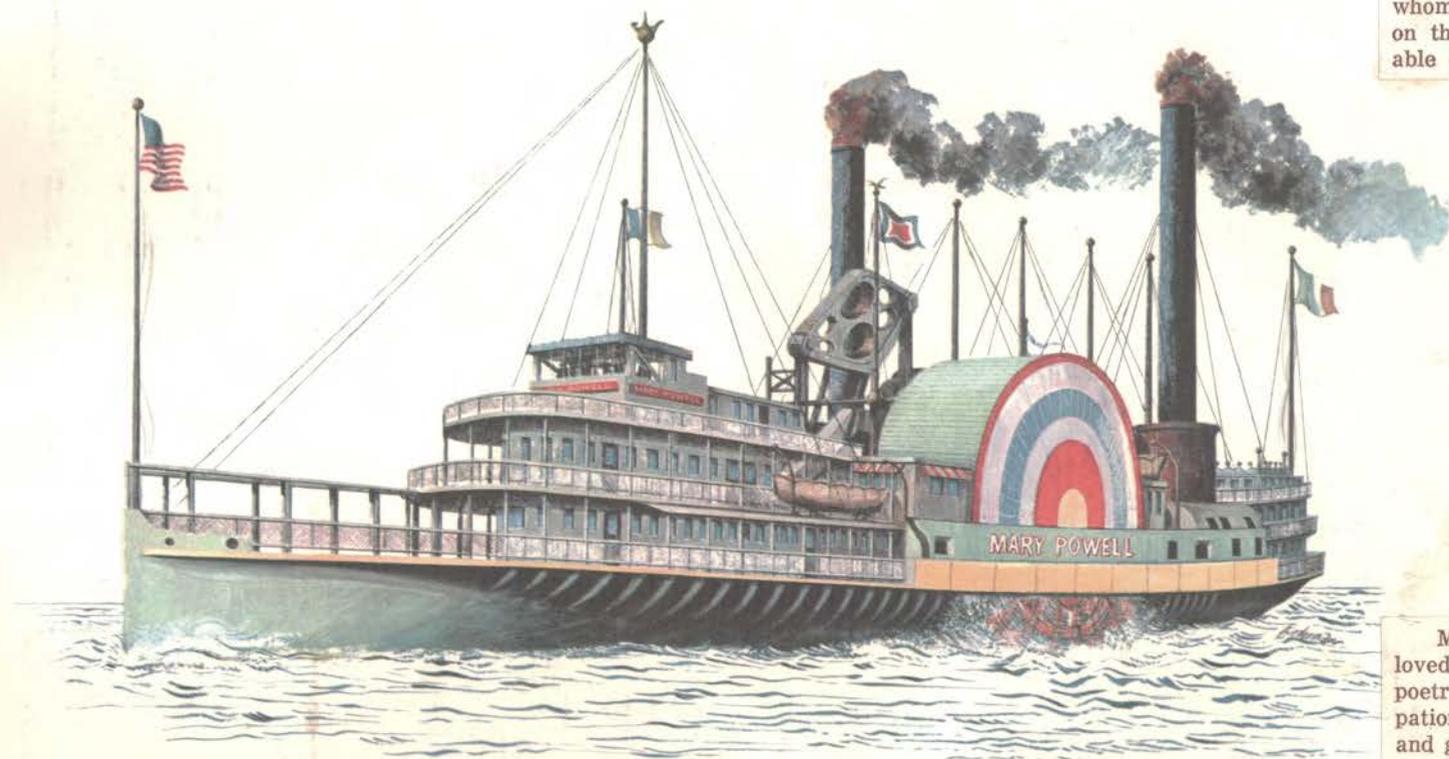
STAGE OF WATER.—The river at this point is 15 1/2 in. above low water mark, fallen 4 in in 24 hours, ending at 3 o'clock p. m. yesterday. Davenport, 12 ft 6 in., fallen 1 in; Dubuque 15 feet 1 in. fallen 1 in. La Crosse 7 feet 5 inches, risen 1 in; St. Paul 8 feet 2 inches, fallen 1 inch; St. Louis 28 feet 7 inch, no change.

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

The "Mary Powell"

Historical Highlights

The Mary Powell was built in 1861. Her fifty-six years of continuous service were happy and full ones. Serving with the Hudson River Day Line, she earned a reputation as one of the fastest boats on the river, being capable of about twenty-four miles per hour. Sailing between Kingston and New York, she catered both to excursionists and commuters, all of whom enjoyed being aboard her since a cruise on the river was indeed a gay and memorable occasion.



The Mary Powell 1861

Many traditions centered about the beloved ship: her famed singing Negro waiters, poetry written in her honor, and her participation in many public ceremonies — both sad and gay. The Mary Powell was known for her graceful beauty, tall stacks, ornamented paddle wheel boxes, and slim proportions — all combined to give out the appearance of a floating palace, and to earn her the well-deserved title of "First Lady of the Hudson."

When she was dismantled and sold for scrap in 1917, her owners exacted firm promises that her hull be allowed to rot away through natural processes. Many of her parts, and pieces of her equipment, are scattered far and wide among individuals and museums — living proof that interest in her career still exists even to this day.

THE KEOKUK DAILY GATE CITY

Biography of Steamboating
Once Powerful and Valuable

Gate Dec. 19, 1921

Decline, Almost Annihilation, of River Traffic is Seen in Facts
and Figures of Good Old Days on the Busy
Historical Wharf of Keokuk

In 1921 there were just 540 boats passed through the bridge at Keokuk. In 1884 there were 3,014, six times as many.

In 1921 there were 39 different boats touching the Keokuk wharf, eighteen of which were government boats. In 1849 there were 59 different boats touching the wharf here.

In 1855, on Sunday, March 25, twelve steamers from down river landed 2,000 boxes of merchandise for Keokuk stores. In 1921 but one steamboat is hauling freight to this city.

In 1884 and 1885 there were 533 rafts of lumber passed through the canal. It has been several years since the last raft went down the river.

In 1889 there were 169 million feet of lumber brought to Keokuk by water. Today our lumber comes by train from the Pacific coast, with the freight charges about equaling the price of the carload.

In 1921 one lonely packet boat carries freight and passengers in and out of Keokuk. The Gate City of October 6, 1857, said: "There are now a dozen steamers plying between Keokuk and St. Louis, besides the regular packets, and all have more than they can do."

These comparisons leave no doubt in the minds of the reader that the oft-repeated phrase, "the decline of river traffic," is the truth, the whole truth and nothing but the truth. The figures show what an almost complete annihilation of the river traffic has been made by the railroads in the last few years.

Can the mighty Mississippi ever stage a "comeback"? Will the good old steamboat days ever be revived? Maybe so. Maybe not. But it will be many a year before river news at Keokuk can compare with the following items taken from the long ago:

Early Records.

The 1849 steamboat season opened February 21, when the Clermont arrived, and the last boat was the Wyoming, which left Keokuk December 28. During that year there were 1253 arrivals and departures by 59 different boats, according to a record of the river kept by Ed F. Brownell.

This, of course, is for boats from below the city, as the canal had not been built then and no boats came from above, excepting possibly some very small craft which were able to cross the rapids during very high water.

Brownell's list of these boats of 1849 is as follows:

Archer.	Wyoming.
Alvarad.	America.
Bon-Accord.	Auth.
Citizen.	Clermont.
Dia Vernon.	Consignee.

Domaine.	Dr. Franklin 1.
Danube.	Dr. Franklin 2.
Daniel Boone	Dubuque.
(circus boat)	Enterprise.
Excelsior.	Eureka.
El Paso.	Falcon.
Financier.	Gov. Briggs.
Fleetwood.	Gayaso.
Gen. Bern.	H. Mary.
Gen. Gaines.	Hudson.
Hindoo.	Irene.
Highland Mary.	Kentucky.
J. I. Crittenden.	Kate Kearney.
J. Q. Adams.	Lamartine.
Lucy Bertram.	Mary Stevens.
Little Dove.	Magnet.
Mary Blane.	Monongahela.
Minnesota.	N. Waggoner.
Martha.	New England.
Nominee.	Oneota.
Oswego.	R. H. Lee.
Piasa.	Shockokon.
Senator.	Uncle Toby.
Tiger.	Wisconsin.
Visitor.	Yankee.

Some Early Arrivals.

1829, July 2—The steamer Red Rover arrived at Keokuk from St. Louis, landing several members of the American Fur company, which had a station here.

In 1830 the steamer Mechanic was sunk on the rapids, striking a submerged boulder which was afterwards known as Mechanic rock.

1832, Dec. 10—Steamer William Wallace landed at Keokuk. Arrivals found Keokuk to be a town of three or four cabins, occupied by traders and their families, and one hundred or so Indians. A ferry was in operation and it cost \$16 to make the trip over into Illinois. This ferry barge was hauled up the river about three miles and then poled across the rapids.

1842, Nov. 20—River frozen over at this date and did not open until April 10 of 1843.

1847, April 25—Steamer Ocean Wave was at the wharf. I. W. Griffith, employed by Dan and Adam Hine, boarded the boat and enlisted for the Mexican war.

1849, Nov. 30.—Deckhand drowned from steamer Oswego at wharf.

1850, Aug. 14—Explosion on ferry-boat Hancock is fatal to George Trimbull, the engineer.

1850, Dec. 3—Mrs. Ruland, of Indiana, falls from steamer Martha at wharf and is drowned.

1850, Dec. 28—Steamer Wyoming is last arrival of year.

1852, Dec. 20—Regulator is last boat of season.

1853, Feb. 17—Steamer Shenandoah, first boat of season, arrives.

1853, April 1—Steamer Hindoo arrives with 200 Mormons on board, enroute to Salt Lake City.

1854, Dec. 29—The steamers New Georgetown and Julia Dean arrive

from St. Louis.
1856 Dec. 28—Steamer Kate French arrives from Cincinnati.

Report For Year 1854.

The harbor master's report for the year of 1854 shows 913 boats landed at Keokuk and the wharfage receipts amounted to \$1,982.50. The boats landed at the Keokuk wharf, by months as follows, showing arrival every month excepting January:

February	3
March	70
April	92
May	143
June	191
July	104
August	75
September	85
October	73
November	63
December	14
Total	913

For the month of May, 1856, there were 248 arrivals and the harbor master collected \$611.50 in fees.

November 19, 1867, six rafts of lumber passed through the canal.

Freight by Water.

Sunday, March 23, 1855, twelve steamboats on the levee discharged the following freight, besides other freight for Keokuk merchants:

Wooster Templin & Co., 194 boxes dry goods.

W. H. Wooster, 244 boxes boots and shoes.

Baldwin & Evans, three tons hardware.

A. Bridgman, 150 boxes dry goods.

H. D. Woodward, 201 boxes dry goods.

Carey & Kilbourne, seven tons queensware.

Chittenden & McGavic, 247 bbls. and boxes groceries.

Connable, Smyth & Co., twenty tons iron, etc.

H. Straus, seventy-five boxes clothing.

C. Garber & Co., 160 boxes dry goods.

S. W. & H. Tucker, 225 boxes hardware.

Moody & Thompson, 378 boxes boots and shoes.

J. F. Cox, 264 boxes dry goods.

Cleghorn & Harrison, forty hogsheads and eighty-nine boxes groceries.

Among the boats were: Gossamer, Regulator, Oakland, Tropic, Sam Gaty, Virginia, Editor, Wisconsin, Col. Morgan, Alice, York State and Envoy.

Some Bridge and Canal Records.

Through draw of bridge before canal was built:

Boats	Boats.
1874 1382	1876 1690
1875 1346	1877 1287

Canal opened Aug. 22, 1877. Following is number of boats through canal, or bridge:

Boats.	Boats.
1878 1513	1888 1875
1879 1552	1889 920
1880 1868	1890 939
1881 2747	1891 719
1882 2034	1892 583
1883 1586	1893 516
1884 3014	1894 1628
1885 1902	1895 1716
1886 1380	1896 648
1887 1562	

Lumber Through Canal.

	Feet.
1889	169,774,434
1890	152,000,000
1891	182,000,000
1892	84,000,000
1893	111,197,123
1899	57,241,126
1899—Logs	20,987,000
1899—Shingles	17,462,231
1899—Lath	13,526,750
1884	296 rafts
1885	237 rafts
1897	101 rafts
1898	92 rafts

Transporting Troops. 1861.

May 6—Steamer Hawkeye State brings two companies of troops from Dubuque and one from Davenport at 5 p. m.

May 7—Kate Cassell brings two companies from Muscatine and on second trip brings two companies from Burlington.

May 9—Kate Cassell brings companies from Cedar Rapids, Iowa City and Mt. Pleasant. These are last companies of first regiment.

June 6—Steamer Canada brings three companies for third regiment.

June 7—Steamer Key City brings balance of third regiment.

July 13—Steamer Jeannie Deans leaves at 5 a. m. for Hannibal with second regiment on board.

August 9—Part of fifth regiment leaves for St. Louis on steamer Sucker State. Part of sixth regiment leaves on steamer War Eagle.

August 12—Die Vernon carries balance of sixth regiment to St. Louis.

October 1—Steamer Jennie Whipple arrives with companies A, B and G of First cavalry. Co. F marches to Keokuk from Montrose, the wind blowing so hard that Steamer Luzerne could not safely cross rapids. Steamer Hannibal City departs for St. Louis with Companies B and G.

October 3—Steamer Jeannie Deans and Jennie Whipple depart with soldiers.

Bring Home the Wounded. 1862.

April 19—Steamer Express arrives at Keokuk with about 300 sick and wounded soldiers, including four who died enroute.

April 23—Steamer D. A. January brings 300 wounded and 4 dead.

May 18—City of Memphis brings about 200 wounded.

June 21—City of Memphis brings about 350 wounded and two dead.

June 24—Steamer D. A. January brings 311 wounded and sick soldiers.

July 7—Steamer Louisiana brings 302.

July 9—City of Memphis brings 378.

July 13—Steamer Decatur brings 260, who are taken to public school building, which is now the fourth hospital in city, all containing 1,800 patients.

October 8—More than 400 sick and wounded arrive on steamer Fanny Bullitt.

October 14—Fanny Bullitt brings 274 more.

October 18—Steamer Warner brings 250.

More Than 7,000 Men. 1863.

January 6—Steamer Dilligent arrives with 210 wounded. In evening steamer Sunnyside brings 226. Next day steamer Glasgow brings 305.

June 11—Steamer Gladiator brings 300.

July 16—Steamer Schuyler brings 50.

August 21-27—In three days 586 sick and wounded were brought to the Keokuk hospitals by steamers. On September 5, 103 arrived. On December 24, 1863, the record shows 7,396 sick and wounded soldiers had been brought to the Keokuk hospitals by steamers, from the south. Of these, 617 had died by that date.

1864

April 18—More than 100 soldiers from hospitals leave to rejoin their regiments, on steamer Lucy Bertram.

April 27—Steamer Die Vernon takes fifteenth regiment to front.

May 28—Forty-fifth regiment leaves on steamer Lucy Bertram.

July 10—Steamer Kate Kearney brings 103 invalid soldiers.

July 28—Steamer Johnson brings 78.

Other boats, not mentioned in the above short chronology, carried troops to the front or brought wounded soldiers here. When the war ended, the troops returned by boat and there were lively times on the levee as the boys came home.

June 20, 1865, the steamer Burlington stopped for a few hours here, enroute from Rock Island, with 260 rebel prisoners on board.

A wonderful chapter in history did the steamboats of 1861-5 write at the Keokuk wharf.

E. F. C.

ing the bridge tree and gallows frame to the larboard wheel. The boat passed on down the stream, but was badly disabled. A landing was effected however, after some difficulty, but one wheel being in condition to do efficient service. The accident will occasion a delay of about a day and a half or two days at this point. A large force of workmen were put on this morning, and the repairs will be made as soon as possible.

The loss, including detention, etc., will not fall much short of a thousand dollars. The Northwestern has been rather unfortunate of late, as she happened to an accident quite similar in nature on her last trip down. She collided with a pier of the Burlington bridge and knocked a big hole in her side.

KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, MARCH 8, 1867

River News.

Of the boats lying at this point, the Ida Fulton will be commanded next season by Capt. Chas. Mead, of Stillwater, her owner; the Pennwright by Capt. H. L. Peavey, of Stillwater, her owner; the Lizzie Gardner, owned by Peter Kerns, of St. Louis, by Capt. Jake Reese, of LeClaire; the Jas. Fisk, Jr., by Capt. Tom Dolson, of this city; the Clyde, by Capt. R. Dickson, of Davenport; the government boat Vixen, by Capt. John Ryan. Geo. L. Short has been engaged as pilot of the Ida Fulton; Tom Farbush as second pilot of the Lizzie Gardner, and Harry Rydger as second pilot of the Jas. Fisk, Jr.; Dean McLean of this city has been engaged as pilot by Gillespie & Harper, of Stillwater, Minn., owners of the raft boats Nina and Mark Bradley. Wm. Simmons has been engaged as a pilot on the government boat Hiram Price.—Dubuque Herald.

Commodore W. F. Davidson returned from a trip to St. Paul Sunday morning, and intends making things hum in the upper Mississippi this season.—St. Louis Republican, Tuesday.

The Minneapolis came in at 4 o'clock this morning from below, and left at 8 o'clock for St. Louis.

The Arkansas will be up Thursday night from St. Louis, and will continue her tri to Dubuque.

The canal will open on the 15th.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, FEBRUARY 28.

Keokuk, Warsaw and Alexandria Packet STEAMER PLOUGH BOY.

Will run during the ensuing season as follows:

Leave Keokuk	7 a m, 11:30 p m, 4 p m
" Alexandria	7:45 a m 12:30 p m, 4:45 p m
" Warsaw	8 a m, 1 p m, 5 p m

Leaving promptly on Railroad time, feb 28-3m

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, JUNE 29, 1865

A COLLISION.

THE NORTHWESTERN STRIKES THE BRIDGE WITH MUCH FORCE.

She Breaks a Bridge Tree and Gallows Frame--Full Particulars.

The steamer Northwestern met with a very bad misfortune while passing the bridge at this point, about 4 o'clock this morning. According to the statement of Charles Farris, the pilot in charge, the proper signals for the bridge were given and a prompt response was made by the engineer at the bridge. When the Northwestern, however, was on the point of entering the opening at the draw, it was hardly opened sufficiently to allow a passage, and the attempt was made to back and get out of the way until the draw was fully opened. The high stage of the water, however, prevented this, and in the attempt he got out of line and the boat struck the pier immediately east of the draw pier, break-

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

NATIONAL INTELLIGENCER.

WASHINGTON.

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

THURSDAY, APRIL 22, 1852.

EXPLOSION OF THE STEAMER GLENCOE.—John Ryan, striker on board this steamer, before his death declared that when he first tried the gauge, after the boat had left quarantine, he found no more than one-half the water necessary to bring her to port. Afterward when he tried it again he found it reduced to one-third the quantity absolutely necessary. This would throw the blame upon the engineer.

STEAMBOAT COLLISION.—The steamer Robert Rogers and steamer Republic came in collision in the Cumberland river on Thursday, and the former sunk almost immediately, giving the passengers and crew barely time to save themselves. It is believed no lives were lost. Mr. Merritt, a returned Californian, had \$16,000 in gold dust in his trunk, which he had taken from his state room to the deck, and when she careened it was thrown into the river and lost. The chambermaid and captain swam ashore. The others got on board the Republic.

THE EXPLOSION OF THE STEAMBOAT SALUDA.—By this explosion, which took place at Lexington, Missouri, on the 9th instant, Francis T. Belt, captain; Jonathan Blackburn, second clerk; Charles Labarge and Louis Gareth, pilots; and from fifty to one hundred others were killed. Capt. Conrad, one of the owners, was mortally wounded; and of the whole crew only Capt. Brookman, first clerk, and Wm. Emory, mate, were saved. There were about sixty Mormons on board.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, APRIL 10, 1852.

LATE STEAMBOAT DISASTER ON THE OHIO.

We extract from the Cincinnati Gazette the subjoined particulars attending a late steamboat explosion on the Ohio river, of which we have had a brief account by Telegraph:

GREAT LOSS OF LIFE.—The steamer Redstone lately commenced running between Cincinnati and Madison as an independent evening-passenger boat. She left Madison on Saturday, at 12 o'clock M., and the only landing she made before the explosion was at Carrolton. She passed on to Scott's landing or Craig's bar, three miles above Carrolton, on the Kentucky side, to take on a passenger, Rev. Perry A. Scott. While the steamer was backing out from this landing, and when about one hundred feet from the landing, the fearful explosion occurred at the second revolution of the engine! Three boilers exploded at the same instant. All the upper work of the boat forward of the ladies' cabin was blown to atoms, the hull swung round with the current, and immediately sunk at the bow, in twenty feet water, while the stern rested on the bottom, near the shore. There were on board at the time about sixty-five passengers, of whom it is thought thirty-five must have been killed. There were but two lady passengers on board, both of whom and the cabin maid were saved and but slightly injured. Among the killed are the Rev. Mr. Scott, (who had been on a visit to his parents, who, with his sisters, having just parted with him, were standing on the shore and saw him blown to fragments.) Mr. Goble, editor of the Lawrenceburg Press, and Mr. Myers, foreman in the same office. The first engineer and second engineer and all the firemen were killed instantly. Mr. Soper, the first clerk, was standing near the office, and says the first intimation of the danger he had was being lifted up full 100 feet and falling

into the river, and swam ashore. A moment after he heard a cry of distress in the river, a few feet distant; he swam out and rescued a drowning person. This was the captain, (Pate,) who had one of his legs broken. The second clerk was accidentally left at Madison. The pilots were badly injured.

The awful force of the explosion can be conceived from the fact that a large piece of one of the boilers was blown half a mile, lacking five or six yards, from the wreck! Eleven bodies were blown into a cornfield at some distance from the water; among them those of the first and third engineers.

The people of Carrolton and the vicinity hurried to the scene, and twenty-five dead and wounded bodies were immediately borne to a small farm-house, which was converted into an hospital. The inmates of this house gave up their rooms, bedding, and every thing in their possession to the suffering. The scene here beggars all description. The mangled and ghastly corpses by the side of the wounded and dying, with inadequate medical aid and means for the care of the latter, the floor of the rooms covered deep with blood; this, and the view of the scattered wreck and the awe-stricken multitude on the shore below, made up a scene of horror before which the intensest paintings of Sue and Dickens pale and grow dim.

The river for some distance below Carrolton was strewn with the fragments of the boat, machinery, furniture, and clothing. Small pieces of bedding and clothing were found at the distance of very nearly half a mile back from the river, while the trees along the shore were littered with the fragments of the same and of the wreck!

The Hoosier State, which came along soon after the catastrophe, rendered every assistance, and took on board fifteen of the wounded, of whom but two could help themselves, and brought them to this city, where the majority have either homes or friends. One or two were taken to the hospital.

The Redstone was not racing at the time with any other boat, but she was hurrying in order to make as good time as possible between this and Madison.

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON.

THRICE A WEEK.

SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, JANUARY 24, 1853.

STEAMBOAT EXPLOSION.—The new steamboat J. Wilson, Captain JOHN ROTAN, just as she was leaving the landing at Columbia, Arkansas, on the 6th instant, burst two of her boilers, carrying off the fore-castle and nearly one-third of the hurricane roof. The tremendous violence of the explosion was so great that one of the boilers was thrown some fifty yards, completely demolishing the upper part of a building. The wreck of the steamer drifted twelve miles, and sank in six feet water. It is supposed that forty lives were lost.

THREE STEAMERS BURNED.—At St. Louis, on the 19th instant, a fire broke out in the steamer New England, a Keokuk packet laid up at the head of the landing. The flames communicated to the steamers Brunette and New Lucy, and all three were destroyed. The latter boat floated down, placing some fifty or sixty steamers in imminent danger. Fortunately, however, she was kept out in the stream, only touching one boat.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, MARCH 29, 1853.

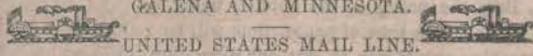
BLOWN UP.—The steamer Bee, a stern-wheel boat, bound from New Orleans to Louisville, with a large cargo of groceries, blew up at the town of West Franklin, thirty miles below Evansville, on Tuesday last, killing seven or eight of the crew and tearing the forward part of the cabin and social hall into pieces. Both pilots were scalded, one of whom died the same night and the other is not expected to recover. The second engineer was instantly killed. The killed and wounded were confined to the crew, for luckily there were no passengers on board when the accident occurred.

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON.
THRICE A WEEK.
SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

FRIDAY, MARCH 5, 1852.

ARRANGEMENTS FOR 1852.
GALENA AND MINNESOTA.



UNITED STATES MAIL LINE.

Consisting of three first class boats—

- NOMINEE, Capt. O. Smith.
- BEN. CAMPBELL, Capt. M. W. Lodwick.
- Dr. FRANKLIN, Capt. R. Blakely.

Leaving Galena:

The NOMINEE, Capt. O. Smith, Mondays at 12 o'clock.
The Dr. FRANKLIN, Capt. R. Blakely, Wednesdays at 12 o'clock.

The BEN CAMPBELL, Capt. M. W. Lodwick, Fridays at 12 o'clock.

The above boats will run regularly during the ensuing season. Having the mail contract, their punctuality can be relied on. They will remain at St. Paul sufficiently long to enable passengers to visit the Falls of St. Anthony.

For speed and accommodation these boats are unsurpassed, and every attention will be paid to passengers and freight. They will leave punctually at the hour named. The Nominee will make the trip so as not to be out on Sunday.

Goods shipped to the agents at St. Louis or Galena, to go by this line, will be forwarded free of charge.

Galena being the termini of the great thoroughfares leading westward from Chicago and Milwaukee, nearly all the travel from the Eastward, destined for the Upper Mississippi, takes passage by steambot from this point. Also, nearly all the steamboats on the Southern trade, from St. Louis and other ports below, come into this port for reshipment for points above.

AGENTS.

- | | |
|----------------------------------|--|
| R. F. Sass, St. Louis. | Nelson, Gilbert & Co., Nelson's Landing. |
| B. H. Campbell & Co., Galena. | C. R. Read, Lake Pepin. |
| G. R. West, Dubuque. | L. Hertz, Point Douglass. |
| S. M. Langworthy, do | Churchill & Nelson, Stillwater. |
| A. McGregor, McGregor's Landing. | J. W. Babcock, St. Paul. |
| B. W. Brisbois, P. du Chien. | S. H. Sargent, do |
| F. D. Cowles, Lansing. | Russell & Rice, St. Anthony. |
| Campbell & Smith, La Crosse. | James Peck & Co., Chicago. |
| Galena, February 25, 1852. | mar 6 |

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON.
THRICE A WEEK.
SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, AUGUST 1, 1853.

TWO STEAMERS BURNT.—A telegraph report from St. Louis says that a fire broke out on Thursday in that place on board the steamer Dr. Franklin, and the flames communicated to the steamers Buif City and Highland Mary. The two former were burnt to the water's edge and sunk. The loss is estimated at from \$80,000 to \$90,000.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, OCTOBER 22, 1853.

STEAMBOAT DISASTERS ON THE WESTERN RIVERS have latterly become more frequent again. We have recently chronicled several of the most serious cases, the latest of which was that of the steamer *Pawnee*, snagged, broken in two, and lost totally, at the fatal "Graveyard" on the Mississippi river. Yesterday's Western mail brought us another case—that of the steamer *Georgetown*, which has

been snagged and totally lost on the Mississippi river, near the Grand Tower, while she was on her way from St. Louis to New Orleans with a valuable cargo of goods. The judicious expenditure by Congress of a reasonable sum annually would save much valuable property on these waters, and while we have such a large surplus in the National Treasury it is strange that we do not have such an appropriation made of a small portion of it.
[North American.]

NATIONAL INTELLIGENCER.

WASHINGTON.

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

THURSDAY, APRIL 29, 1852.

Steamboat Explosion and Loss of Life.

ST. LOUIS, APRIL 26.—The steamer *Prairie State*, in rounding out at the landing at Pekin, on the Illinois river, between nine and ten o'clock yesterday morning, collapsed the flues of her starboard boiler, killing, wounding, and scalding some twenty persons, most of whom were hands of the boat and deck passengers. The boilers blew out both forward and aft, and but for the quantity of hay stored in the engine room the loss would have been greater. The head engineer, Wilson, was slightly wounded, and his assistant was instantly killed. The boat afterwards caught fire, but it was soon extinguished.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, APRIL 24, 1852.

BURNING OF STEAMBOAT.—The steambot *Pocahontas*, from Arkansas, bound to New Orleans, with 2,360 bales of cotton, took fire on the 16th instant, and was burnt to the water's edge in less than half an hour. The boat and cargo are a total loss. Ten persons, including the late Sheriff of Arkansas, a lady and three of her children, the cabin boy and two firemen, either perished in the flames or were drowned in attempting to escape from the burning boat.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, DECEMBER 21, 1852.

STEAMBOAT DISASTER AND LOSS OF LIFE.—The telegraph furnishes a brief account of another dreadful steamboat catastrophe on the Mississippi river. The steamer *Western World*, from St. Louis for New Orleans, recently came in collision with the *H. R. W. Hill*, at Grand Lake. The *Western World's* cabin parted and she sunk in about ten minutes. The vessel and cargo will prove a total loss. She had sixty cabin and one hundred deck passengers, and about twenty-eight of the latter and several hands belonging to the boat were drowned.

THE GREAT DUST HEAP CALLED HISTORY
W. HICKEL MEDICINE TOWNS

RIDE FREE WITH

The Daily Gate City

—On the—

STEAMER SIDNEY

Thursday, Sept. 10

8:00 to 11:30 P. M.

Present a copy of The Daily Gate City of September 10th, showing this advertisement at boat, and you will be admitted free.

This will be the last excursion of the season.
Right of admission reserved.

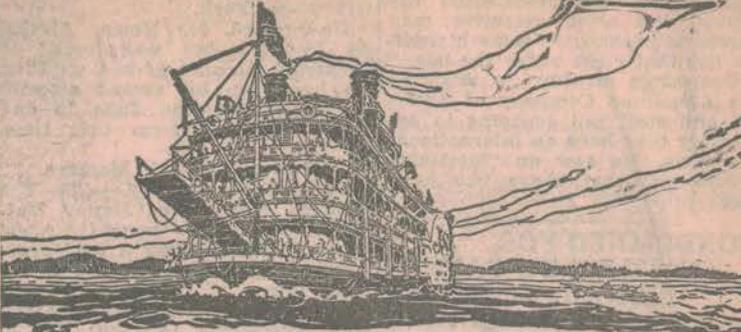
1914

DAILY GATE CITY
THURSDAY, JULY 7, 1910
STEAMER W. W. IS
TAKING VACATION

Acme Packet Company's Boat is Now Tied Up at Rock Island Awaiting Higher Water,

Because of the exceptionally low stage of water the steamer W. W. of the Acme Packet company has been forced to tie up at Rock Island and announcement is made that excursion dates for the present will have to be cancelled. The trip to Muscatine on the Fourth was a slow one, the craft being forced to proceed with caution down the stream. The captain states that a full day was spent yesterday in endeavoring to get over Rock Island rapids.

The company does not care to risk the loss which is threatened by the presence of sand bars in the stream, and the craft will remain tied up in the upriver city until the river starts to rise.



COMING!

Sat. July 8 | Big Sidewheeler
"J.S." De Luxe
First Appearance

Auspices of Malta Shrine and Fez Club
Lvs. Keokuk 9:30 p. m.—Tickets 75c
Dancing Starts 8:00 p. m.

Moonlight Excursion and Dance

EARL DANTIN
And His Mississippians—10-Piece Orchestra

Outings **J.S. De Luxe** 1933

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

TAKE THE OLD RELIABLE FOR ALL POINTS ON THE
DIAMOND UPPER
LINE STEAMERS MISSISSIPPI

Steamers in Through Trade.
Leave Keokuk for St. Paul every Tuesday and Saturday at midnight.
Leave Keokuk for St. Louis every Wednesday and Sunday at 7 a. m.

Steamer Gem City.
Leaves for St. Louis every Monday at 7 a. m.
Arrives from St. Louis every Sunday at 5 p. m.

Cheap Rates to St. Louis and Return.
\$7.00 including meals and berth; \$3.00 without meals or berth. Now is the time to secure an autumn outing.

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
JNO McNamara, Agent at Keokuk, or
FRED A. BILL, Gen. Passenger and Freight Agent, Dubuque, Iowa. 1912

The Daily Gate City.

WEDN SDAY MORNING, MARCH 1, 1871.

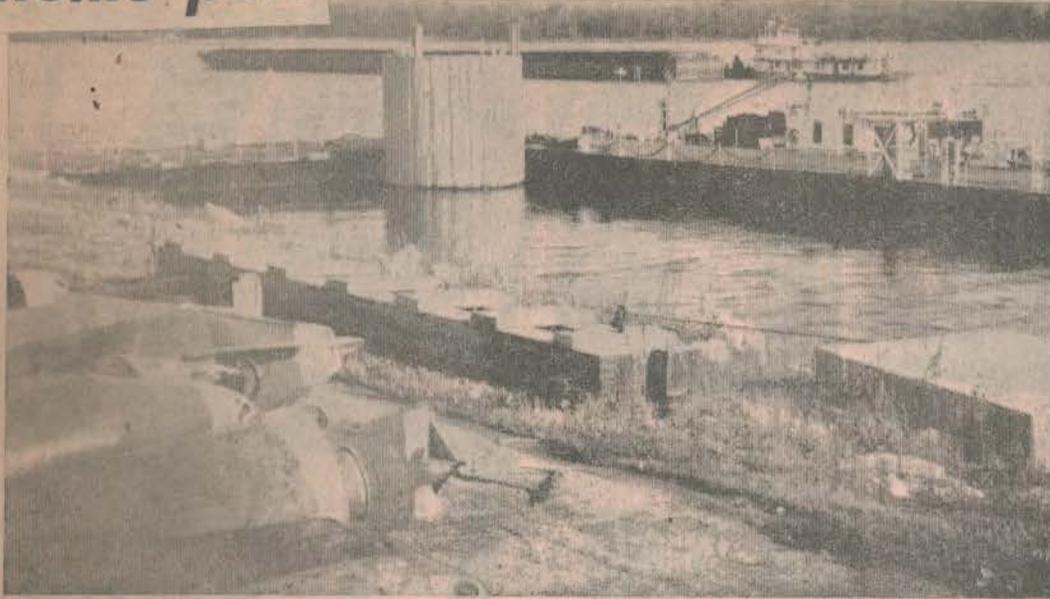
FROM ST. LOUIS.

Sr. Louis, Feb. 28.—The steamer Rob Roy, when about starting from here to Keokuk, this evening, blew out the drum-head of her cylinder, knocking three men overboard, one of whom, a deck hand, was drowned. The steamer will be detained for repairs until to-morrow.

U.S.C.G. cutter Goldenrod makes Keokuk its home port

The Daily Gate City

KEOKUK, IOWA WEDNESDAY, FEB. 15, 1967



U.S. COAST GUARD DEPOT. The barge of the "Goldenrod" is pictured here, moored to the floating dock. The large drum-like structure is a pier used to anchor the dock. Several buoys are pictured in the foreground. —Gate City

By Donna Dumenil

The Chamber of Commerce "scenic drive" makes a third stop at the U. S. Coast Guard depot located just south of Howard's Boat Dock at the foot of Johnson street. This is the homeport of the "Goldenrod," a tender and barge combination operated by 16 crew members under the command of Captain William F. Brock.

Visiting hours here are from 1 to 7 o'clock in the afternoon on Saturdays, Sundays and holidays. Keokuk's newest campsite is located nearby according to the Chamber of Commerce brochure.

Aids to navigation

The depot was moved to its present location two years ago when the "Goldenrod" replaced the "Lantana." Previously the Coast Guard vessel had been moored above the locks. At the new one-and-a-half acre base are facilities necessary to the Coast Guard's duties to maintain aids to navigation, carry on search and rescue missions and enforce boating regulations.

Few people realize how vital the Coast Guards services are. Their job is an extensive one—covering 309 miles of river from Bellevue, Iowa, (just south of Dubuque) to Grafton, Ill., (just north of St. Louis). Along this stretch of river they main-

tain 850 unlighted buoys, 32 lighted buoys and 210 shore lights. A depth-finder on the bow of the barge is used to check the channel—a nine-foot draft is required for shipping. (Few persons who, like the author, are not too familiar with navigation terms, "draft" is the distance between the bottom of a laden boat and the river bottom.)

Fourteen-hour day

The cutter is out approximately half the time; its average run is five days and four nights. The crew puts in a 14-hour day, from 7 a. m. until dark; and a 24-hour watch is maintained.

Captain Brock is especially proud of his crew. Ninety-five per cent of the men are assigned to the "Goldenrod" after isolated duty, perhaps in Alaska or an island in the Pacific or Caribbean. They come from all over the United States: North Carolina, Ohio, Oklahoma, Georgia, California, Iowa, Illinois and Missouri. There are two chief petty officers and 14 "white hats." Said Captain Brock, the "Goldenrod" operates with "No problems ... They're a helluva fine crew."

Lives in Hamilton

Captain Brock, a warrant officer with 28 years of experience, transferred here from

Maine. He and his family live in Hamilton; living in the Tri-State area seems to agree with them pretty well.

Commanding a Coast Guard cutter on the ever-changing Mississippi is not an easy job. All piloting must be done by sight and the captain noted that it takes two years to learn the run. The precise location of every buoy is important: The buoys often mark wing dams—rock extensions below the surface of the water. Should a buoy be out of place and a boat run aground on the rock, several thousand dollars in damage would likely result. Needless to say, the Coast Guard operates under very strict regulations. They also see to it that other boat operators uphold proper safety rules. Insufficient life-saving and fire extinguishing equipment are the most common safety violations.

Self contained

The "Goldenrod" is a completely self-contained unit with its own water and electric systems. The tender and barge combined is about 200 feet long and 25 feet across the beam with a draft of five feet. Its two main engines of 400 horsepower each propel the cutter at a speed of 11 miles per hour. The boom on the barge is operated by an air

compressor and has a five ton lifting capacity. It's used to hoist the 2,000 to 4,000 pound buoys. Incidentally, \$300,000 is spent each year to replace lost buoys.

While the life-expectancy of a Coast Guard cutter is 25 years, careful upkeep has stretched the "Goldenrod's" log to 30 years; it's still in good shape and expected to fulfill an additional 15 years of service. The value of the cutter is estimated at \$900,000. Currently the crew is engaged in an over all maintenance program to insure the cutter's preservation.

St. Louis dry docks

The "Goldenrod" dry docks in St. Louis. St. Louis is headquarters for the Second District which is the largest district in area and the smallest in personnel. Riverways from Pennsylvania to Denver, Colo., from St. Paul, Minn., to the Gulf are supervised by 650 men.

The general operation of the Coast Guard is very similar to the Navy: In this area there are recruiting centers in Peoria, Des Moines and St. Louis. Captain Brock again commented on the very high caliber of men in the Coast Guard and explained that there is now a waiting list of nine months to get into this branch of the service. It is not generally known but the Coast Guard also has 22 boats in Vietnam, a total of 600 men, engaged in in-shore patrol.

The "Goldenrod" will be starting its patrol of the river shortly; they will take their first run of the season on Monday, March 6.

THE GREAT DUST HEAT
R. J. BICKEL

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, JANUARY 8, 1853.

DISASTERS ON WESTERN RIVERS.

The Louisville Courier has published a list of disasters on Western waters during the year 1852. It is a formidable one, embracing 78 steamboats, 4 barges, 73 coal boats, 32 salt boats, and 4 others flat boats. It appears that 48 boats were lost by being snagged, 16 by explosions, 4 were burnt, and the others lost by collision and other mishaps. The greater number of the flatboats were destroyed by the breaking up of ice last winter. The greatest number of lives lost by one disaster was the explosion of the Saluda, 100. The total loss of life exceeds 400 persons.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

THURSDAY, OCTOBER 20, 1853.

STEAMERS BURNED AND SNAGGED.

Three steamboats were burnt at St. Louis on the 13th instant. Whilst the hands of the steamer Montauk were burning pitch, immediately in the rear of her boilers, for the purpose of cementing her decks, the kettle containing the pitch burst, and the contents spread over the deck, which, coming in contact with the fire, was soon enveloped in flames. So rapid was their progress that in a few minutes the steamer Robert Campbell caught fire, and in a short time was a perfect sheet of flame. The steamer Lunette next took fire, and was also consumed.

The Lunette had about 150 tons of freight on board for Galena and other points on the Upper Mississippi river, all of which was entirely consumed. The Montauk and Campbell had each about thirty tons of freight on board, and were loading for the Missouri river.

The St. Louis papers also record the loss of three river steamers by casualties. On the morning of the 12th instant the steamer Golden Era struck a log at the head of Amaranth Island, four miles below Clarksville, and sunk in eight feet water. She was on her way up the river, and had a valuable cargo on board. Information was received at the same time of the sinking of the steamer R. H. Lee, on the Upper Rapids, in what is known as Campbell's Chain; and also of the sinking of the steamer Flag, at Flint Island, on the Ohio river, bound for St. Louis.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, MAY 4, 1852.

Steamboat Collision and Loss of Life.

EVANSVILLE, APRIL 27.—About 10-P. M. last night the steamers Chickasaw and Clifton came in collision at French

Island. The bow of the Clifton struck the Chickasaw a little forward of the wheel-house, when the latter boat commenced sinking. In a few minutes the cabin parted from the hull and floated off, and she having on board a locomotive and a large quantity of heavy gas pipe, caused her to sink immediately. Many of the passengers and officers jumped on board the Clifton, and others were saved on the cabin; but of those below it is thought fifteen or twenty are lost, as they had no time to get up on the upper deck, so rapidly did the boat go down. Few would have been lost, however, if the Clifton could have remained alongside; but she was also in a sinking condition, and had to be run ashore, where she was only saved from sinking by discharging a large portion of her cargo.

FOR MOUNT VERNON & FORT WASHINGTON.

NOTICE.—The steamer THOS. COLLYER will make an extra trip this day (Saturday,) May 22d. This trip is made to accommodate the Ministers of the General Assembly, and all others wishing to visit Mount Vernon. The boat will leave at the usual time—9 A. M. may 22—1t SAMUEL GEDNEY.

WASHINGTON AND ALEXANDRIA BOAT.

Passage Five Cents. The steamboat PHENIX continues to run regularly between Alexandria and Washington, leaving Janney's wharf, Alexandria, and Page's wharf, at the foot of 7th street, Washington, as follows; Leave Alexandria at 7 1/2, 9 1/2, 11 1/2, 2, 4, and 6 o'clock. Leave Washington at 8 1/2, 10 1/2, 12 1/2, 3, 5, and 7 o'clock. Passage on the boat five cents. Carriages, wagons, carts, and freight of all kinds taken at about half the usual rates.

S. SANDERSON, Captain. An omnibus connects regularly with the boat at Washington. [Republic] may 22—1td

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, SEPTEMBER 7, 1852.

THE EXPLOSION OF THE DR. FRANKLIN.—The St. Louis papers have some additional particulars of the steamer Dr. Franklin, which was telegraphed last week. It is impossible to arrive at the correct number of the killed, wounded, and missing. The officers of the U. S. mail report twenty-seven to have been buried at St. Genevieve; three were lying in a dreadful condition in the town, and many were missing. Loss of killed and wounded may be set down at forty, and the dead at three-fourths of this number. The collapse is attributable to the absence of water in the boilers, as they were nearly dry, and at a red heat at the moment of the explosion. The guilty have paid the penalty of their lives for their carelessness, and the innocent have been involved in the sacrifice.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

THURSDAY, AUGUST 25, 1853.

SICKNESS ON STEAMBOATS.—We learn from the St. Louis papers that not a boat has arrived there from New Orleans within a week or two past that has not buried more or less of her passengers or crew. The three last boats up—Henry Chouteau, Michigan, and Aleck Scott—all had sickness and several deaths on board. The Scott, the last arrival, buried five deck hands and deck passengers.

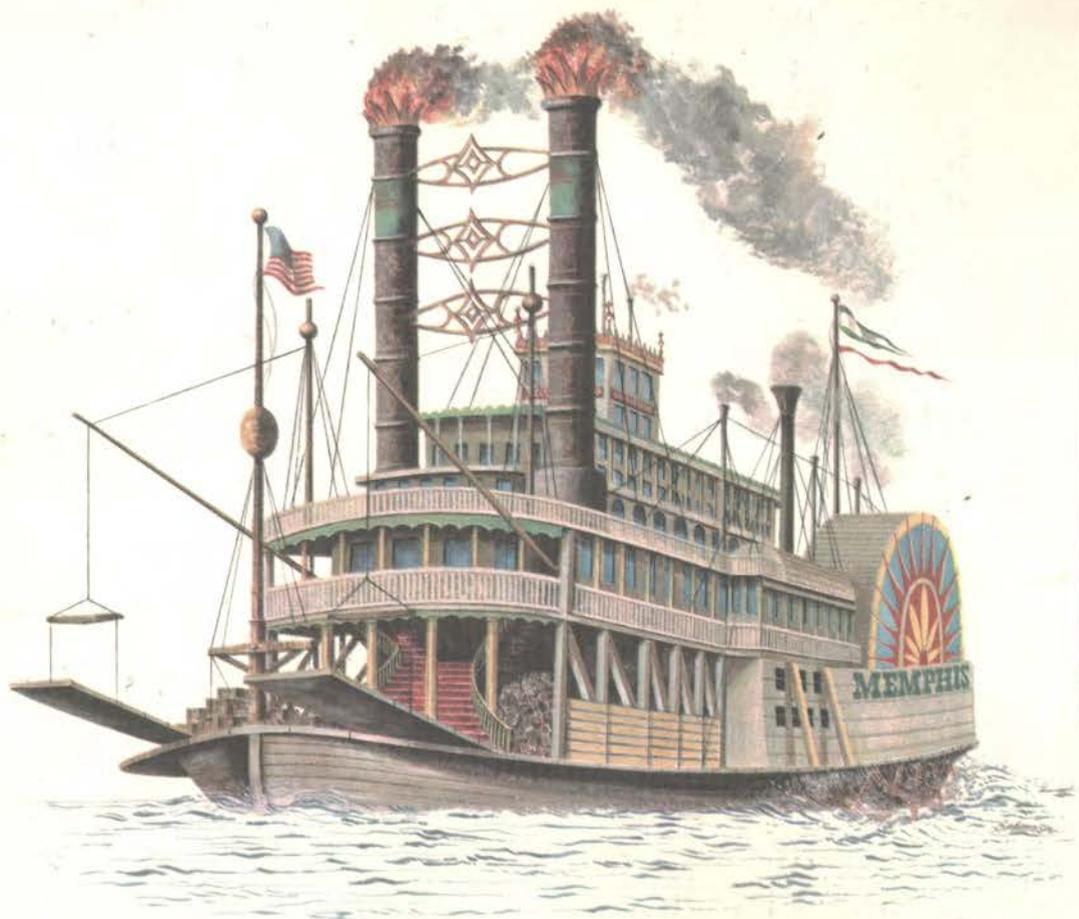
The "Memphis"

Historical Highlights

During all the exciting and romantic years the steamboat reigned supreme, none equalled the decade between 1850 and 1860. Typical of this period was the Memphis, built in 1852. Broad of beam and lofty of height, her huge paddle wheels could move her 312 tons along at a speed of eighteen miles per hour on her route between Memphis and St. Louis.

At the peak of their popularity, nearly two thousand such boats plied the western waters, carrying from three to five hundred passengers and close to seven hundred tons of freight. Although the greater majority were operated independently, there were a few organized lines running on regular schedules between the major cities along the Mississippi, Missouri and Ohio rivers.

As the number of passengers grew, so also did the rivalry among the builders for increased size and gaudiness. Private staterooms, entertainment, excellent meals, and old world hospitality — combined with white gingerbread, gold leaf and thick carpeting — made these boats the equivalent of the finest luxury hotels ashore. So fierce was competition that fares fluctuated wildly, depending on number of passengers, freight on board, and conditions of weather and water. Often a single trip meant the difference between financial success or ruin.



The Memphis 1852



EXCURSIONS, 1885.

Rescue and Barge Quickstep

Will be used for Church and Sunday School Picnics.
For rates and other information apply to

A. M. HUTCHINSON, Manager, - Keokuk, Iowa.

ON THE RESCUE AND BARGE.

MAUDIE.

We stood on the barge at midnight,
As the others gayly danced in the hall,
And the moon rose over the water,
Lighting the Rescue and all.
Far back at the grove and landing,
Our waving memories lay,
And the music that came from the cabin,
Seemed to lift and bear them away.

As smiling upon the excursion,
Rose the declining moon,
And sounding away down the river,
Re-echoed the dancers' tune,
And like those waters rushing,
Along the barge and boat,
An awakening of thoughts came upon us,
And our tenderest sentiments smote.

How often, oh, how often!
In the days that have gone by;
I had gazed on the moon and the river,
And the whole wide world in July,
How often, oh, how often!
I have wondered if this world wide,
Held him who would teach me the lesson,
I learned when your eyes I spied.

For my heart was young and restless,
My life was void of care,
And I did not know that morning,
That you would find me there;
But now you have won and conquered,
You found me in the crowd,
And the day passed away into evening,
With its songs and its banners so proud.

And I think how many thousand
Of happy unmarried men,
Each leading a fair feminine partner,
Have gone on that barge since then,
And I watch the long procession,
Their talk like the hum of the bee,
And I wonder if there can be any
As happy and contented as we.

Forever and forever,
As long as the river flows,
As long as they hold celebrations,
As long as that whistle blows,
The moon and the dear old Rescue,
In my memory shall appear,
As a symbol of in Heaven,
And its lovely image here.
Nauvoo, Ill., July 4th, 1885.

THE MULE THAT STOOD ON A STEAMBOAT DECK.

The mule stood on a steamboat deck,
The land he would not tread;
They pulled the halter round his neck,
And cracked him o'er the head.

Yet firm and steadfast there he stood,
As though formed for to rule;
A critter of heroic blood
Was that there cussed mule.

They cussed and swore—he would not go,
Until he felt inclined;
And though they showered blow on blow,
He wouldn't change his mind.

The deck hand to the shore then cried,
"This here mule's bound to stay,"
And still upon the critter's hide
With lash they fired away.

His master from the shore replied—
"The boat's about to sail,
And every other means you've tried,
Suppose you twist his tail!"

"It's likely that will make him land,"
The deck man brave though pale
Approached him with his outstretched hand
To twist that there mule's tail.

Then came a sudden kick behind!
The man—oh! where was he?
Ask of the softy blowing wind,
The flukes in the sea!

For a moment there was not a sound,
As that mule winked his eye,
As though to ask of those around,
"Now how is that for high?"

"Cut that there mule's throat tight away,"
The captain did command,
But the noblest critter killed that day,
Was the fearless, brave deck hand.

DAILY GATE CITY:

JULY 29, 1887.

A Peoria paper makes the following announcement of the arrival of the excursion steamer Rescue at that place:

Capt. Sol. York and C. A. Zoller returned to Peoria yesterday morning bringing with them the new steamboat Rescue and the barge Alex. Kendall, which they bought recently on the Mississippi. The Rescue is a very dapper, fleet and handsome craft, 130 feet long, twenty-six feet beam, 150 tons burden, and drawing twenty inches of water. The barge will carry 400 people without crowding. The boats cost between ten and twelve thousand dollars. The Rescue will be put on the daily run between Peoria and Henry in place of the Gray Eagle, which will be laid up for repairs and it will be rented out for excursions, for which it is admirably adapted, whenever required, thus filling a want which had been sorely felt of late in this vicinity, for there has been no large boat available for the purpose. The Rescue, moreover, is very handsomely and completely fitted up and the cabin is especially spacious and sumptuous. On Sunday morning the boat will bring an excursion party from Henry, Lacon, Chillicothe and Spring Bay, and in the afternoon at 2 o'clock it will leave for Pekin and on the return to Peoria will proceed up the river. Two bands of music will be on board and pleasant trips are assured all who attend.

The Daily Gate City.

SUNDAY MORNING, APRIL 30, 1871.

FOR SALE.

THE STEAMBOAT JESSIE

AND several small Flats, all in good order. Two portable Engines, of 6 and 8-horse power, respectively, with hoisting gear attached. One 6-inch Centrifugal Pump; 5 Derricks, and a large amount of rigging of every description, including single and double blocks, lines of various thicknesses, &c. A large amount of Stone Cutters' Tools, and 2 sets of blacksmith tools. Several hundred feet best double proof $\frac{3}{4}$ and $\frac{1}{2}$ -inch chain; several wooden hand pumps; 3 anchors, and about 50 M feet B. M. Square Timber. Terms Cash.

For further particulars inquire of P. H. Quinn No. 62, Stafford's Building, Levee, Keokuk, Iowa.
P. O. Address, Box 133.

DAILY GATE CITY.

SATURDAY MORNING, JUNE 19, 1875

Burned to Death.

BURLINGTON, Iowa, June 18.—A negro woman, cook on the packet De Smet, was burned to death by the explosion of a kerosene lamp, while the boat was lying at this port to-night.

The Daily Gate City.

FRIDAY MORNING, FEBRUARY 17, 1871.

The St. Louis & Keokuk Packet Company—Season of 1871.

We find the following, concerning the preparations of the Keokuk Packet Company for the forthcoming navigation season, in the St. Louis *Despatch* of the 13th:

A few days hence will see this extensive and beneficial Company under full headway for the season of 1871, and had it not been for the last sudden change of the weather, the first packet would have been ready to steam up this evening for Hannibal. The line consists of four first class packets, viz: Andy Johnson, J. H. or Harry Johnson, Rob Roy and Bayard—all of them nearly new, if not they are kept in such complete repair that they are equal to any new packet leaving our wharf. To show that the Company has not been idle during the few months of winter that they have been laid up, we have visited them, and through the kindness of Captain Ansyl Phillips, the worthy General Superintendent of the line, we are enabled to give the following result. We will commence with the

HARRY JOHNSON.

She has been on the ways, and her hull has received an entire overhauling, an entire new deck and yards, and her guards have been widened. Her engines have been thoroughly examined and put in complete order, and she has new chimneys and breechin'. Her interior has also received considerable attention—the state-rooms have all been furnished with new spring beds, all of her old furniture has been sent ashore and been replaced with solid, handsome furniture of the most modern make. She will be officered as follows: Wm. Gray, Captain; Ed. Morehouse, first clerk, and Colonel Hugh Menghey, mate. Next on the list is the

ANDY JOHNSON.

She has been repaired in like manner, except decking. She has had new chimneys, new bricking, new spring beds throughout, and everything done to her to put her in No. 1 order. She is nearly finished and will be in order by the first of the week. She lays by the Iron Mountain depot, and looks as handsome as a woman. She will be commanded by Capt. D. Asbury; first clerk, L. W. Wright; second clerk, J. Etton; Charles Decker, mate, and Cris Weaver, steward.

Third on the list stands the bold

ROB ROY,

And she looks to-day bright as a new dollar, we mean a gold one. Everything that could be done for her in the shape of repairing and renovating has been fully-carried out. She has been overhauled from top to bottom. Her furniture and bedding have all been taken ashore, and new springs have been put in, the same as on the Harry and Andy. We forgot to mention that new chimneys and breechin have also been put on the Rob. Her officers are F. S. Lee, Captain; Geo. Walton, first clerk; W. Fricke, second do; Wm. Hutchins, mate, and J. Walker, steward.

THE BAYARD

Finishes the list of this excellent fleet, and she has received a full share of repairs. Nothing has been left undone—machinery, state rooms, cabin, pantry—every spot that

could be renewed has had the mechanic to attend to it thoroughly. We will conclude this brief notice of the repairs, etc., which has thrown an immense amount of cash into the hands of our mechanics, by giving the names of the gentlemen comprising the officers of the company for the ensuing year: J. S. McCune, Esq., President; N. Mullikin, Esq., Treasurer and Secretary; Capt. Ansyl Phillips, General Superintendent; Charles Mott, General Agent; John Carpenter, Freight Agent; W. Gillispie and Henry Schuppe, Discharging Clerks; Jas. Hardy, Passenger Agent.

The Keokuk Packet Company is a mighty good institution, keeps all of its boats in splendid repair, and is thoroughly alive to the comfort and enjoyment of its traveling patrons. We are glad to know that Col. S. M. Archer will continue as the Agent of the Company at this place.

The Daily Gate City.

TUESDAY MORNING, MAY 2, 1871.

THE cylinder head of the Lucy Bertram, which boat was sent out from St. Louis on Saturday, in place of the Andy Johnson, was blown out when near Alton. Two of the state-rooms were pretty badly demolished, but nobody was injured. The Bayard came up in place of the Lucy.

The Daily Gate City.

KEOKUK, IOWA:

FRIDAY MORNING, MARCH 6.

RIVER MATTERS.—The Father of Waters is a dreary ice-scape of Arctic desolation now. In the mist and drizzle, and dreariness, and gloom of yesterday, he looked like some migratory Hyperborean river, that had come down in some queer breaking-up freak, with patches of dark rolling water, and fields of white jagged rough ice, and in the defiant spirit of the Winter King, determined to resist all attempts to invade his province with the powers of adventurous boats. It can scarcely be said this season when the ice will finally break up. For the channel is partially open and the ferry boat ran yesterday. In looking over our files of past years we make note of the fact that last year, 1867, the ice moved out February 13th, and on the 19th the Kate Kearney came up to the wharf, the first arrival of the season.

In 1866, the ice went out March 2, and the steamer "Resolute," with three barges, came up and landed on the 4th.

In 1865, the ice commenced breaking away on the 18th of February, and finally cleared out the channel Feb. 21st. The Kate Kearney, and shortly thereafter the Wyacondah, came in on the 22d.

In 1864, the ice cleared away spasmodically. The Eagle made its first trip to Warsaw on the 22d of February, and the steamer Harry Johnson was the first arrival from be-

low, on the 27th.

In 1863, the La Crosse got in from below on the 18th of February, and on the 20th the steamer Warsaw, the first line packet of the season.

In 1862, on the 14th of March the Clara Belle got up as far as Alexandria. On the 16th the ice gorge below Keokuk gave way, and the Hannibal City, and afterwards the Die Vernon, came up and landed.

In 1861, the ice gave way on the 22d of February, and on the 25th the Badger State, the Eagle from Warsaw, and the Des Moines from St. Louis.

In 1860, the ferry boat made its first run March 1st, and the steamers Louisiana and Des Moines City, came up and landed that day.

The Daily Gate City.

KEOKUK, IOWA:

THURSDAY MORNING, MARCH 12.

THE following are the names of the boats of the Keokuk line and their commanders, for the present season. The company is old, well established and reliable. Their steamers are first class, and the officers among the best and most popular on the river: Harry Johnson, Captain F. S. Lee; Lucy Bertram, Captain R. E. Hill; Rob Roy, Captain John W. Gunn; Andy Johnson, Captain Dave R. Asbury; Kate Kearney, Captain William Howard.

We may as well say that we stole this from the Hannibal Courier, but we endorse it so fully, and more, too, that it seems like our own property.

The Gate City.

PUBLISHED BY THE GATE CITY COMPANY, KEOKUK, IOWA.

A VERY EXCITING BOAT RACE

The Flying Eagle Beat the Saturn from Hannibal to Quincy Friday Night.

JUNE 27, 1901.

An old fashioned boat race is what those who saw it called the parallel trips of the Flying Eagle and Saturn from Hannibal to Quincy Friday night.

It seems that when the Eagle and her barge were about to leave Hannibal that evening the raft steamer Saturn with her bow boat in tow started out for Quincy ahead of the excursion packet. After getting up stream a short distance the Eagle cleared with her barge and human freight of six hundred souls and putting on a big head of steam began an old time race for speed against the Saturn, which has the reputation of being one of the fastest boats on the upper Mississippi river.

The race was a warm one all the way up, but the Eagle finally left her rival behind and landed at the Quincy wharf nearly ten minutes ahead of the Saturn. The race was very exciting to the excursionists and watchers on the Quincy levee.

The Gate City.

PUBLISHED BY THE GATE CITY COMPANY, KEOKUK, IOWA.

JANUARY 17, 1901. DITS

CAPTAINS OF THE RAFT BOATS

Who Will Be at the Helm When the River Opens Up in the Spring.

In about three months the raft boats will begin ploughing the Mississippi and the river will be busy with the rafts. There has just been issued a list of the raft boats that will ply on the upper river this season, with the names of their captains, as follows:

- C. W. Cowles—Joe Buisson.
- Ben Hershey—C. Buisson.
- J. W. Van Sant—Geo. Tromley.
- Glenmont—Pete Smith.
- Musser—S. Withero.
- Dodds—John D. Pierson.
- Mountain Belle—A. Lambert.
- Kit Carson—P. O'Rourke.
- Linehan—R. Dubler.
- Inverness—G. Nichols.
- Ravenna—J. Hoy.
- Junata—F. Whigenal.
- Clyde—I. Newcomb.
- Frontenac—H. Slocum.
- C. Lamb—A. Day.
- Wanderer—T. Duncan.
- Vivian—A. Mitchell.
- Artemus Gates—J. Lund.
- Weyerhauser—G. Reed.
- Rutledge—W. Whistler.
- Lone Star—C. Schricker.
- Wheeler—W. Davis.
- Douglas—G. Winans.
- Neptune—J. Hawthorne.
- Kate Keen—Isaac Spinsky.

Constitution-Democrat.

JANUARY 14, 1899

THE COL. PATTERSON SOLD.

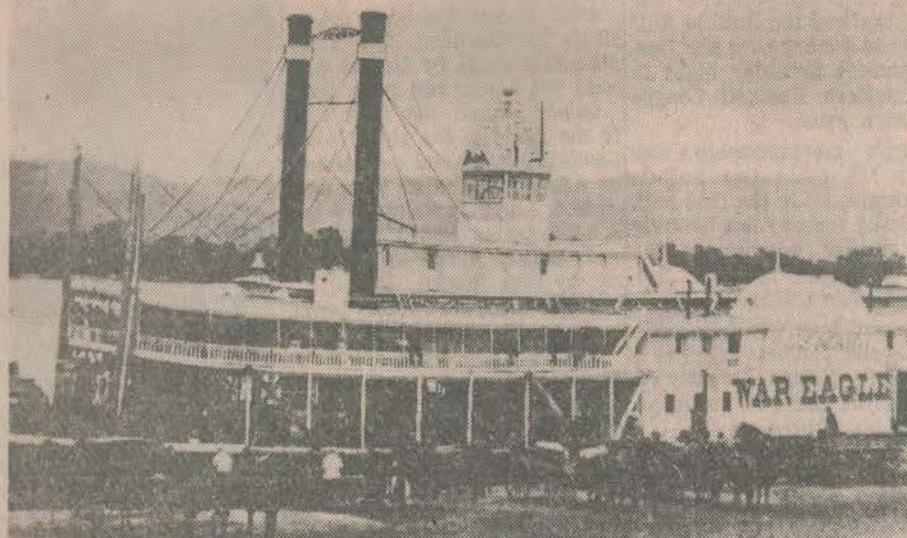
The Keokuk National Bank Buys in the Boat at Sheriff's Sale on an Execution.

At 2 o'clock this afternoon Deputy Sheriff Kenney sold the boat Col. Patterson at the court house upon an execution given the Keokuk National bank in a suit in which the bank was plaintiff. The sale included all the equipment of the vessel.

The whole outfit was bought in by the bank through James Cameron for a total of about \$4,500. The details of the sale were as follows: The Col. Patterson, \$3,000; flatboat No. 20, \$334; flatboat No. 21, \$350; flatboat No. 16, \$75; flatboat No. 19, \$51; building boat No. 17, \$201; quarter boat and contents, \$301; grasshopper boat, \$25; skiffs, coal, lines, tackle, etc., \$100.

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

Divers Explore Hull of 'War Eagle'



EDITOR'S NOTE: Divers are plunging into river waters near La Crosse, Wis., and coming up with material sent to the bottom almost 100 years ago on the steamboat "War Eagle." The steamer was well known throughout the Tri-State area and had left Dubuque, bound for St. Paul, when fire sent it to a watery grave. Here is the story of one of the most unusual salvage operations ever conducted.

Iowa, Sept. 1, 1963 *DUBUQUE HERALD.*

By **JIM SHAFFER**
T-H Staff Writer

WINONA, Minn.—The first rounds in an underwater battle for a submerged Mississippi River steamboat have been won by this Minnesota town, but a down-river rival is fighting back.

The center of discussion between river-minded historical buffs in Winona and at nearby LaCrosse, Wis., is the remains of the steamboat War Eagle.

Victim of a fiery river death, the War Eagle rests at the bottom of the Black River near where that river empties into the Mississippi, within the north city limits of LaCrosse.

The 219 foot long War Eagle—the third of five riverboats carrying that name—went down when a lamp carried by a careless carpenter started a disastrous fire that not only destroyed the \$50,000 steamboat, but much of LaCrosse's wharfs, a grain elevator, scores of railroad baggage and passenger cars, offices, stores and warehouses that contained more than \$200,000 worth of merchandise.

That fire was on May 15, 1870, and except for a brief appearance during record low water in 1932, the War Eagle remained undisturbed in a deep water grave for more than 92 years.

It was in October of last year that the imaginative Winona Historical Society led by its president, Dr. Lewis I. Younger, began a campaign to recover the War Eagle.

With the approval of federal river authorities and the knowledge of Wisconsin Historical Society officials and La Crosse city fathers, the Winona group hired scuba divers to explore the sunken ship.

The divers came up with reports that the steamboat's hull had apparently broken in two and that part of the reported \$50,000 cargo of the War Eagle were five inch thick, 14 by 24 inch sheets of metal. They also brought up word that the hull was badly deteriorated and that the stern of the ship was covered by a heavy layer of silt.

After their first afternoon of diving, the Winona group left La Crosse with more than 40 items they found among the ruins of the War Eagle. Among the objects recovered that first day were engine room machinery, glass bottles stamped Winona, Minn., and a horse-drawn seed drill bearing the patent-date of 1865.

They also left the La Crosse area with their first indication that a few local historians weren't overly pleased with what the La Crosse County Historical Society's president,

James Brindley, called "ungentlemanly actions."

Brindley, who was quoted in La Crosse papers as questioning the propriety of Winona's coming into La Crosse to recover the War Eagle, told The Telegraph-Herald that he thought it would have been the gentlemanly thing for the Winona group to let the La Crosse Historical unit know what was going on.

If there was any organized resentment to Winona's activities, Dr. Younger never heard of it.

"There were some LaCrosse newspaper accounts that didn't look kindly on our efforts," Dr. Younger said, "but, actually we had taken great care to let everyone know what we had in mind."

Legally the remains of the War Eagle are open to anyone who cares to dive the nine feet to the sand and silt covered hull. Marine law says a sunken ship goes to who ever salvages her or her cargo.

Winona's interest in the War Eagle stems from the ship's frequent visits to that Minnesota port and that the ship carried Winona's first group of Civil War volunteers down to Prairie du Chien, Wis.

La Crosse, while hindered by lack of funds for organized salvage work, isn't giving up on the War Eagle. A group of local divers have recently

brought up enough parts of the ship and her cargo for Brindley to call the efforts "very rewarding."

Included in the cargo they recovered were bottles of whiskey that were still corked and according to the divers weren't bothered by 93 years in the water.

The whiskey was part of the cargo of the War Eagle when she left her home port of Dubuque bound for St. Paul. The ship docked at La Crosse to pick up passengers arriving on the midnight train from Milwaukee and tied up next to the packet ship Keokuk for an overnight stay when the fire that destroyed her broke out.

Newspaper accounts of the day relate this part of the story:

"One of the most terrible fires that has ever startled the people of the Northwest occurred in this city Sunday, about 1 o'clock. The scene presented was one long to be remembered, and the rumor that hundreds of persons were perishing on the ill-fated steamer did much towards increasing the intensity of the feeling. The sky was cloudless, yet the fire was sufficiently brilliant to cast a shadow for miles, directly towards the moon. The Mississippi River presented the appearance of an immense sea of blood. The opposite shores and the islands seemed to have clothed themselves in ghostly garments and the trees and shrubbery danced in the changing lights like an imaginary spectres of the graveyard."

Also included in the description of the fire was a sworn statement by William T. Bennett of how the fire started. Bennett was awakened about an hour earlier by a crewman of the War Eagle to repair leaking oil barrels. While he was working with a lantern in one hand and a hammer in the other, escaping fumes from one of the barrels burst into flames and within minutes the War Eagle was sinking.

The ship's passenger list

was lost in the fire, but there were reportedly 40 passengers on board. Five of those were known to have drowned, but since few of those who escaped reported their whereabouts, more may have gone down with the wooden steamer.



TELEGRAPH-HERALD PHOTO

Dr. Lewis I. Younger looks over one of the earliest sewing machines ever made, part of recently recovered cargo of a Mississippi River steamboat. Dr. Younger, president of the Winona, Minn., County Historical Society, was the man mainly respon-

sible for efforts to recover the steamboat War Eagle which sank near LaCrosse, Wis., in May, 1870. The War Eagle burned and sank after leaving Dubuque on a trip to St. Paul, Minn.

After the War Eagle was built in Cincinnati in 1854 she regularly ran between Dubuque and St. Paul and at one time operated out of Galena, Ill. Her record time to St. Paul from Galena was 44 hours.

Like the other War Eagles built by the Northwestern Packet Co., this riverboat carried a metal eagle perched above the ship's bell.

What was left of the eagle and the bell was one of the first items recovered from the War Eagle. In 1932 when the river was at a record level of minus one foot, a group of La Crosse citizens remembering tales of the sinking of the old boat, found the hull exposed for a brief time. They carried away a few pieces of cargo along with a molten mass of metal that was once the ship's bell.

Winona's plans for recovering additional parts of the War Eagle got a boost last month when two former La-Crosse natives donated \$2,500 to the Historical Society for further diving.

Jim and Bob Wilkie, through a foundation bearing their family name, gave the money to underwrite further salvage work that Dr. Younger hopes will lead to what he calls the "jackpot."

"No word has ever been mentioned in any of the newspaper accounts, nor in any of the records of the company who owned the War Eagle or of the ship's safe," Dr. Younger said. "It's probably still down there, buried in a few feet of silt waiting to be brought up."

The question of who will recover the safe is another factor that keeps the underwater

battle between La Crosse and Winona alive—the War Eagle is down, but not forgotten.

KEOKUK DEMOCRAT.

WEDNESDAY, SEPTEMBER 28, 1887.

—Nearly every reader will remember the Grey Eagle, the jaunty little steamboat that formerly ran between this city and Quincy. Of late years she has been running on the Illinois river but is now being dismantled. The boat was built at Warsaw 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 1873 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 for every year until this year.

Multi-Million Dollar Plans For New 'Queen' Revealed

Details Outlined At S&D Meeting

New Queen, Proposed Sister Ship Could Go \$10 Million

By Lorraine Staats
Times Staff Writer

The "Queen" is dead! Long live the "Queen!"

Richard C. Simonton, majority stockholder in Greene Line Steamers, Inc., announced today to the annual gathering of Sons & Daughters of Pioneer Rivermen in Marietta the demise of the old Delta Queen and plans for the new.

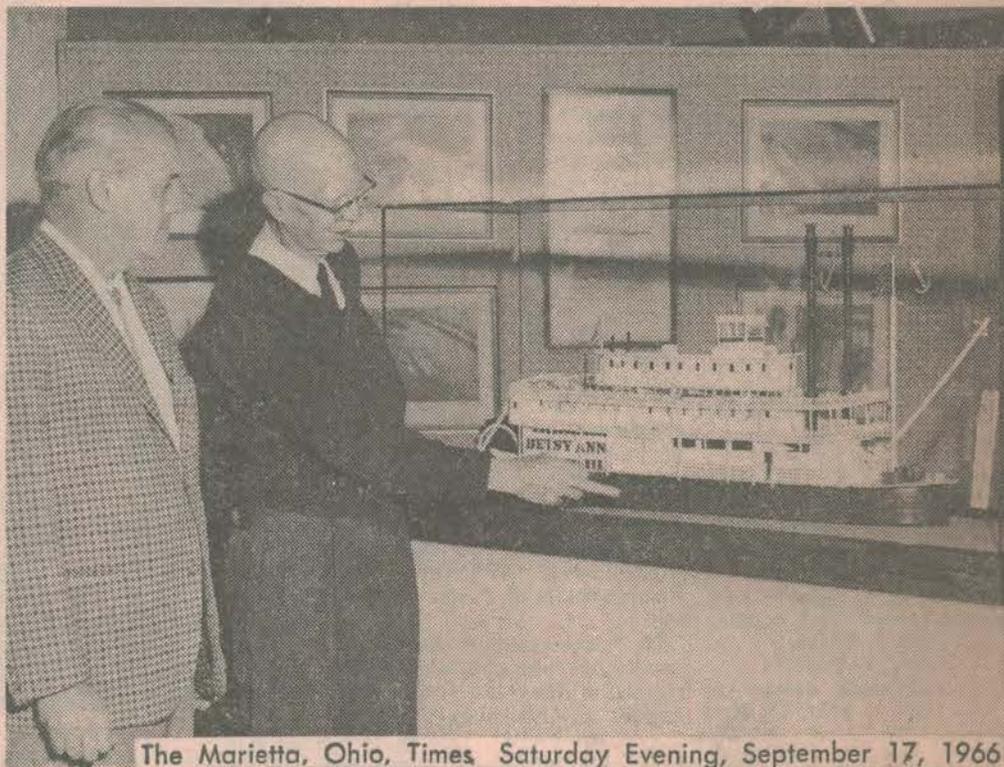
The expected announcement came at this afternoon's session of the annual meeting, headed by Capt. Frederick Way Jr., of Schwickley, Pa., perennial president of the S & D.

Architectural drawings and the accompanying artistic rendering of the proposed renovated Delta Queen were presented to the group. The Queen, only steamer of her class on the western rivers of America, will cease to exist as such and will be replaced by a Delta Queen with a "new old look." The California-built steamer (1928) will be transformed into a Mississippi riverman's boat with the addition of twin stacks, a pilot house in the middle of the roof and a romantic, lacy exterior.

"We're going to retain the calliope and build a new boat under it," laughed Simonton, visibly exhilarated by the prospect of producing a new queen of the inland waterways, and other members of the Greene Line delegation, Capt. Clarke Hawley, general manager, and William Muster, consultant, joined in describing the project.

"Not a little of the Delta Queen's charm comes from her cross-compound steam engines," said Hawley, "and we plan to keep the sternwheel and these engines because steam power is the most important thing to vacationers."

"Steam is cleaner and quieter than the diesel engine," added Simonton, "and there is no vibration nor odor—under steam,



The Marietta, Ohio, Times, Saturday Evening, September 17, 1966

Capt. Frederick Way Jr., president of Sons & Daughters of Pioneer Rivermen, shows Capt. William G. Patterson, owner of the Belle of Richmond, a model of the Betsy Ann in the River Museum. (Times photo by Ted Strickland)

the Queen glides along so smoothly you can tell you're moving only by watching the scenery."

Behind the decision to renovate, practically to replace, the 38-year-old steamer were several factors, one for age, another the demand for her pleasure cruises by more passengers each year, and a third—President Johnson's "safety" campaign that, among other things, resulted in passage of a bill that required all "ocean-going" vessels to be built to more rigid standards.

The Queen, as she is, doesn't come up to these standards, according to her owners, and "in order to smooth international feelings because foreign ships were refused entrance to our waters for sub-standard specifications, while two American boats, our Queen and the South American, still operated under sub-standard specifications, we decided to make some changes."

Two hundred twenty-five passengers will be accommodated on the new vessel, with the crew

remaining about the same, 76.

The present length, 285 feet, may be the same or it may be extended a little. Facilities will be much more luxurious, while retaining all the charm of the present boat. Every stateroom will have its own private bath; there will be complete air conditioning, with individual controls, a passenger elevator, and even closed circuit television through use of video tapes.

"We'll keep our calliope," said Simonton, California executive, who rescued the Queen from retirement a few years ago, "and we'll keep the grand staircase, stained glass windows, the paddle wheel, engines and auxiliary, and build from the old hull up."

Actual cost of the project likely will not be known for another six months, the officials indicated, since this is the first steamboat to be built in many years, but "we guess we're talking in the area of something less than \$3 million for the restoration," they reported. When a proposed sister steamer to the Queen is built, and possibly a second, the

total cost may be around \$8 to \$10 million.

"The time table at this point is not firm," said Muster, "but we are limited by the seasonal characteristics of our business. The last deadline for the Delta Queen to operate as she is will be Nov. 1, 1968; therefore, we'll have to have a new Queen in operation about the middle of March, 1969. However, we may be able to beat this date by one full calendar year and have the new Delta Queen under steam by mid-March of 1968, when our season opens."

The project will be up for public bids in March of '67 and the shipyard will be selected in the late spring.

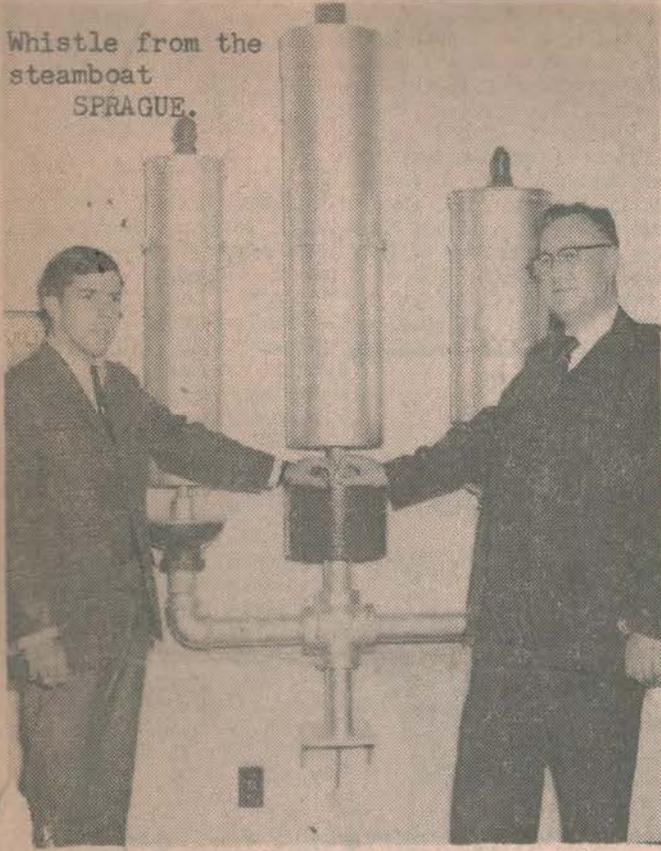
"Practically everything will be rolling by then," Simonton added, "and then it possibly will be only eight to ten months until completion."

Thus the exciting news of the rebirth of steamboats on local rivers was borne to some 300 river buffs, a devoted cult to the ways and whims of the river, as they met for their 27th annual session on the banks of the Muskingum on this bright fall afternoon.

"Long live the Queen!"

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Whistle from the
steamboat
SPRAGUE.



Capt. Clarke C. Hawley, vice president of Greene Line Steamers, Inc., left, and Robert McCann, chief purser of the lines, examine one of the whistles in Campus Martius River Museum.
(Times photo by Ted Strickland)

The Gate City.

KEOKUK, IOWA.. 1866
SATURDAY MORNING, SEPT. 22.

RIVER NEWS.

PORT OF KEOKUK.

ARRIVALS YESTERDAY.

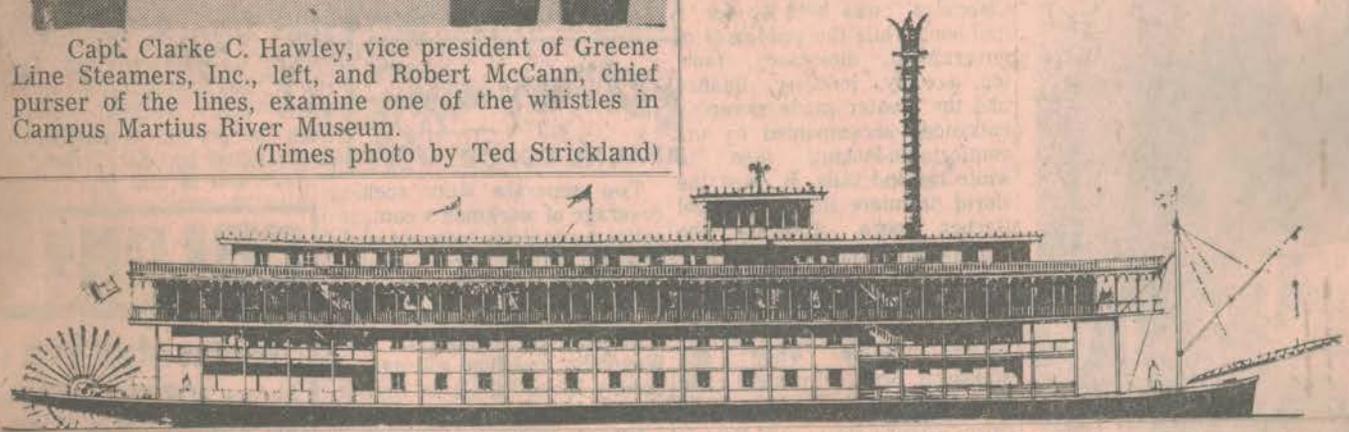
- Steamer Davenport, Parker, St. Paul.
- " J. H. Johnson, Matson, St. Louis.
- " Mollie McPike, Burnet, St. Louis.
- " Kate Kearney, Hall, St. Louis.
- " T. P. Benton, Hinkley, Dallas.
- " Eagle, Williams, Warsaw.

DEPARTURES YESTERDAY.

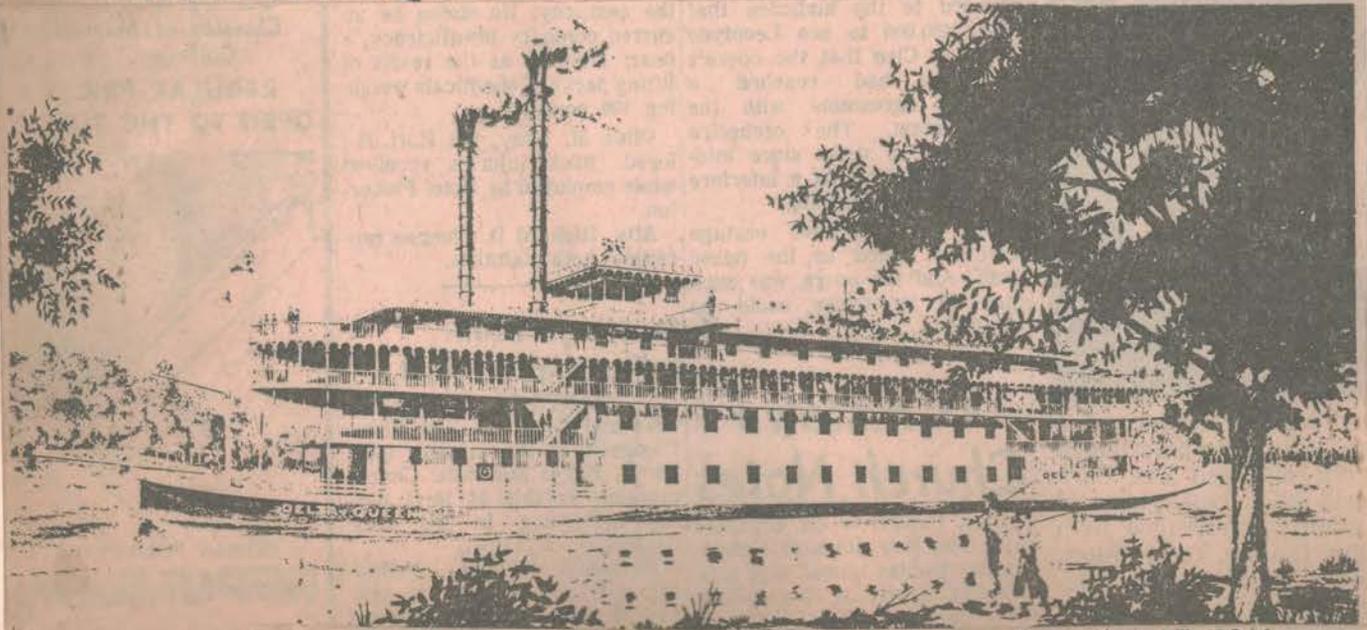
- Steamer Davenport, Parker, St. Louis.
- " Lucy Bertram, Asbury, St. Louis.
- " Kate Kearney, Hall, St. Louis.
- " Mollie McPike, Burnett, St. Louis.
- " T. P. Benton, Hinkley, Dallas.
- " Eagle, Williams, Warsaw.

River on a stand.
The new popular steamer Minnesota, Capt. Thos. Hill, Clerks Carroll and Smith, is the boat for St. Paul and all intermediate points this morning.

The elegant steamer J. H. Johnson, Capt. Matson, Clerk Walton, is the packet for St. Louis this morning at 7 o'clock.



The New 'Queen' in Crinoline and Old Lace



The Marietta, Ohio, Times, Saturday Evening, September 17, 1966

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

DAILY GATE CITY

SEIFERT TELLS
OF EVENTS IN
LONG SERVICE

JUNE 21, 1935

**Fifty-Five Years Was Spent
on Mississippi Which He
Says "Has Been Kind
to Him" in His
Career.**

"Taking it all in all, the beautiful old Mississippi river that I love has been very kind to me." With these words Captain Gus Seifert, who retired last month from fifty-five years of active service on the big river, summed up his philosophy of the great stream. As a boy of thirteen he was second cook on a boat when he had to stand on a box to wash dishes. For twenty years he was master and pilot of the towboat "Muscatine," and his continuous service on the government boat is unusual, and doubtless if completely chronicled would make a most interesting contribution to the lore of the river.

Capt. Seifert, who has been privileged to play a big part in the rehabilitation of the river is optimistic as to its future, when the present improvements are completed and shippers realize the value of savings that water transportation may bring them. The one tragedy in his career is the accident to the "Henry Bosse" which capsized in the river below the bridge in a wind storm on August 19, 1913. This was the former steamer "David Tipton," and he had been on it for eight years when the boat overturned when struck by a sudden squall.

Last Boat the "Muscatine."

Capt. Seifert retired on May 31, and his friends are wishing him enjoyment of his well earned vacation. His last boat was the towboat Muscatine with Ollie M. Slee as chief engineer. Captain Seifert was placed on the Muscatine as master and pilot when she came out new in 1915 and has been handling her continuously for the past 20 years. Chief Engineer Wm. Cresswell was chief engineer on this boat until his retirement several years ago when Ollie Slee was appointed to fill the vacancy. This continuous service on one boat is unusual and no doubt a condensed log of her many miles of travel would make an interesting book in itself.

Captain Seifert is one of the veterans, who being thoroughly familiar with the history of the Mississippi river and the large part it played in building up the middle west, believes that there is a bright future ahead for it when the improvement work now going on is

completed and when the present generation of shippers realize the savings that may be made by the use of river transportation.

Has Had Share.

"Yes, I have seen many river men play their parts during the time I have been on the river, and as I look back fifty-five years, when I started to work, I also realize that I have had some share in river improvement work. We all like to forget the tragic events that have passed and to remember the good things," said Capt. Seifert.

"It is little wonder that river work was to be my life work having spent my early years in a busy little river town seeing the most prosperous and respected citizens river men and many others connected with river work. Perhaps the most fascinating time on the river was during the rafting period. It has been said there were one hundred and fifty raft boats on the upper Mississippi river in 1880. The Blue Lodge was the largest raft boat and the 'Minnie Well' the smallest. I clearly remember the floating rafts with their cook shacks and bins built out of packs of shingles and lumber for the men to sleep in. These rafts carried a crew of from fourteen to twenty and were very cleverly handled. Later about 1877 I remember seeing the little side-wheel boat the 'Annie Girdon' coming down the river with a raft which had a crab on each corner of same to turn the boat so that the raft could be guided.

Miracle of Electricity.

"I recall the steamer 'Moline,' one of the first boats to have an electric light, and how the folks were amazed at such a miracle. The largest lumber raft that I saw was brought down the river by the steamer 'Saturn.' It had more than two million feet in same. However, I have a picture of the steamer 'Buckeye' towing a raft of three million four hundred thousand feet of lumber. Captain George Winens was in charge of this raft 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. As tow boats were not in use at this time there were fifteen men on the bow of raft with oars. The largest log raft I recall was brought down by the steamer 'Kit Carson' and was about 1500 feet long.

"I was born in LeClaire, Iowa, May 19, 1867, and at the age of thirteen I did my first work on the river as second cook on the steamer 'Brother Jonathan.' It was necessary for me to stand on a box to wash the dishes. Up until 1886 I worked on different boats in the summer. Also as a boy I often got another job on the river, that of rowing the rapids pilots out to the boats. There was keen competition among the rapids pilots as well as among the boys—first come, first served, was the law.

Learned Carpentry.

"In 1886 I started to learn the ship carpenter trade at the LeClaire boatyard under J. W. VanSant and Captain R. Ishwood. It was not at all uncommon to see from ten to twelve boats on the cradles at one time in this yard. I worked at my trade in the winter

months and on several boats in the summer until 1892 when I went to work for the government on the fleet at Rock Island. In 1895 I was transferred to Keokuk as ship carpenter under Hans Martin, who was foreman of the drydock at that time. While the date may not be exactly correct I believe it was about 1900 when I went on the lighthouse tender 'Lily' as ship carpenter. About 1901 I received my papers as mate.

"In 1905 I received my master and pilots license and then went on the steamer 'David Tipton' whose name was later changed to the 'Henry Bosse.' I was on this boat until August 19, 1913, when she capsized at Keokuk. This was one of the tragic events of my river career. The following two seasons I was on the steamers 'Ruth' and 'Grace' respectively. In 1915 I was assigned as master and pilot to the steamer 'Muscatine' and was on this boat twenty years or up until my retirement.

Has Fine Collection.

"In the years to come as I talk to my friends of my river experience I will be proud to show them the letters I received from Commander Vail of the lighthouse service, upon leaving that department, and the one I received from Major Wheeler upon my retirement. I can also show them a large collection of boat pictures and think of all the comedy and tragedy during the past fifty-five years.

"Taking it all in all the beautiful old Mississippi river, that I love, has been very kind to me."

DAILY GATE CITY

SEIFERT RETIRES
AFTER SERVICE
OF 44 YEARS
MAY 21, 1935

Captain Gus Seifert, who for forty-four years has been pilot on the river and an officer of the government fleet, was officially retired this noon from the active service of the government.

Capt. Seifert has had a colorful career on the river, has seen the development of the new type of navigation in the government barge lines, and the decline of the old time boats which used to be familiar figures on the big river.

Immediately after his work for the government ended officially he was asked to take a boat to Guttenberg, Iowa.

Motor Boat Racing Got Start On Mississippi, Group Learns

Motor boat racing on fresh water streams and lakes, the sport which attracts big names and important money all over the United States and Canada, got its start in the Mississippi valley. This is the information secured by workers on the federal writers' project of the Works Progress Administration, now compiling a history of the Mississippi river and its interesting features.

It was in 1907 that C. P. (Chap) Hanley, a Muscatine attorney, called a meeting at Muscatine of men interested in river sports which resulted in formation of the Mississippi Valley Power Boat association. Mr. Hanley was one of the first commodores of this organization which later devised regulations for all hydroplane, or inboard motor boat races in this country. It became a nation wide organization and its influence extends to Europe.

Early Races.

Interest in boat races began to be felt in the Mississippi valley long before that. In those days enthusiasts began to sense possibility of organized regattas on the rivers and lakes. Individual owners of sail or motor boats were already getting together and holding races among themselves with no rules excepting the ones they had agreed upon. The formation of an association to devise uniform regulations which would govern organized regattas was suggested and the result was the organization meeting of the Mississippi Valley Power Boat association, called at Muscatine by Mr. Hanley.

Today Mr. Hanley is an attorney by profession but by inclination interested in anything which gasoline or steam or wind propels through the water or air. He was at one time a Mississippi river steamboat pilot and later learned to fly an airplane. In the early days he owned a sailboat and when gasoline launches came on the river he had one of those, too. In 1906 he owned a racing boat called "The Arrow." Later he named all his boats "Ethel" and numbered them I to XV. With these he has broken world records in race meets all over North America, so loving cups and other trophies elbow law books for standing room in his office.

First Regatta.

Time did not permit the holding of a regatta the same year the Mississippi Valley Power Boat association was organized, but the next summer, 1908, saw the first racing meet of motor boats to be held under organized rules on the Mississippi river. It was held at Muscatine and attracted boats from all up and down the Mississippi, and other places as well.

One of the largest of these early regattas was held in Keokuk during August of 1913 as a feature

of the waterpower celebration of that year. Some of the fastest boats in the country were entered in the races held on Lake Cooper.

The result of so much interest was a permanent organization which held sway until about 15 years ago. In 1927 the Midwest Outboard association was organized, also at Muscatine. The organization meeting for this group was also called by Mr. Hanley who served as its first commodore.

Many Changes.

The Mississippi Valley Power Boat association has seen many changes in motor boat racing. When first organized, the hydroplane that could develop a speed of 30 miles an hour was considered fast. Today, 30 years later, speeds upwards of 100 miles an hour are common. Some boats have traveled as fast as 130 miles an hour. Runabouts, used on the Mississippi river for pleasure as well as racing, are capable of speeds between 40 and 50 miles an hour.

This organization saw the first mile a minute boat in the world. It was owned by a man named Huey whose home was at Bellevue, Iowa, and entered in a regatta at Peoria in 1913 or 1914.

Gar Wood a Member.

Some of the greatest names in boat racing history were attracted to meets held under direction of the Mississippi Valley Power Boat association. Gar Wood, then a struggling garage mechanic in St. Paul, was an early member and made almost superhuman efforts to enter his boats, one of which was the "Little Leading Lady," in regattas up and down the Mississippi and on other bodies of water. That was before Mr. Wood perfected his mechanical hoist for dump trucks and became independently wealthy.

There was also Joe Kelson of Bellevue, Iowa, Chris Smith of Michigan, J. Stewart Blackston, then an officer in the Vitagraph organization, and John (Blady) Ryan, race horse bookie who was known about the country's tracks as "Get Rich Quick Ryan."

Men of Many Parts.

In the early days each owner had to be a boat designer, builder, mechanic and driver. He had to construct his own craft, including the motor, from the hull up, to conform with certain specifications laid down by the governing association. Today he can buy stock parts and either assemble them himself or have them put together at the factory.

Since 1923 the old Mississippi Valley Power Boat association has been dormant although recent efforts have been made to revive it. Along the Mississippi river especially regattas of outboard motor boats—which are smaller and not so speedy but considered more thrilling performers—arouse

more interest than those of inboards. Regattas with this type of boat have been held under supervision of the Midwest Outboard association.

Staging Comeback.

Inboard racing is today staging a comeback. Even sailboats have received their share of renewed popularity since the federal government erected dams across the Mississippi river and created pools some 30 to 50 miles long with but slight current, all of which revived interest in boating.

Boat clubs on the Mississippi river are showing signs of increased activity, especially those at Clinton, Davenport, Muscatine, Burlington, Iowa, Rock Island, Savannah, Quincy, Ill., and St. Louis. Annual regattas are planned at Muscatine, probably on the Fourth of July.

DAILY GATE CITY

SEPT. 22, 1938

"Bull Nose" A Monument To Old Canal

Every vestige of the old canal and its locks here has been eliminated with the exception of the bull nose at the lower end of the locks on which is a gauge of the river depth.

All of the old canal with its upper, middle and lower locks has either been destroyed or submerged by the waters of Lake Cooper with this exception.

When the old canal was built a well was constructed inside of the bull nose of this lower lock, it being the intention of those who built the canal to place in this well an accurate gauge for measuring the level of the river. Another gauge which was placed on the outside of the bull nose and which is still there was found to be sufficient for the purpose of those who operated the canal and consequently the gauge was never installed in the well.

When the new canal was built it was found advisable to have an accurate gauge that would record the level of the river automatically and at all times, below the dam. The old bull nose was lined up, repaired with cement and a small house built over it.

Thus is retained a part of the old lock that not only serves a useful purpose but will stand as a lasting reminder of the old canal that required so many years to build and that was for so long a time a great aid in the navigation of the river.

THE GREAT DUST HEAP CALLED HISTORY
A. J. BUCKLEY, PEORIA, IOWA



1878-1881

THE GATE CITY:

TUESDAY MORNING, AUGUST 9.

THE RIVER.

The Gem City passed down last night. The White Eagle passed down yesterday.

St. Louis Republican: "The far-famed War Eagle, of Commodore Davidson's Saintry line, let loose from her moorings for St. Paul yesterday at 4 p. m. sharp. Her beautiful and commodious, refurnished cabin was thronged with passengers, and all well pleased. The War Eagle is certainly a model of a steamer and will compete in comfort with the commodore's favorite steamer, Gem City. One by one he has added to his line until he has accomplished what has been his study and desire for many years, to give the people of the upper Mississippi river a fine line of steamers. He will not stop here but will build two more handsome steamers like the Gem City and War Eagle, giving him a daily line of packets to St. Paul and the upper Mississippi. Commodore Davidson has adorned his steamers with the old trade-mark—white collars—which was once so popular at the threshold of every home on the river to St. Paul, St. Louis and St. Paul Citizens, Commodore Davidson has won your golden praises, and he has them, which he justly deserves, as he is one of the finest of steamboat managers to day living and working alike for the interests of the Upper Mississippi.

The St. Louis and St. Paul Packet Company will dispatch the elegant Gem

City for St. Paul to-morrow at 4 p. m. sharp, on her ninth weekly trip to St. Paul. The speed and regularity of this now famous packet is unequalled. In command of experienced officers, whose aims and duties are to make the trip safe, speedy and comfortable, is a guarantee of a pleasant, enjoyable trip. Capt. Wm. Thompson, one of the ablest masters on the upper river, is in command. The office is in charge of Capt. N. B. Hatcher, whose attentive care of passengers has made his name so popular with all who have ever traveled on the "Gem." Her table, under the supervision of Steward Buckley, is supplied with all the market affords, served in Buckley's own inimitable style.—Globe-Democrat.

The gauge registers four feet, a decline of two inches in twenty-four hours. The river is steadily falling, and more close to that stage where there is liable to be difficulty in navigating. Capt. Davis, of the steamer Josephine, that arrived up from St. Louis yesterday, stated that the boat struck on Robinson's bar, about a dozen miles below St. Paul, there being only three and one-half feet of water. This is the perplexing season for steamboat men, for the river surface is wide spread but at a low stage with no regular channel. This must remain so until the river can fall enough to cause draining into a channel, which will be all the deeper because narrowed within limits and scoured by the current. Possibly there may be some trouble for the large boats in reaching St. Paul without some delays, if the river continues falling.—St. Paul Pioneer Press.

STAGE OF WATER.—The river is 5 feet 2 inches above low water mark of 1879. Fall of 4 inches. Dubuque 4 feet, 23 inch. Fall of 3 inches.

THE DAILY GATE CITY.

OCTOBER 6, 1892.

CITY NEWS.

Captain Milt Harry purchased Mr. Wm. Kavanaugh's one-half interest in the steamer White Eagle, says the St. Louis Republic. The terms were private. Captain Harry will have command of her, and Captain Roenrig, who owns the other half interest, will remain on her in charge of the machinery as head engineer. She will commence loading out of there to Memphis, leaving Wednesday evening, and will enter the Cairo and Memphis trade as a regular weekly packet during the fall and winter.

CONSTITUTION - DEMOCRAT.

THURSDAY, MAY 31, 1888.

STEAMBOAT DISASTER.

A Boiler Explosion Wrecks the Inverness and Causes the Death of Five Men.

The Quincy Whig to-day contains the following particulars of a fearful steamboat disaster below that city last 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 was com-

ing up flying light, and when just below Marion City two of the flues in the boiler collapsed. Ten of the crew were grouped together on the boiler 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 the 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 bows 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. Those killed were Joseph Halpin, John Greene, George Crate, Charles Kilroy and a deck hand whose name could not be ascertained last night. All the dead men lived at LaCrosse. The boat is owned by the McDonald Bros. and is a comparatively new craft, being the old Reiling rebuilt and remodeled. The boat was making the second trip since coming off the ways. The Inverness was commanded by Captain Louny.

CONSTITUTION - DEMOCRAT.

STRUCK A BRIDGE.

The Mammoth St. Louis and St. Paul Packet Centennial Strikes the Hannibal Bridge. JUNE 29, 1882.

The Hannibal Courier has an account of an accident that occurred at that city Monday evening, the mammoth steamer Centennial striking the Hannibal bridge. She was on her way down the river heavily loaded with freight as well as a good showing of passengers. She whistled for the bridge and the draw opened all right as usual. The steamer started through under a full head of steam. She came through on the Missouri side as is customary on down trips. As she was part way through the wind suddenly changed to the northeast and despite the utmost efforts of the pilot, she was hurled onto

the western pier with tremendous force. The wildest confusion prevailed among the passengers when it was known that the boat had struck the bridge but the officers and crew, by their examples of coolness and bravery, soon quieted the fears of the affrighted passengers.

An effort was made to land at the boat house, but it was found to be impossible, and she passed on down the river towards the lower landing, where another attempt was made to land, but was of no avail. An attempt was also made, as the boat turned around the second time between the boat house and the lower landing, to get her back to the boat house, but in spite of all efforts she continued drifting until the anchor was thrown out, and she finally stopped in mid stream, at a point opposite Lime Kiln Hollow. An examination was made of the damage as she lay at anchor, and was found to consist of a large hole in the starboard wheel-house, and the wheel so badly mashed as to disable it. Work was begun immediately, the wind having died away in the meantime. The boat came to the landing Tuesday morning at 2 o'clock, and after discharging freight and passengers for Hannibal she left for St. Louis on one wheel, where the damages will be repaired immediately.

CONSTITUTION - DEMOCRAT.

JANUARY 23, 1895.

STRUCK A ROCK.

Steamer State of Missouri Sinks in the Ohio River.

MEAGER DETAILS OF THE DISASTER.

Survivors Report That Between Thirty-Five and Forty Persons Were Drowned—Owners of the Boat Deny Any Loss of Life.

EVANSVILLE, Ind., Jan. 21.—Meager particulars of a terrible steamboat disaster reached this city Sunday afternoon. The officers of the steamer City of Owensboro, of the Louisville and Evansville mail line, arriving at 3 p. m., reported the sinking of the State of Missouri a short distance below Wolf Creek, Ky., Saturday evening last, at about 5:30 o'clock. Between thirty-five and forty lives are said to have been lost.

The Missouri left Louisville at 10 o'clock Saturday morning and passed Wolf Creek at about 5:30 p. m. While the pilot was trying to flank the bend a short distance below he ran close to the bank. The current at this point caught the stern of the boat.

Crashed Into the Rocks.

She was carried steadily toward the rocks. Pilot Pell saw the danger and tried to get the boat backed out, but was not quick enough. It struck the rocks and a large hole was made in the stern. After striking, the boat drifted off and sank in five minutes in 50 feet of water. The people aboard were panicstricken when they heard the crash. They had no time to prepare for their safety, and officers, passengers and crew seized anything in sight that would keep them above water. Capt. Joe Conlon, First Clerk Werman and Second Clerk Howard, who is a nephew of Capt. Ben Howard and a brother of Capt. Jim Howard, of the steamer John S. Hopkins, with five lady passengers and Pilot Pell and son managed to reach shore uninjured. The second mate and engineer on watch were picked up by the steamer Tell City and the city of Owensboro picked up four men and left them at Owensboro.

Loss of Life Heavy.

The others, thirty-five to forty in number, including male passengers and members of the crew, it is thought, went down with the vessel. When the Owensboro passed Wolf Creek the people were greatly excited. They could tell but little about the terrible affair, and did not know the names of the rescued ladies or those who were thought to have been drowned. The Owensboro left Louisville Sunday at 4 o'clock p. m. bound for this point, and passed Wolf creek about 8 o'clock. After leaving the scene of the wreck parts of the unfortunate vessel and her cargo were sighted as far down the river as Rockport, where the Texas and pilot house were noticed floating slowly down the stream. In the vicinity of the wreck and at Troy the river was dotted with skiffs, the occupants picking up the floating articles of the cargo and furnishings of the boat. Capt. Conlon and others who reached shore were cared for by Mr. Hardin, who resides there, and later were taken to Alton, 3 miles below. Thence they proceeded to Louisville. Wolf creek is 75 miles below Louisville.

Says No Lives Were Lost.

CINCINNATI, Jan. 21.—The State of Missouri was owned by the Cincinnati & Memphis company, and was valued at \$30,000, independent of the cargo. There is \$20,000 insurance on her. Superintendent Laidley, of the company, says that the captain of the steamer wired him that no lives were lost. He cannot understand the discrepancy in this statement and those made by the survivors.

New Advertisements.

Keokuk, Warsaw and Alexandria Packet.

THE STEAMER LOUISA

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, Master. apr40-2w 1875

THE GREAT GUST HEAR CALLED HISTORIC B. F. SICKEL KEOKUK, IOWA

Albatross in Forebay at Keokuk 1920



The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

SATURDAY, JAN. 15, 1921

**LIBELS AGAINST
THE ALBATROSS**

Officers of Boat in Dry Dock Served
With Monitions in Federal Court
Asking for Wages Alleged
to be Due.

MONEY IS ON THE WAY

Boat's Officers Say They Have Wired
for Cash and That It is on
the Way to Keo-
kuk.

Eight libels have been filed in the federal court against the steamer Albatross and Captain Purdy, by men who allege that they have worked on the steamer and have money coming to them for wages. The warrants

and monitions have been served in the cases by federal officers.

Officers who are here with the Albatross say they have wired for the money for the payment of wages, and that they have advices that it is on the way.

The following libels and complaints have been filed:

Edgar Sturgeon who alleges that \$120 is due him.

Ed. Hollandt who alleges that \$138.50 is due him.

Lester Fogle, who alleges that \$135.75 is due him.

Ed. Frakes, who alleges that \$100 is due him.

L. H. Hart, who alleges that \$156.50 is due him.

Louis Frakes, who alleges that \$143 is due him.

Alonzo Cox, who alleges that \$190.40 is due him.

The libellants set out in their libels that Captain Purdy hired the libellants for \$4 per day, with double time for Sundays and holidays.

leged to be due, according to the libel, is \$255.53.

According to the complaint, the libellant sets forth that his company furnished material used in the repair and alteration of the big ferryboat to the amount set out in the libel. It is claimed that this amount is due the company.

There is a possibility of other libels being filed against the boat, it is understood. The boat is at present in the forebay.

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The Gate City.

TUESDAY, JAN. 25, 1921.

THE GATE CITY COMPANY,
KEOKUK, IOWA.

**ALBATROSS IS
OUT OF DOCK**

Big Car Ferry Moves Through Channel Cut in Six Inches of Ice to Mooring in the Forebay.

A channel was cut through six inches of ice yesterday through which the big car ferry, Albatross, moved under her own steam to a mooring in the forebay. An attempt will be made to make an anchorage against the sea wall, by using anchors to pull the ice away from the shore. The entire work of the hull is finished and only three more weeks' work is to be done on the inside after which the steamer will start on her journey to Vicksburg.

The boat has been in the dry dock for repairs since September 15, 1920, over twice as long as the allotted time for it.

Some financial difficulties have occurred which were to be settled yes-

The Gate City.

THURSDAY, JAN. 20, 1921

THE GATE CITY COMPANY,
KEOKUK, IOWA.

**LIBEL FILED
AGAINST BOAT**

A. Weber Company Asks Judgment For \$255 in Complaint on File in Federal Court, Admiralty Division.

A libel has been filed in the admiralty division of the federal court by A. Weber company against the steamer Albatross. The amount al-

742
 terday at Baltimore, the officials stated.
 Officials say that two other boats will follow the big boat into the dock.

The Gate City.
 TUESDAY, FEB. 1, 1921
 THE GATE CITY COMPANY,
 KEOKUK, IOWA.

MORE LIBELS AGAINST BOAT

Two Local Firms Bring Bills in Admiralty Division of the Federal Court Seeking to Collect Money Alleged to be Due.

Two more libels were filed against the steamer Albatross in the admiralty division of the federal court yesterday.

The Gas Tank Recharging company and the National Refining company are the libellants.

The Gas Tank Recharging company has asked for judgment of \$592.24, while the Refining company is asking for \$363.59.

ALBATROSS SOON WILL GO SOUTH

MONDAY, JAN. 31, 1921
 Official of the Vicksburg Route is Here With Money to Settle Fin-



Financial Obligations of Company.

WORK STILL GOES ON

Big Ferry is Planning to Take Advantage of First Good Weather and Will Escape Ice.

Financial obligations against the steamer Albatross will be discharged within the next day or two, according to word from the officials of the railroad which is operating the boat. E. Ford, vice president and general manager of the Vicksburg route is

in Keokuk and \$25,000 is on the way from New Orleans and probably will be here tomorrow. This money will be used by Mr. Ford in discharging all obligations against the steamer Albatross, and he will settle up any financial difficulties which are existing against the boat or the company.

Mr. Ford is accompanied by the legal advisor of the company and an auditor who will go over all of the accounts outstanding, and the settlement will be made accordingly.

Work is still going on on the boat. As soon as the weather is favorable, however, the car ferry will be taken to Vicksburg, Mass., to escape possible trouble from ice. The work that is still to be done can be finished as well at Vicksburg as here.

The Albatross is now at anchor in the forebay, with her nose against the sea wall. Her massive length is hardly noticeable from a distance. It is the close-up view that gives one some idea of her immense size, especially in contrast with the other boats. A glance at the dry dock where the little Dandelion is resting on the cradles, gives some idea of the size of the big car ferry. The little boat looks like a mere pygmy between the giant walls of concrete, while the Albatross towered above the dock walls and filled almost all of the available space.



THE GREAT DUST HEAP CALLED HISTORY
 BY RICKET KEOKUK, IOWA



OLD PHOTOGRAPH above was taken in the Chaperon's golden days when it escorted the Summer Girl. The three-toned whistle at which arrow is pointing is barely visible on a top corner of the pilot house.



RECENT PHOTOGRAPH at left was taken on a rainy day atop the Hoerner Box Co. plant in Keokuk. This is a close-up of the old Chaperon's whistle. The two side valves have been bent at an angle. On the boat all three were upright.

Keokuk's Historic 3-Toned Whistle And Why it Doesn't Blow any More

ABOVE the power plant of the Hoerner Box Co. at Keokuk stands a curious looking instrument with three prongs thrust into the air. The device has remained silent since shortly after it was installed, but time was when its rather shrill notes echoed throughout the recesses of the upper Mississippi River. It is an old steamboat whistle with a three-tone pitch, which came from the little steamer Chaperon.

According to Capt. Frederick Way, author of Way's Steamboat Guide, the Chaperon was a stern-wheel, wood-hull rafter, built about 1904 at Clinton

and saw many years of service on the upper Mississippi. She was 110 feet long with a 24-foot beam.

Somewhere in her career the Chaperon was bought by J. W. Menke and employed to tow the famous New Sensation showboat. She went to the bottom, however, near the Paducah, Ky., bridge on Oct. 23, 1929, after which she was raised and repaired, and sold to the Indiana Tie Co. In November, 1934, she was sold to Keokuk Sand Co., and in 1935 converted to a sand dredge by the Tri-State Dredging Co., of Keokuk.

The Chaperon towed a number of showboats in

her day, but without question her most appropriately named companion on the water was a recreation barge named the Summer Girl. Just when the whistle left the Chaperon, and how and why, are facts apparently lost in obscurity now. An antique dealer, in search of a brass steamboat bell for a client, located the whistle by chance on a trip down the river, and later sold it to the Hoerner company.

The prized antique, it seems, proved a little overpowering, however—both in volume capacity and steam demand. According to a Keokuk resident, its blowing brought immediate protests from the dog population and even disturbed the cows and chickens in the environs, not to mention some comment by the human element. At the same time, the steam volume required to get out a healthy three-toned blast of any length or consequence proved rather prohibitive.

So the whistle remains silent today atop the box company plant, a bit too much for modern society.

THE KEOKUK DAILY GATE CITY

For First Time In 17 Years—

WARSAW LEGION WILL NOT GIVE ALL-DAY BOAT TRIP TO QUINCY FRIDAY, APRIL 28, 1939

(Gate City Tri-State News.)

WARSAW, Ill., April 28—Mississippi river excursion enthusiasts in the vicinity of Warsaw, Hamilton and Keokuk were dealt a disappointing blow here last night when the Warsaw post of the American Legion decided not to sponsor its annual all-day river trip to Quincy this summer.

The excursion trip, becoming al-

most traditional during its 17 successive years, has been eagerly awaited each year by capacity crowds of steamer fans for many miles.

It was explained that the only date which the Streckfus company could offer the local post was a Sunday, and the Legionnaires decided at their annual fish fry here last night against accepting this date.

Keokuk Now Coast Guard Base

Wakerobin Makes City Home Port

Prominent for more than a century as a river port, Keokuk can also be regarded as more or less of a naval base, now that the United States coast guard cutter "Wakerobin" makes this city its home port.

And these men you see now and then all-togged out in typical sailor uniforms are not reserves from the Burlington unit, but U. S. enlisted men in service on this boat which was formerly known as a lighthouse tender.

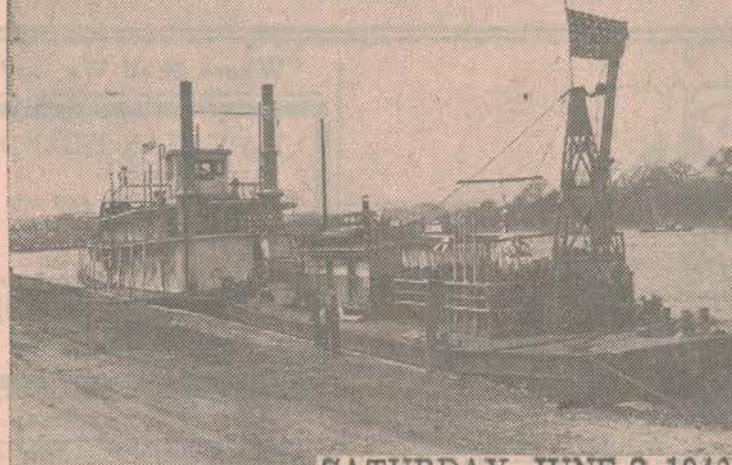
Schweizer in Charge.

W. E. Schweizer, chief boatswain, U. S. S. C. G., is in charge of the Wakerobin which is manned by a crew of 25 in addition to four officers. Although the duties of the boat have not changed—it still maintains aids to navigation in this river district—it is no longer under the department of commerce.

As a result of the president's reorganization last year, the lighthouse service was merged with the U. S. coast guard, the change taking place during July.

The coast guard is one of the oldest branches of government service and was organized in 1790 under Alexander Hamilton. At that time the country had no navy and the revenue cutters constituted the only armed service. In 1915 the Revenue Cutter and

THE GATE CITY AND CONSTITUTION



SATURDAY, JUNE 8, 1940

Shown above with its barge-load of buoys is the steamer "Wakerobin" which is a U. S. Coast Guard cutter, now that the lighthouse service no longer exists and its duties have been taken over by the Coast Guard. The steamer still does much the same work and makes Keokuk its home port.

U. S. Life Saving services were amalgamated to become known as the U. S. Coast Guard.

Enforces Law.

It is a law-enforcing organization but in addition to its duties in connection with the customs and revenue laws, it handles flood relief navigation safety work on the Ohio and Mississippi rivers and their tributaries and enforces all law on the high seas and navigable waters in the U. S. or on any vessel subject to its jurisdiction.

The service operates under the treasury department, the war and navy departments, the department of justice, the postoffice de-

partment, the department of interior, the department of agriculture, department of commerce and the department of labor.

The coast guard becomes a naval unit in time of war, or at any other time the president may direct. Roosevelt recently authorized the enlistment of 2500 additional men in the service.

THE GREAT WEST HELP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

STEAMBOATS FOR THE DES MOINES

CLASS OF VESSELS THAT WILL BE REQUIRED.

THE POSSIBILITIES OF THIS WATER ROUTE.

Captain Thomas of Ottumwa Writes of the Kind of Boats That Will be Needed When River is Navigable.

Captain E. H. Thomas of Ottumwa, an old Mississippi river steamboat pilot, has prepared another article on the navigability of the Des Moines and the character of the vessels that will be required for freight purposes on that stream. He writes:

River is Navigable.

"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 dams."

Recalls Old Boats.

"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 Glencus, Badger State, Skipper, Col. Morgan, Charles Rogers, Alice, Clara Hine, Ed. Manning, Nevada, Flora Temple, Ad Hine, Des Moines City, Island City, Chippewa Falls, Belfast, Cedar Rapids, Oakland, Dan Hine and barges Globe, Caleb Hope, John B. Gordon, Kentucky, Agatha, Luella, Des Moines Belle, Defiance, Julia Dean, Jenny Lind, Michigan, Little Morgan, N. L. Milburn Revenue Cutter George H. Wilson, a powerful tow-boat; Time and Tide, S. B. Science, Alexander Rogers, Pearl, Providence, The Maid of Iowa, Light, Pandaloding and New Georgetown. A few odd trips were made in this river by other steamers. Often there would be over a dozen of these Des Moines river boats lying at the Keokuk wharf receiving and discharging freight."

Short Period of Low Water.

"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 now than there was in the 50's, 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."

The Boats for Present Shipping.

"Of course, the big three-deck Mississippi river steamboats, with their 80-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. This is easy. A large fleet of them have been doing business between Chicago and St. Louis, using the Hennepin canal, the Illinois and the Mississippi rivers. They do the same work as the tall steamboats and go through the canals and under the bridges. 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.

"On the trip through the canal to Chicago they are allowed to load to a depth of 4 feet 8 inches. This is the limit. Loaded to this depth, the steamer and four barges have a cargo of 800 tons of freight. Through the use of these boats the shippers and the people of Illinois have an all water route and cheap transportation to Chicago and St. Louis and other water points.

Easy Route to Chicago and St. Louis.

"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 460 miles; from Des Moines to St. Louis is 330 miles. If navigating the Des Moines with 6 feet of water these five boats could be loaded to the canal depth, 4 feet 8 inches. With this load the fleet would have a cargo of 800 tons of freight, and go through and 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 their water was 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."

Bridges No Hindrance.

"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."

A Double Fleet.

"The large picture is a scene upon the Illinois river. The fleet of boats shown is what the railroad man would call a double-header. There are nine barges with two steamboats behind them to hustle them along up the Illinois river and through the Hennepin canal to Chicago. The two steamers and nine barges are loaded upon an even bed of four feet, eight inches and have a cargo of 1,800 tons."

"The steamboat men who have been consulted in reference to operating a fleet of these boats upon the Des Moines river, say that under certain conditions it can be made a successful and paying proposition, and that they are willing to undertake it."

246
"BLACK HAWK"
BE READY SOON

NEW STEAMER FOR KEOKUK-BURLINGTON TRADE.

WILL BE A SPEEDY AND PALATIAL LITTLE BOAT.

5, JULY 20, 1909.

Captain Whitney Who Bossed a Gang in Building Keokuk Canal Still in Harness.

The steamer Black Hawk which is to take the place of the Wenona in the Keokuk Burlington trade is fast nearing completion. The Black Hawk is a new boat, the only old part about it being the engines from the dismantled Silver Crescent, the packet which was formerly in the Keokuk-Quincy trade. Of the Black Hawk the Rock Island Argus says:

The steamer Black Hawk, a new White Collar line boat, owned and operated by the Carnival City Packet company, is nearing completion at Wabasha, Minn. The Black Hawk is an entirely new boat except for the engines, which were used on the old Silver Crescent. The steamer is 130 feet long and has a 28 foot beam. It is built for speed and will be used between Keokuk and Burlington, taking the place of the steamer Wenona. This boat makes the fifth in the White Collar line fleet. The Wenona will be taken out of the regular packet service and used for the same purposes as the Silver Crescent was last season. It will run short excursions up and down the Mississippi and the Hennepin canal. The Black Hawk will be ready for service the first of August. With the building of the Black Hawk the Silver Crescent passes out of existence, all that remains of it being the engines.

The boat, when completed will be one of the finest in the packet business on the upper river. The Black Hawk is 130 feet long and has an 28-foot beam. She is built for day light trade entirely, having but 12 cabins. Her fittings, however, will be of the very best and every convenience for comfort and safety will be installed. The boat is now ready for the government inspectors and application was made to have the survey made by the customs officials.

Captain A. J. Whitney.

Keokuk people will remember Captain A. J. Whitney who was in charge of a gang of men during the construction of the canal here. He is still in the harness and is active as ever. An exchange says the following about him:

Among the few actively engaged old Mississippi river men is Captain Andrew J. Whitney, the veteran government contractor, who touched here the other day with his tow-boat, the A. J. Whitney and dredge. He took the opportunity while coaling to pay a visit, the first in fifteen years, to his old friend and former colleague, Capt. Jim Harris.

Captain Whitney was a resident of Burlington in years gone by and may be remembered by many of its old citizens. In the early days the Hendry Machinery & Foundry Co., which stood on the present Union depot site, turned out machinery by the steam-boat load, to be shipped to lower points and the carted across country to the booming mining camps in the far west. Capt. Andy was superintendent of these big shops until the unfortunate failure nearly fifty years ago. He took to the river then and for almost a half century the "Father of Waters" has known the care of this master builder. For through high flood and low water he has rip-rapped her banks, dug channels and wing dammed the bars. His name is associated with some of the biggest jobs in the middle west, on river improvement work, such as the building of the Keokuk canal, where he bossed over two thousand men in the excavations. Whitney has now, in his eighty-first year, a government job between Davenport and Muscatine, which will take him no little time, but there is no doubt but that he will live to see it through, for he walks up his ten-inch gang plank with the ease and steadiness of a man half his years.

Trade Decreasing.

The Davenport Democrat is responsible for the following interview with Captain Blair who seems to consider upper river trade on the decrease:

Captain Blair, on his trip Friday, was more than ever impressed with the absence of steamboat traffic on the upper-river, particularly north of this point. The captain journeyed to Wabasha within sight of the river most of the way, spent a day in that city and several hours in Winona and at no place or at no time did he see a moving steamboat during his absence from Davenport. This condition contrasted to the old days when the Mississippi was a busy highway of traffic is deplorable to the veteran river man. The captain states, how-

ever, that the interest in the deep waterway project is gaining everywhere along the river and that increased traffic aside from the lumber business is but a matter of facilities and a stage of water at seasonable times justifying the facilities.

ing
Bit AUGUST 27, 1901.

DISTANCE OF IOWA POINTS ABOVE SEA

The following is the distance above sea level of the points named and also the distance above "low water" at Keokuk:

- Farmington, above the sea level, 568 feet, above Keokuk 91.
- Bonaparte, above sea 575 feet, above Keokuk 98.
- Bentonsport, above sea 599 feet, above Keokuk 122. It will be noticed that the difference between Bonaparte and Bentonsport is very marked, being 24 feet, though the towns are hardly four miles apart, and it is even more marked in the seven mile stretch between Bentonsport and Mt. Zion where it is 125 feet.
- Mt. Zion, above sea 724 feet, above Keokuk 247.
- Keosauqua, above sea level 664 feet, above Keokuk 187.
- Kilbourne, above the sea 634 feet above Keokuk 147.
- Douds, above sea 634 feet, above Keokuk 157.
- Keokuk 170.
- McVeigh, above sea 753 feet, above Keokuk 276.
- Stockport, above sea 753 feet, above Keokuk 276.
- Longview, above sea 754 feet, above Keokuk 277.
- Birmingham, above sea 758 feet, above Keokuk 291.
- Willits, above sea 598 feet, above Keokuk 121.
- Mt. Sterling, above sea 635 feet, above Keokuk 158.
- Cantril above sea 770 feet, above Keokuk 293.
- Milton above sea 800 feet, above Keokuk 323.
- Milton has the greatest elevation of any point given in the southern part of Davis county, which is 800 feet, while Birmingham, 758 feet, is the highest point in the northern part. Cantril station stands at an elevation of 770 feet, but a short distance east of that place the summit of the divide reaches 785 feet. It will also be noticed that McVeigh and Stockport stations have the same sea level, and while Longview station on the divide about three miles west of Stockport, has an increased elevation of only one foot, Birmingham, about four miles west of Longview, which is also on the divide, has an elevation of four feet more than the last named point.

"THE GREAT QUIET BEAR CALLED HISTORY"
R. J. BICKEL
KEOKUK, IOWA

MORE ABOUT THE DES MOINES

OLD MISSISSIPPI RIVER PILOT
FAVORS PROJECT

AUGUST 7, 1909.

TO MAKE THAT STREAM A NAVIGABLE ONE.

Recently Made Investigations at Keokuk and Other Port Towns as to Conditions of River Traffic.

E. H. Thomas, an old Mississippi river pilot, recently visited Keokuk and other river towns with a view to securing data respecting the project to make the Des Moines navigable. He has written the following, which appears in an Ottuma paper:

United States Appropriates \$30,000,000

"Major Richie and Meigs are now about ready to forward their reports to Washington. Accompanying these reports will be some fine photographic views of the hills and valleys of the Des Moines river. From the information at hand, I am very confident that we will get the survey in the near future. When that is completed, as Major Meigs says, it will then be up to the towns and cities and the people along the river to get the money to start the work and keep it going along until completed. Those who believe that by opposing this enterprise, they will relieve themselves and the government of a burden are simply mistaken.

"Each and every year in the past, congress has been appropriating about \$30,000,000 for river and harbor work. These appropriations will continue and probably be increased to \$50,000,000. The money will be spent. Why not use some of it in making the Des Moines river navigable, and in giving the people of the valley a cheap and perpetual water power?

"Through an organized, united effort we can get a portion of the annual appropriation and the Iowa legislature can be induced to take an interest in the matter as suggested by Major Meigs.

"At the proper time, after the survey is completed, there should be a general line up of the people from Ft. Dodge to the mouth of the river. The Iowa delegation in congress is in favor of this improvement and we should give them our encouragement.

Our senators and representatives expect this. So now, for fear of exhausting the patience of your readers I will shut off upon the waterway question.

Tells of Visit to Mississippi.

"At your request I will endeavor to give you the story of what I saw and heard upon the Mississippi river during my recent visit.

From 1865 to 1877 there were about 200 pilots at work between St. Louis and St. Paul, and the writer was one of the number. The boats were making money and the pilots were paid \$300 a month. Prior to this, in the 50's and during the war they received \$500 a month. I had a personal acquaintance with all these men, including one chief prevaricator, Mark Twain, author of 'Life Upon the Mississippi.' So, during the latter part of July I went out there with a view of looking up some of my old friends. I sailed up and down the river upon many different boats, and soon discovered that 32 years had brought about many changes. The little glass houses upon the roofs of the steamboats are now occupied by a new generation of pilots. My old friends and associates who rolled the wheels and kept the boats in the channel during the 60's and 70's have passed away. They are sleeping the sleep of death, along the shores of the river they loved so well, and the shifting sands and changing channel disturb them not. I saw but one and located but five of them. Lycargus Alley, with whom I spent a day, Frank Wilds, John King, Julius Calhoun and Sheldon Ruby.

"The hills are there and the grand old river still flows onward toward the Gulf of Mexico, but many changes have been made in the stream. Through the plans of the skillful work of the U. S. engineers, Col. Durham, Maj. Richie, Major Meigs and others the river has been straightened and the channel deepened. There is now a low water stage between St. Paul and St. Louis of four feet. With the light draft boats a profitable business can be done on four feet during the low water period of sixty days.

Proposes to Increase Depth.

"The engineers now propose to increase the depth to six feet. With this idea in mind, the upper Mississippi has been divided into six districts, and a fleet of boats and about one hundred men are now at work in each district. Four of the fleets are owned and operated by the government, and in the other two districts the work is done by contract. Captain. A. V. Fetter is one of the contractors. He has a \$40,000 contract near Ft. Madison. He has about \$30,000 invested in boats and the engineers speak in the highest

terms of praise of him and his work.

"There on the big river where the bed and banks are dirt and sand, this concentration of the water and deepening of the channel is done by the use of timber and stone dams and bank protection. All of the island chutes upon one side of the stream are closed with these dams and the water is forced to the opposite shore. Here and there some dredging is done also. The engineers say that when this work is completed there will be six feet of water over all the high bars during the low water period. Six feet is sufficient and all the steamboat men are asking for. They are doing very well now on 4 feet.

Government Erects Crossing Boards.

"Another feature is the marks upon the shores introduced and maintained by the government. At every crossing are boards some ten or twelve feet high painted white. At night a lamp is placed upon these boards. By following these lights and boards the pilots keep their boats in the channel. As compared with our system in the 60's and 70's it is a snap for the pilot. In those days the only work in progress was the pulling of snags. Pilots established their own marks upon the shoals at crossings. A huge tree the head of an island, a slide in the hill, a low place or notch in the line of timber, any kind of an object upon the shore that would make a crossing except a hay stock.

"The steamboat business is picking up on the river. The Quincy, St. Paul and other fine boats are doing a fine business between St. Louis and St. Paul. Then there are short packets between Davenport and Quincy, and they are making money. The secret of their success is in the fact that the merchants and shippers along the river own stock in all these boats. This brings freight and passenger business to the boats.

The Waterway Question.

"I talked to a number of steamboat men in reference to the improvement of the rivers. They have some very positive ideas in reference to this question.

"They fully endorse the action of the U. S. Engineers in turning down the deep waterway and ship canal from Chicago to the Gulf of Mexico. They insist that there is no demand for such an improvement at an expense of \$128,000,000. That would be like building a standard gauge railroad with narrow gauge connections.

"Their plan for the improvement of the waterways is this: The improvement of all the rivers, giving them all a uniform depth of 6 to 8 feet. When this part has been completed, through the construction of canals, connect all of these rivers, thus creating a

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complete system, a network of waterways, all over the United States, so that our producers and manufacturers can reach the home market by an all water route, the cheapest method of transportation known, the foreign, or ocean trade being a secondary matter.

"The operation upon this system of waterways, river steamboats and barges, light, swift draft steamers for passengers only, to be run up in schedule time. Steel hull tow boats and barges for freight only.

Should Construct River Boat Channels

"The building of a sufficient number of these steel barges so that they can be left at the different landings, and their loaded under the direction of the steamboat agent, thus saving the cost of building large warehouses and the expense of handling in and out of such store houses. Receive and discharge the freight at and from the barges. The tow boats to pick up these loaded barges and haul the freight to its destination, as the freight trains pick up the loaded cars at the railroad stations. Good landings at every part, floating docks to be built and maintained by the towns and cities. The river boats and barges to handle all the business upon this system of waterways. Connected by steamboat channel with the lakes and ocean ports and the transfer of passengers and freight at such ports as the two classes of service cannot be combined, the deep and the shoal water navigation. The river boats cannot be used upon the lake and ocean and the river is no place for the deep draft, clumsy lake and ocean steamers. It is impracticable.

"This is the position of the river men and the U. S. engineers and they are supposed to know more about it than the average statesman and the politician. They believe that the \$128,000,000, the estimated cost of the deep lakes to the Gulf project should be used in the construction of steamboat channels for the use of river steamboats none of which draw more than three feet of water."

, MAR. 3, 1911

CHANGES ALONG THE MISSISSIPPI

Coming Season Promises to be the
Busiest in Many Years, and
New Owners Enter
Field.

LOOK TO EARLY OPENING

Dubuque Exchanges Gives a List of
Changes in Ownership and
Other News Items of
the River.

It appears like there would be an early opening of the river traffic this season. Interest is awakening, and boats are being put in shape to start up steam and officers and crews are signed up.

With a good stage of water the season ought to be one of the best in years. With the Diamond Jo line operating under a new management there will be something new in river business.

Captain Blair has a fine additional craft for his fleet, and if the stage remains good it will be a lively season all around.

Captain R. H. Trombley, who has just returned from Alaska, will have command of the pleasure craft, Kallitan, owned in Moline. The boat is going south in April for a cruise up the Tennessee river. In a Dubuque exchange Captain Trombley gives the following interesting facts about the plans for the coming season.

"It is pretty hard to begin talking of river traffic, there are so many interesting details, but mention of some of the new boats may be of more interest than many other things. Captain Blair, of the Carnival City Packet company, has a new boat, the Morning Star, a side-wheeler, which will make its initial trip to New Orleans with three hundred excursionists May 1. The trip will last forty days, after which the boat will begin its regular run between Davenport and St. Louis.

"The Taber Lumber company, of Keokuk, has purchased the Lydia Van Sant and its consort, George S., from the Van Sant Towing company and in future will do its own work. The Eclipse will commence its run between Dubuque and Prairie du Chien about the middle of May, or even earlier, and the Red Wing, owned by the Newcomb brothers of Pepin, will continue its old St. Paul-Wabash trips.

"The Mayo doctors, of Rochester, have purchased the steamer Rutledge and it will use it as a pleasure and sanitarium boat. This will be a new thing on the Mississippi. The LaCrosse will be at its old run from LaCrosse to Wabash, and Captain Brazee will continue to do the work between Brownsville and LaCrosse. Captain Blair's line will have four boats, the Helen Blair, the Columbia, the Keokuk and the Wenona, running between Quincy, Keokuk and Davenport, the same as last year.

"Another fact that is interesting concerning the river at the present time is the announcement that M. J. Hanley of Dubuque, who has been employed by the Beecher company of this

city, in their engine room, for the past twelve years, will return to the river. He is to have charge of the engine room on the Morning Star, Captain Blair's new vessel. This is one of the finest boats on the river, and Hanley is getting into a good berth on his return to his old profession."

Captain Trombley announced the following captains for next season.

Boats running between St. Paul and St. Louis: St. Paul, Captain Con McGee; Quincy, Captain Maurice Kileen; Sidney, Captain Streckfus; Dubuque, William Burke.

Boats running between Quincy and Davenport: Helen Blair, Captain P. Lanxter; Columbia, Captain Charles Ferris; Keokuk, Captain S. R. Dodds, and Wenona, Captain William Dibles.

Excursion boats and packets: Eclipse, Captain E. J. Lancaster; Red Wing, Captain Newcomb; the W. W., Captain Joseph Streckfus; Clyde, Captain Ike Newcomb; Ben Hershey, Captain A. Day; Lydia Van Sant, Captain Joseph Buisson; La Crosse, Captain Gus Chase; Mars, Captain George Winans; Rutledge, Captain Robert Cassidy, and Kallitan, Captain R. H. Trombley.

W. A. Blair, Mgr. W. H. La Mont, G. A.
General Office, Davenport, Ia.

WHITE COLLAR LINE STEAMERS

QUINCY TO BURLINGTON

Freight and Passenger Service.

Steamers leave Mississippi Coal and Ice Co. warehouse at foot of Johnson street at 6:30 a. m. weekdays, departing for Quincy and Burlington and return.

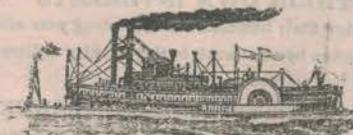
Call agent and inquire how to get special rates for parties of ten or more.

Steamer Keokuk leaves every Sunday at 1:30 p. m., locking through the new lock for a sail over Lake Cooper. Fare only 25 cents round trip.

J. B. HUTCHINSON, Agent.

Telephone 264. 1913

AUCTION.



The Centre-Wheel Ferry Boat "NIOTA BELLE" of 76 tons burthen, 20 team deck capacity, having cylinder 18 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.
S. M. S. SAMPLE.
sep15dttd

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

CONSTITUTION - DEMOCRAT.

WEDNESDAY, APRIL 24, 1889.

WIND AND WAVE.

A Terrible Catastrophe Results from Last Evening's Storm

The Steamer Everett, of Burlington, Overturned and Sunk at the Head of Otter Island and Five People Drowned.

The first river fatality of the year in this vicinity occurred near the head of Otter island, six or seven miles north of Burlington, about 7 o'clock last evening, and it was a terrible affair. Five persons were drowned outright and two others were rescued only after having very narrowly escaped the same dreadful fate. The 4 o'clock storm of last evening looked bad enough on the land, but it was infinitely worse on the river. It was so threatening in appearance that several steamers tied up to the bank to wait until it blew over. As soon as it was evident that the danger was over,

THE STEAMER EVERETT,

belonging to the Burlington lumber company, and commanded by Captain Vincent Peel, set forward on her voyage to New Boston bay, probably forty miles above Burlington, for the purpose of bringing down another log raft. Hard rain fell and some gusts of wind swept the river as the boat proceeded, but there was no unusual appearance of danger until just as the boat was opposite the place of Mike Sater and off the head of Otter island. Sater's house can be seen from the north bluff any clear day, and is known to every one who frequents the river. As the boat was quartering the channel at that point, and was approaching within one or two hundred yards of the Illinois shore, the second storm came upon it. It was about 7 o'clock and very dark. The clouds were dense and the lightning was sharp and frequent. Without more warning than a few seconds the gale struck the steamer. The wind blew a little easier at first, but speedily gathered force and in a very brief space of time was so heavy as to give the boat a very decided list to leeward. For a brief moment the boat hung half balanced on her beam ends and then seemed to settle back into her rightful position, but it was only a moment. The blast came with renewed violence and the stormbeaten craft

TOPPLED OVER INTO THE WATER.

It was an awful moment for the poor people on board. Some of these were on the lower deck or in other open parts whence they could easily make their escape, but six were in the cabin whence there was almost absolutely no hope of escape. As the boat swayed heavily over she settled almost out of sight in the water, which is probably twenty feet deep at the place where the accident occurred. The lower guards caught the river bed at one point and the current swung her around so that she lay with the stacks inclined toward the Iowa side and the wheel quartering up stream. Some of the people made their way to the upper side and clung to the guards, so they were held up as the other side went under, but others lost their hold and fell into the river, where they swam about until they caught the wreck and joined the two or three men who had been fortunate enough to retain their hold. There was room enough for them all. Had the boat gone completely under it is probable that not one would have escaped.

SIX PEOPLE IN THE CABIN.

These were Captain Peel, Mrs. Bell and her little daughter, Mr. and Mrs. Howard and an unknown nurse girl. The doors and transoms were all closed, and they were in a veritable death-trap. The water poured in in a flood from all sides and there was no escape. A small space remained along the upper edge of the cabin on the larboard side which was free from water, and this space Mrs. Howard was fortunate enough to find. She knocked the transom out with her hand and succeeded in getting air, but was almost strangled by her submersion and the dashing waves. She called for twenty or thirty minutes. By that time the men heard her, located her and, kicking a hole through the light wood-work, succeeded in getting her out. She vomited water copiously and was almost drowned.

THE FIVE OTHERS WERE DROWNED.

In their desperate condition, clinging to a frail fragment of a sunken vessel, not knowing what moment its hold upon the river bottom would give way and allow it to settle beneath them, the survivors were in a desperate position, exposed as they were to the fury of a raging storm. They united their voices in cries for help, but they knew as they cried that it was small chance of rescue they had. Poor Harry Bell knew his wife and baby were in the cabin when the boat sank, and Mrs. Howard, too, knew that her husband had been with

her at that awful moment. Neither of them could endure the suspense of uncertainty, no matter how serious their own condition, without making some endeavor to ascertain the fate of the missing.

PEOPLE ON THE BOAT.

The people on the boat beside Captain Peel were Harry Bell, pilot; Mrs. Harry Bell, clerk; their little three-year-old daughter; Jim Harris, engineer; George Howard, first cook; Mrs. George Howard, second cook; Andrew Hess, Samuel Frantz, Frank Smith, Samuel Goble, Daniel Goble, Phillip Higgins, Charles Tubbs, Frank Ventriss and a nurse girl, name unknown—sixteen in all. Mr. Bell, the pilot, was in his place at the wheel. When the boat careened he was struck by the pilot house stove, which was thrown from its fastenings, and a severe gash was cut under his eye. The pilot house did not go under in an instant and while it was settling Mr. Bell dashed out the windows with his hands, cutting them badly, but effecting his escape. He soon gained a hold upon the wreck but none too soon. He was under water long enough to be badly strangled, and with a little more delay he would not have been among the saved.

THE RESCUE.

It was about 7 o'clock when the Everett went down. Two hours were spent on the wreck by the eleven fortunate persons who escaped. Beneath them, almost in reach, lay the bodies of four of their companions, and above them and about them pelted the pitiless storm. They called with small hope that those calls would be answered, but they were. About 9 o'clock a rattle of oars was heard in the distance, and in a few moments, during which the calls for help were not allowed to flag, a skiff appeared. Away off on the Illinois main land and a good long distance from the scene of the disaster were two sturdy yeomen,

ANDY AND SAM JACOBS.

They heard the cries and as quickly as possible rowed to the spot whence they came. It was a homely craft they came in, but no varnished and nickelled and upholstered pleasure barge will ever look so beautiful to those shipwrecked people as it did. By its means they were conveyed across the space intervening between themselves and safety, and their feet were again placed upon the solid land, while more than one silent prayer of thanks went up.

THOSE WHO WERE DROWNED.

The Hawkeye, from which the above facts were gleaned, says the Everett is a

boat of the model and size of the average rafter, only that it is possibly rather narrow. It was valued at \$6,000, and will probably be raised without having sustained material damage.

Captain Peel was one of Burlington's best citizens and was a thoroughly good river man and deservedly popular. He leaves a wife, a son and two daughters, all grown. George Howard's poor wife is a widow to-day, but she still has something to live for. A little girl, much like the baby that lies to-day in that sunken cabin, remains to claim her time and tenderest care. Poor Harry Bell came home from California only a few days ago to take the wheel of the Everett. He is alone in the world. The unfortunate nurse girl, whose name is unknown, doubtless has friends and relatives in Burlington or elsewhere.

CONSTITUTION - DEMOCRAT.

FRIDAY, MAY 23, 1890.
A RIDE ON THE RIVER.

Invited Citizens Participate in an Excursion on the Nellie Bly.

Yesterday afternoon in response to invitations issued by G. Sterne, owner of the steamer Nellie Bly and barge Pinafore, a number of citizens availed themselves of the opportunity for enjoying a ride down the river. The boat and barge have been put in first class condition, and are as neat and trim craft as float on the daddy of all the streams. The Nellie Bly is in command of C. H. Ferris, who also acts as pilot, with Sam Clossan in the engine room. On the return trip the excursionists held a meeting. Dr. D. W. Mills acted as chairman, and Harrison Tucker as secretary. The following resolutions were unanimously adopted:

Resolved, That we have found the Nellie Bly steamer with her excursion barge, the Pinafore, excellent vessels for excursion companies, and that we have found the owner and officers of said vessels gentlemanly and courteous in manner, and worthy of public patronage.

Resolved, That the foregoing be published in the Keokuk newspapers.

THE DAILY GATE CITY. MARCH 4 1890

Entered in Keokuk postoffice as 2d class matter

SUBSCRIPTION RATES:
BOATS AND CAPTAINS.

LIST OF ASSIGNMENTS FOR THE COMING SEASON.

The prospective early opening of the river is the talk of steamboat men, who are discussing crafts and captains wherever two or three are gathered to-

gether. The following is a complete list of raft boats and their captains for the year 1890, with the exception of a possible half dozen where appointments have not yet been made. The owners of the boats are scattered from St. Louis to St. Paul.

George Tromley, Jr., J. W. Van Sant; R. H. Tromley, Iowa; E. J. Lancaster, Eclipse; J. H. Wasson, Moline; L. A. Day, J. S. Keator; J. H. Laycock, J. W. Mills; J. N. Long, Jo Long; D. Dorrance, Irene D.; J. W. Rambo, Wes. Rambo; Orrin Smith, Pilot; Derwin Dorrance, Everett; Robert Dodds, Charlotte Boeckler; E. J. Chasey, Helen Schulenburg; George Brassa, Robert Dodds; John Wooders, Abner Gile; Asa Wooders, Sam Atlee; Henry Walker, Kit Carson; Gary Denberg, Lumberman; Z. Brusson, Ben Hershey; Wm. Whistler, F. C. A. Denkmann; George Carpenter, C. J. Caffrey; James Huginin, Stillwater; John Huginin, J. K. Graves; W. A. Blair, Ten Broeck; John Conners, Le Claire Belle; George Rutherford, Nettie Durant; Robert Mitchell, Silver Cresent; Joseph Durlley, Chauncey Lamb; Wm. McCaffrey, Artemus Lamb; Cyrus King, Lady Grace; John Monroe, Lafayette Lamb; Paul Kerz, W. J. Young; Isaac Newcomb, Wm. Boardman; C. Carpenter, Lily Irwin; George Reed, Brother Jonathan; John Moore, Gardie Eastman; M. M. Looney, Clyde; Wm. Davis, Jennie Hayes; B. Lucas, Thistle; I. H. Short, Bella Mac; Richard Dickson, Helen Mar; Robert Cassidy, Louisville; Andrew Lambert, Mountain Belle; Albert Short, Dan Hines; Paul Bigelow, Alfred Toll; S. Withros, Glenmount, James Newcomb, City of Winona; Joseph Buisson, C. W. Coyles; James Follmer, Lyon; Ira DeCamp, J. G. Chapman; Antoine Rock, Luella; Henry Fuller, Sea Wing; Daniel Davisson, Sias Wright; Charles Roman, R. J. Wheeler; Ira Fuller, Daisy; Thomas Hoy, Isaac Staples; Irving Millron, Menominee; Henry Slocumb, Juniata.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

AUGUST 30. 1888

He is Where He Came From.

The upper Mississippi's famous Diamond Jo Reynolds, is, with Mrs. Reynolds, visiting the wife's widowed mother, in Rockland, Sullivan county, N. Y. In that county, at a locality known as Thunder Hill, Joseph Reynolds and his wife were born about sixty years ago, and there they grew up and were married. Rockland was then a rough wilderness town, inhabited by a few scattered settlers, who made a coarse living by running rafts of lumber out of the creeks into the Delaware river and thence to Philadelphia, or by peeling bark for the tanneries that had been established in the backwoods region roundabout. Among these forlorn surroundings Joseph Reynolds started out on his career, with no possessions but the clothes on his back and glad to earn a dollar a day at bark peeling or lum-

bering. The millionaire owes his first rise in life to the kindly aid and encouragement given him by Zadoc Pratt of Prattsville, in his day a big tanner and politician. Pratt took a liking to Reynolds, and gave him large contracts for supplying bark to the tanneries on advantageous terms. When the young man had got together a little store of money he moved west and engaged in steamboating on a humble scale on the Mississippi river. He made money rapidly, and in ten years owned a fleet of passenger and freight boats plying on the upper Mississippi. It was a fancy of his to have freight consigned to his boats marked by the word "Jo" inside of a diamond figure, and hence he acquired the sobriquet of "Diamond Jo," by which he is best known throughout the west. He is worth several millions. He is the sole owner of the Hot Springs railroad of Arkansas, a narrow-gauge line twenty-four miles long, from Malvern to Hot Springs. He is a half owner, along with the mining millionaire, John D. Morrissey, of the Crown Point mine of Leadville, Col., which yields to its owners a princely revenue. His income from his boats and mines is said to be over \$500,000 a year—and how large a portion of this is from his boats almost any one can tell.

The Gate City. AUGUST 12, 1894.

Entered in Keokuk Postoffice as Second-Class Matter.

AFLOAT AGAIN.

The Park Bluff Raised From the Bottom of the River.

There has been some delay in raising the sunken steamer Park Bluff at the foot of Exchange street. A diver had been expected from Rock Island who arrived on the C., R. I. & P. train at 2:45 p. m. yesterday afternoon and went immediately to the sunken steamer but before he arrived there, the boat had been raised and by the assistance of the job boat innovator was being floated slowly to the shore. The diver did not have to go down but gave several pointers of value. The apparent break in the Park Bluff which was shown as she lay in her sunken condition appeared to straighten out as she was raised from the ground. A hole 12 by 2 feet was bulk headed in her hull and when a few other repairs are made about the torn place, it is thought she will be all right and that she will be amply able to fill her future engagements as an excursion boat. She came very near the shore last evening but the water was so shallow in that locality that she could not get near enough to place a gang plank that people might go aboard and look through the unfortunate craft. It is thought she will float away from here Monday, if not sooner, without assistance of a tow boat, and that her destination will be Quincy for the finishing repairs.

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

THE EVENING PRESS.

515 MAIN STREET.

NOVEMBER 11, 1898.

HER LUOK HAS CHANGED.

The Mascot Having All Kinds of Trouble These Days.

The staunch little steamer Mascot had all kinds of trouble yesterday afternoon and today. Her sand digger is at work on the Illinois side of the river dredging sand to be used in the paving of Main street. The Mascot crossed the river yesterday afternoon to bring over a loaded barge, but ran aground on a sand bar shortly after 2 o'clock. To cap the climax the barge, loaded with sand, sunk. The Mascot was unable to pull off the bar and lay there until 11 o'clock last night. Her whistle of distress called the Silver Crescent to her aid, when that steamer returned from Quincy. The Crescent raised the barge, and while she was pulling the Mascot off the bar, the sand barge floated down the river. The Mascot being finally extricated, the Crescent went after the barge, catching up with it near the lumber yards and towing it to the bank, where it was left.

This morning the Mascot's sand digger and another barge sank in four and a half feet of water, and the day was spent working with them.

THE EVENING PRESS.

AUGUST 20, 1898.

THE EVENING PRESS COMPANY.

HISTORY IS REPEATED.

The Famous Race of the Natchez and Robert E. Lee Surpassed Here Today by the Mascot and Hock White.

The good old days when the Robert E. Lee and the Natchez raced on the Mississippi are gone forever and the fame of this grand race has faded, for another and greater contest of speed has occurred. No longer will Scene Painter Buey have to call upon his imagination to depict a steamboat race of several decades ago, for another and a greater one happened this morning. The Mascot and the Hock White indulged in a speed contest, and as a result the Hock is disabled, having ruptured a blood vessel, broken her steam pipe, foundered on a piece of hardtack, sprained her diaphragm, or some other serious accident, exact whereabouts and condition unknown.

The Mascot and the Hock White raced from Warsaw to Keokuk on the 9 o'clock trip this morning. It was neck to neck and a close hug nearly all the way to the Keokuk wharf, where the Hock met with the above mentioned accident and drifted helpless until she was roped and tied to the shore.

The boats were so close together, side by side, that one appeared to be towing the other, but from the stacks of each rolled smoke and the Hock panted like a hound at the end of a long chase. The engines throbbed and pounded and the wheels churned the water, while the boats sped on up the river and the passengers said their prayers, frontwards and backwards, and thought upon the undesirability of drinking river water which was not filtered.

As the boats approached the landing they were as close together as a recently engaged couple and panting like this same couple after a family row two years after marriage. A crowd gathered on the runway and wharf and urged the boats to renewed efforts. Just as the Hock White met with the accident diagnosed above, the Mascot forged ahead and tied up to the landing while the Hock drifted helpless, until she was towed to shore. Then the gabfest began, and before it gets too hot and there is an explosion, the river editor will quit the job and leave the balance to be imagined.

THE EVENING PRESS.

DECEMBER 7, 1898.

THE EVENING PRESS COMPANY.

SILVER CRESCENT'S SISTER.

The Carnival City Packet Co., Purchase a New Steamer.

Winona Daily Republican: Captain S. R. Van Sant has just returned from a trip down the river. While on this trip he perfected the sale and made the necessary transfer of the steamer Volunteer to Captain W. A. Blair of Davenport, Ia. The price paid was \$5,000. Captain Blair has the boat on the ways at Le Claire and is practically rebuilding her. Every defective plank will be taken out of the hull and she will also have new guards and a new deck. The cabin will have twenty staterooms for the accommodation of passengers. The boat will be furnished with an electric plant, so that she will be brilliantly lighted throughout the cabins and staterooms. The engines have been sent to the machine shop and will have new upper works, the latest balance valves with California cut off. No pains or expense is being spared to make this boat first class in every respect. When completed she will be as handsome, swift and staunch a packet as any on the upper Mississippi river. It is estimated that her repairs will cost \$4,000 or \$5,000. Her name will be changed, as she will be practically a new boat. She will run from Davenport to Burlington in connection with the W. J. Young, Jr. The object of running another boat in the trade is in order to give daily service each way. Whether it will pay or not is to be determined, but with these two splendid packets, it will give the

very best accommodation, and the thanks of the people all along the line are due to Captain Blair. The captain has performed wonders in this trade and is deservedly popular. Steamboat men generally, when he started in several years ago with the Silver Crescent, predicted failure, but by push, pluck and perseverance he has won. Captain Blair possesses these qualities in a marked degree, and will succeed. The company now has three boats. The Silver Crescent, the remaining boat, makes daily trips during the season of navigation between Keokuk and Quincy. The name of the company is the Carnival City Packet Co., of Davenport, Iowa. Captain Blair is president and manager.

THE EVENING PRESS.

MAY 12, 1898.

THE EVENING PRESS COMPANY.

SEEN ON THE LEVEE.

A Stroll Along the River and the Sights That It Disclosed.

RESEMBLES THE ST. LOUIS LEVEE.

Arrival and Departure of Boats—River Disasters of the Past Year—A Busy Scene for Many Blocks—Stage of the Water—Walks and Talks With River Men This Morning.

The Sidney is due up from St. Louis tonight and will return tomorrow morning.

The Saturn came in last night at 8 o'clock and coaled up here. She departed for the north at 8:30.

The Quincy arrived from St. Louis, en route to St. Paul, at 10:15 last night and steamed out about 11 o'clock.

The Vixen made five trips up and down the river with mud barges from 5:25 last evening to 9 o'clock this morning.

Jones & Hunt launched their new barge last evening. This interesting ceremony had been postponed for several days on account of the weather.

Advices from Dubuque state: "Reports above are that the streams are all dead low. Nothing running out. Conditions worse than for many years."

The river continues to fall, and at 2 o'clock this afternoon the stage of the water was 4 feet above low water mark of 1864, a fall of two-tenths of a foot in the last 24 hours.

SCENES ALONG THE LEVEE.

As one riverman said this morning, "It looks like the St. Louis levee around here today." It certainly was a busy scene. Down by the Standard Oil Co.'s warehouse a large force of men are at work carrying ties from the barges to flat cars on the railroad

tracks. They whistle and sing at their work and do not seem to mind the weight of the ties. The Silver Crescent's barge Comfort is lying there ready for the Anchor club's excursion, and close by is the Mascot's barge Purity, still resting from the Rebekah trip to Nauvoo. Above this is a house boat, newly painted and looking very bright and clean. Next comes the Hock White, which is lying at the wharf, being overhauled and repaired. He is doing a good business this season and has towed many barges of sand and wood. Close to her is the new barge, freshly painted and trying the water for the first time this morning. Then there are a couple of barges laden with sand from the Des Moines river, and which are being unloaded.

Above this the Mississippi Coal & Ice Co. have a large number of boxes of coal on the wharf ready for use. The Saturn took on a lot of these last night but the company is ready for any more who may come. The Mascot lay at her mooring and near her is the barge of kindling brought up yesterday from Taber's mill. More sand barges, and then we are at the Diamond Jo warehouse. The Quincy arrived last night from St. Louis and left a lot of freight. This is being hauled away and the warehouse is a scene of animation.

Above the Diamond Jo landing are boathouses, skiffs, seines, nets, fish stands and fishermen hard at work. Tomorrow is "fish day" and the catch is large and must be ready bright and early. The draw of the bridge is open and the Vixen and two mud barges are passing through. This boat makes more trips through the bridge than any other three steamers. Above the bridge are five or six huge piles of cord wood brought down by the Hock White and Comet. Then comes the first lock, and the government offices with their large force of employes. All in all "it looks like the St. Louis levee around here today."

RIVER DISASTERS IN 1897.

Waterways Journal: During the year 1897, commencing January 7, and ending December 14, there were 22 serious steamboat disasters on the navigable waters of the Mississippi valley, involving a loss of \$339,000 and 10 deaths, besides serious injury to several persons.

The Belle of the Coast was destroyed by fire near New Orleans on January 7, loss \$40,000. On the 9th of January the ferry boat Belle of Brownsville was destroyed by fire at Cairo, Ill., with a loss of \$3,000. On the 28th of January the steam tug Myrtle exploded her boilers on the lower Mississippi, killing one man; loss \$8,000. On the 29th of the same month the steamer C. W. Batchelor was sunk by floating ice while lying at the bank in the southern part of St. Louis with a loss of \$4,000, and on the same day the steamer Townsend was sunk by floating ice at Memphis, Tenn.; loss \$8,000. Five disasters were credited to the first month of the year.

February 2 witnessed the destruction by an ice gorge at Cincinnati, O., of 25 coal barges with a loss of \$25,000. On the 7th of the same month the steamer Buckeye State ran aground in Blue river and was left by the receding water so that it was thought best to wreck her. She was valued at \$40,000. February 7 the steamer Natchez ran into the bank at Vicksburg, receiving damages to the amount of \$2,000. On the 15th of February the tow boat J. D. Lewis was destroyed by fire on the Ohio river; loss, \$5,000. This made five disasters for the second month of the year.

On the 29th of March the steam tug El Rio Rey, which was taken south as a relief boat during the flood, was sunk at Memphis; loss \$3,000.

July 19 the steamer Benton struck a hidden piling near the combination bridge at Sioux City, Iowa, and sunk; loss \$2,000.

The steamer Fritz burst a steam boiler while at Cairo on the 19th of August, killing nine men. Loss to the boat, \$6,000.

The Anchor Line steamer Belle of Memphis struck a snag and sunk near Chester, Illinois on the 7th of September; loss, \$20,000.

The tow boat Thomas Parker was destroyed by fire in St. Louis harbor on the 12th of September; loss \$3,000.

On the 19th of September the United States steamer General Abbott burst a steam pipe, injuring several of the crew. But little damage was done in the boat.

October 1 the steamer Mary Morton struck rocks near Cairo and sunk; loss \$10,000. October 3 the steamer Rowena Lee struck a snag and sunk near Helena, Arkansas; loss, \$20,000.

November 1, the steamer Bluff City, of the Anchor line, caught fire and burned to the water's edge at Chester, Illinois; loss \$60,000. The steamer Telegraph sunk near Louisville, Ky., on November 22; loss \$50,000.

December 9 the steamer Winifred was destroyed by fire in the Kanawha river; loss \$7,000. The steamer Fargoud sunk in the lower Mississippi river on December 13; loss \$20,000. On December 14, the steamer W. K. Phillips was destroyed by fire in the Cumberland river; loss \$8,000.

A pretty long list of disasters has to be credited to the low water season of 1897.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

Never Come Singly.

Says Captain Burke, who has been master of packets in the St. Louis and St. Paul trade for fifteen years, to the St. Louis Globe-Democrat, "it is a tradition with old rivermen that one big steamboat disaster portends others. Like troubles, they never come singly. Some ten years ago a tug boat struck the bridge at Davenport, and a num-

ber of lives were lost. A little later the War Eagle of the Saints line, crashed into the Keokuk and Hamilton bridge, tearing away one of the spans and sinking the entire structure. During the next thirty days no less than half a dozen boats on the Mississippi river ran afoul of bridges, fortunately with less damage. Now come the recent disasters—a perfect epidemic of them—to strengthen our belief. Chief among these disasters was the burning of the Kate Adams, near Memphis, with great loss of life, followed by the burning of the Hanna, near Lake Providence, La., the sinking of the Kate Robbins, Paris C. Brown, the Natchez, and a number of other boats of lesser fame. It is a fact not generally known or thought of that the most terrible disasters on the Mississippi have occurred on the lower river. There have been some above, but none equal those south of St. Louis." JAN 25, 1889

THE DAILY GATE CITY.

Ent JANUARY 20, 1889 iter.

—Mississippi river pilots will establish information boxes at various river points, Keokuk among them. Every pilot will carry a key and deposit in them whatever information he may have as to change of channel, hidden snags, etc. Pilots on government boats will also be furnished with keys and requested to place in them immediate notice of any change in the location of beacon lights and the location of new lights.

THE DAILY GATE CITY.

JANUARY 8, 1889

--The amount of material necessary in the construction of a 1,200-ton steamer is simply astonishing. It takes 40,000 lineal feet of timber, twenty-five tons of hog chains, and in all fifty tons of iron, 120 tons of oakum to calk the the seams and fully \$5,000 worth of paint. The cost of such a boat at the yards runs about \$80,000, to which additional \$25,000 may be added for furnishing. It takes generally about five months to put up a 1,600 ton boat, and it should last ten years with ordinary care. When the hull of a boat is finished every nook and corner is filled with salt, about 100 barrels being used for a 1,200-ton boat. This is done to prevent the rotting of the timber, and, strange enough, the cabins and upper works usually decay much sooner than the hull.

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

Keokuk Constitution.

MAY 30, 1895.

RIVER RECORD.

Touching Recital of An Early Day Steamboat Disaster—Movements of the Boats.

The stage of water at the bridge this morning was 3.8 feet, a fall of .1 in twenty four hours.

The Bart E. Linehan passed down this morning with the remainder of a log raft.

The Pittsburgh passed up this morning at 12:30 o'clock on her way to St. Paul.

The Mountain Belle and Quickstep are in the canal with rafts.

The Silver Crescent and the Van Metre gave excursion rates to Quincy and return today and advertised to leave Keokuk at 7:30 o'clock this morning. They both left before that time and several persons went to the levee with the expectation of going to Quincy, but they got left. It was said the boats left before time because of threatened inclemency of the weather.

During the month just closed forty-five lumber rafts and sixty-four log rafts passed Clinton.

Muscatine News-Tribune: Gradually but surely the saw mills are leaving the central and north central portions of the Mississippi valley and moving into the heart of the timber region. The greatly reduced number of raft boats which ply this part of the river compared to the number engaged in towing and transportation a dozen years ago is evidence of this fact. The rafting and lumbering business being mutually dependent, their decadence naturally is simultaneous. The double-tripping of rafters rendered necessary this spring by the low water adds greatly to the cost of producing lumber and furnishes one of the chief reasons why lumbermen prefer to locate their mills in the midst of the logging district, thus saving the transportation of the raw material.

A Galena, Ill., correspondent writing to the Dubuque Telegraph says:

At present there resides in this city probably the oldest pilot on the Mississippi river. His name is Thomas Drenning and he is sixty-five years of age. He began his river life on the Ohio when a mere lad. The first steamship in which he had a "berth" was the "City of Paris," a packet that made monthly trips between Pittsburg and New Orleans. He remained on this boat until 1854, when he took a position on a Mississippi liner. Capt. Drenning was married in 1857 in Galena. His bridal tour was rather a romantic one, and in connection with it he spun the following yarn to your correspondent: "In the year 1854 the Galena and Minnesota Packet company had two packets built—the 'Galena' and the 'War Eagle.' Each was about 400 tons burden, and indeed they were beautiful crafts. My sister-in-law accompanied my wife and I on our bridal tour. We left Galena one beautiful Monday morning in '57 on the Galena. The voyage was quite pleasant and as we had about 100 passengers there was much enjoy-

ment. We awoke Wednesday morning of the same week on board the Galena. The day was beautiful. Never did nature seem so entrancing. Off in the distance we could see showers of rain falling. It was my watch, and I went up into the pilot house. I had not been there long when I saw a blaze about six inches in length issuing from the frame work near the smoke stack. I called the captain's attention to it, and he found the cause to be a defective flue. We saw there was no hope of saving the boat. It was yet early in the morning, and but few of the passengers had arisen. Some one—I don't know who it was—relieved me at wheel and I went down into the cabin. I immediately set about breaking in the panels of the cabin doors and we soon had every guest aroused. Meantime the man who had succeeded me at the wheel had run the boat to the shore. The place where we landed was at the wharf in Red Wing. All the passengers save three, were safely landed in their night clothes. After we had been on shore a short time and watched the flames devour the magnificent steamer,

and feeling contented that all lives had been saved, our attention was suddenly attracted by the cries of a woman bearing a babe in her arms. The distracted mother cried and then lapsed into silence while the flames roared and crackled about her. She gazed intently at the still waters, illumined by flare of the flame. Then she looked behind her and saw the ever advancing fire. She looked and seemed to ponder. Then as though prompted by some divine inspiration which to this day is unaccounted for, she turned—still bearing her babe in her arms—and walked into that sea of flame. That was all. We never saw her again. We recovered the charred remains floating in some debris after the fire, and we gave them a decent burial. The other loss was a German woman. She was emigrating to Minnesota and had a cow on the boat. When the "Galena" was landed she was carried to the land. Thinking that she could save her cow she rushed on deck, but was caught in the flames and perished with the animal she had tried to save.

The Gate City.

JANUARY 10, 1895.

A NEW PACKET.

Parmalee Bros. Building a Boat For the Keokuk and Fort Madison Trade.

A new local packet will be seen in the river trade next summer. It is now being built at Canton, Mo., by the Parmalee Bros. who built the City of Quincy three years ago, and operated her in the trade the first season. Captain Parmalee was in town Thursday and told a GATE CITY man something about the new packet. She is to be 112 feet, 4 inches long with 22 foot beam and will draw but 20 inches of water, fitting her admirably for navigation at the lowest stage of the river. Her engines are to be 12 inches with a 4-foot stroke and are being built by Kollmeyer & Talbot of this city. She will be 17 feet shorter than the City of Quincy, but still a larger boat than the Park Bluff, so well known in these waters. She will have a capacity of 150 tons,

while the City of Quincy's is 187 tons, and will have a license for 150 regular passengers and an excursion license for 250. Captain Parmalee said that she would be faster than the City of Quincy and in all respects a handsome and model boat. He knows the mistakes of the City of Quincy and will avoid these in the new packet. The boat is now in frame and ready to plank. It is being constructed throughout of Oregon fir, the wood that has of late years come into such favor with the government and other boat builders. Oregon fir is lighter than oak, weighing three pounds to the foot, while oak weighs four. It is a very tough wood and impossible to water soak. Captain Parmalee stated that he knew of Rock Island parties who had immersed a plank in water thirty days and another had steamed a day and a half and neither had absorbed any water nor acquired additional weight.

As to what trade she would enter Captain Parmalee said that he had intimated that he would operate her in the Keokuk and Quincy trade, but he had about decided to put her in daily service between Keokuk and Fort Madison, giving that section of the river its first local packet. The boat would leave Fort Madison in the morning, touch at Nauvoo, Montrose and other intermediate points, remain at Keokuk several hours and return to Fort Madison in the evening. Possibly, if the business warranted it, the boat would make trips to Warsaw and Alexandria before returning to Fort Madison.

No name has as yet been selected for the new packet and Captain Parmalee intimated that the honor of christening her might be bestowed on the person or association who did the nicest thing by her. He did not suggest any particularly valuable consideration for this honor but left left the impression that he was open to conviction and influence in this respect.

The citizens and business men of Keokuk, Fort Madison, Nauvoo, Montrose, Warsaw and Alexandria will certainly lend the Messrs. Parmalee all reasonable encouragement if he gives them the model packet service he promises to.

THE GATE CITY:

SUNDAY MORNING, NOV. 21.

THE ICE BOUND BELLE.

The Belle of La Crosse still Fast below Fox River—The Canal Closed—Other Nautical Items.

The boats here which have been anxiously awaiting more moderate weather and less ice have about given up all hope of getting away this winter. The Josie is in a position where she is likely to remain, and her owners are probably sorrowing greatly thereat, as she was expected to make a number of profitable

trips in the lower river trade this winter. But the Father of Waters is a very uncertain and unreliable old chap, and has apparently willed otherwise. The Belle of La Crosse, however, is in a much worse fix than the Josie. Her unsuccessful attempt to get to St. Louis was chronicled in these columns yesterday morning, as was also the fact that she was fast in the ice below Fox river. Since then the situation has not been one whit improved, for the Belle is still ice-bound, with no prospects of escape from the river's icy embrace. The ice is piling up all around her, and it is feared that she may break in two.

Her valuable cargo will probably be a partial, if not a total loss, as there is no wagon road leading to any railway station where the goods could be conveyed, consequently, although the Belle lies close in shore, she is none the more able to discharge her cargo. She has a barge in tow loaded with potatoes, apples, onions, etc., which are probably worthless by this time, on account of repeated freezing; besides this she has ninety-five hundred bushels of barley in bulk, and various other articles. At last accounts the crew were still on board and expected to remain for awhile to see if anything could be done to relieve her distressed condition.

The canal here is closed, and the ice upon it is already thick enough to admit of skating, that pastime being indulged in to a considerable extent yesterday.

At Montrose the river is frozen over, and everything points to a long season during which the Mississippi's waters will be chained securely by the mighty power of Jack Frost.

—The mate of the Belle of La Crosse arrived in this city yesterday, and reports the condition of the boat not as bad as was at first feared. The two barges she has are well protected in a slough and the cargo of potatoes, apples, etc., are kept from freezing by constant fires and covers. There are also stoves in the deck-room to protect the cargo there. The crew has been paid off, but six men besides the captain still remain on the boat. Although it is impossible for the Belle to get away from her icy quarters, she is in no immediate danger, and those on board have prepared themselves for a season of quiet and cold weather.

KEOKUK DAILY DEMOCRAT.
TELEPHONE No. 82.

THURSDAY, MARCH 15, 1888.

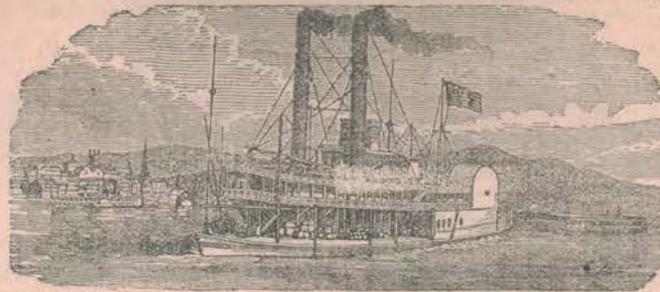
DOWN BY THE RIVER.

Arrival of the First Packets of the Season—
Big Trips In and Out.

Shortly after midnight the Sidney ar-

EXCURSIONS.

1887



1887

STEAMER RESCUE will take Church, Sunday School, Society and other Excursions. For dates and rates apply to C. A. HUTCHINSON, TELEPHONE NO. 190, KEOKUK, IOWA

rived at this port being the first boat of the season from St. Louis. She was in command of Captain Killeen with Chas. C. Mather in the office. A little later the War Eagle came in with Captain Tom Davidson on the roof and Ceph Gregg in charge of the office. Both boats had heavy cargoes of freight and the packet warehouse was completely filled with a varied assortment of merchandise. Good trips were given the packets, both receiving large consignments of live stock. They departed about 7:30 o'clock this morning and will continue to make regular trips.

THE RAFTERS.

Albert Withrow, of Quincy, will command the Dan Thayer this year. The Lyons Lumber Company has purchased the raftboat Lillie Turner. Capt. Chas. White, of Davenport, commands the Alfred Toll this season. Engineer Bingham, of the Le Claire Belle, is now at LeClaire getting his boat ready for spring navigation. C. W. Robison, of Dubuque, has purchased the SJenny Hayes at Sheriff's sale for \$700. N. B. Lucas, of St. Louis, will command the Belle Mac this year, with George Nichols, of LaCrosse, as second. Joe Buisson, of Wabasha, Wis., will run the C. W. Cowles this year, that boat having been purchased by Mr. Buisson and D. J. McKenzie, of Beet Slough. The Standard Lumber Company of DuLague has purchased the raft boat Clyde. John Moor of Lake City will captain her. Wm. Desmond of Galena, Ill., will again occupy the position of second pilot on the Eclipse this year. He is a veteran pilot. The Natrona and Dexter of the McDonald Bros.' fleet, which were frozen in at McGregor last fall, will be taken to La Crosse for repairs as soon as the river breaks up enough to get them there. Frank Looney of LeClaire will command the A. Reilling of the McDonald Bros.' fleet this season. The Reilling will be lengthened twenty-four feet—given a general overhauling and a new name, the

Inverness.

STEAMBOAT TRADE-MARKS.

The Diamond Jo Line, ever since the day of its formation, has had its title signified by a diamond mark, with white as a bed color, and the words "Jo Line" painted in plain black. It is a mark that is known from the headwaters to the mouth of the Mississippi. The trade-mark occupies a conspicuous position on the stationery of the company, and is stamped on all their goods and their shipments as well. The St. Louis, Vicksburg and New Orleans Anchor Line is represented by an anchor. All of the boats of the line bear the mark on their wheel-houses and also on their stand of colors. The mark has been identified with the line since its institution. The St. Louis and Kansas City Electric Packet line has the letters M. R. T. worked in an intricate monogram, surrounded by a dotted circle, in the background of which, partly hidden from view, appears an anchor attached to a cable, making in all the most unique trade-mark on the river. The Eagle Packet Company, better known as the Alton and Grafton Packet Company, has simply an eagle, which swings between the smoke stacks of their boats. The sign of the St. Louis and St. Paul Packet company is red smoke-stacks. In the days of the Northwestern line their boats were distinguished from others on the Upper Mississippi by white belt marks around black smoke stacks, and it was then known as the white collar line. The St. Louis and Mississippi Valley Transportation company's line has for its representative mark a single crescent, which appears in a conspicuous position.

THE GATE CITY:

THURSDAY MORNING, MAY 26.

THE "GEM CITY"

The New St. Louis and St. Paul Line Packet Named in Honor of Quincy.

The Quincy *Whig* of last evening contains the following relative to the new St. Louis and St. Paul Line packet:

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 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 being ready to leave 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 acknowledgment of the compliment paid to Quincy, ought to be general among merchants and manufacturer. 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.

The exact date of the arrival of the Gem City will be made known hereafter. In the meantime it is probable a meeting of business men interested in the reception will be held to arrange for the programme. It is not the intention to make the demonstration formal, but to merely have the people turn out at the proper hour and view the handsome packet, the presentation occupying only a few minutes.

THE GATE CITY:

SATURDAY MORNING, JUNE 4.

THE GEM CITY.

A Strong Set of Resolutions Adopted by the Quincy Excursionists—Some Brief Speeches.

While the Gem City was enroute for Quincy on the return trip, a meeting of the excursionists was held in the cabin, Mr. H. A. Williamson presiding and Mr. H. R. Whitmore acting as secretary. Mr. Williamson said the people had been called to order to express their sentiments relative to the "Gem City," and to acknowledge the pleasure afforded by the trip. A committee of eight—consisting of Messrs. Harris Swimmer, D. E. Lynds, S. E. Seger, Jules Kespohl, John Dick, H. R. Whitmore, Herman Duker, and Dr. Hoffman—were appointed to present appropriate resolutions. They presented the following, which were adopted:

WHEREAS, The St. Louis & St. Paul Packet company, under the management of W. F. Davidson, long and favorably known to the shippers and traveling public of the upper Mississippi, is now launching upon the great river a fleet of passenger and freight steamers; and

WHEREAS, Many of the officers of the new line have been long known to the business men of Quincy as efficient and reliable in an eminent degree, therefore

Resolved, That we congratulate the people of the great northwest on this important addition to the transportation facilities of this section, and extend the thanks of our community to Commodore Davidson and his associates, and pledge ourselves to stand by them in the new venture, and by every means in our power to promote the interests of this company.

Resolved, That in naming the new steamer the "Gem City," an honor has been done us that will ever be appreciated, and for which we give the company a unanimous vote of thanks.

Resolved, That we tender to Capt. A. M. Hutchinson, Clerk N. B. Hatcher, Steward Ed. Buckley and assistants, together with all the crew, our hearty thanks for the many favors received at their hands.

A number of brief speeches followed the adoption of the resolutions, by Col. B. L. Miller, Capt. William Steinweddell, H. R. Whitmore and Judge J. C. Thompson, all of Quincy; Commodore Davidson, head of the packet company; Capt. Kitwood and W. A. Hobbs, of St. Louis, and Major Livingstone, of Hannibal.

THE GATE CITY:

FRIDAY MORNING, JUNE 17.

THE GEM CITY'S SPEED.

It is Tested and Found Not Wanting—St. Louis to Alton in One Hour and Forty-four Minutes—A Race with the Spread Eagle.

The elegant new passenger packet of the St. Louis and St. Paul line, the Gem City, was built for speed, and on her trial trip demonstrated the fact that her builders had performed their duty well.

The Gem City ran from St. Louis to Alton, yesterday, in one hour and forty-

four minutes. At Jersey Landing she met the new and swift steamer Spread Eagle, the latter boat leaving the wharf first, and in less than half an hour the Gem City passed her. As the Spread Eagle is considered a very swift-running craft, the officers of the Gem City feel just pride in winning the race, which was hotly contested.

SATURDAY MORNING, JUNE 25.

THE GEM CITY.

This Elegant Steamer Makes the Fastest Time on Record, on Her Trial Trip to St. Paul.

The following telegram, received in this city last night, explains itself:

ST. PAUL, June 24, 1881.
To Capt. A. M. Hutchinson, Keokuk, Ia.:
The Gem City arrived at 1:30, with 300 passengers. Two days and two hours from Keokuk to St. Paul. The Gem City left at 6 p. m. for St. Louis with 80 passengers. F. H. REANEX.

This is the fastest time ever made from St. Louis to St. Paul by any steamer.

Daily Constitution.

SEPTEMBER 22, 1883.

TO THE WATER'S EDGE.

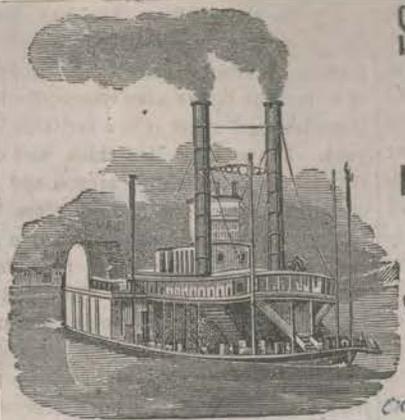
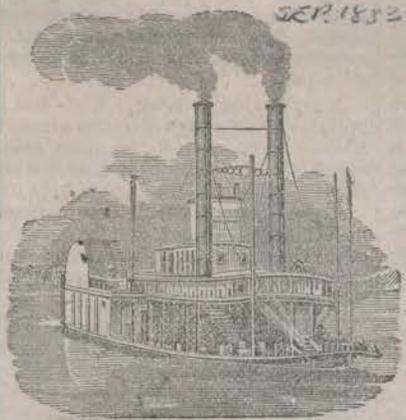
BURNING OF THE GEM CITY AT ST. LOUIS.

The Palatial, Swift-Running Packet Lapped up by the Flames—Loss \$30,000.

Keokuk people will regret to learn of the burning of the palatial passenger packet, Gem City, the swiftest boat on the Mississippi. The following telegram tells the story;

St. Louis, Sept. 22.—About 2 o'clock this morning the handsome passenger steamer Gem City, which has been in winter quarters two weeks, was burned to the water's edge. The boat lay at the foot of Dorcas street and flames were seen sometime before the alarm was turned in. The fire spread too quickly for the department to be of any service and in less than three quarters of an hour from the time the fire started it was destroyed. Only the hull which is of iron, and the machinery remains. The Gem City was built two years ago and plied between St. Louis and St. Paul. It was the fastest boat on the Mississippi and belonged to the St. Louis and St. Paul packet company, Commodore Davidson, president. The loss is estimated at \$30,000. Two of the company's barges were also burned—insured for almost full value.

SEP. 1883



St. Louis & St. Paul Packet Co.'s

ELEGANT STEAMER

Leaves Keokuk Every Morning

AT 7 O'CLOCK.

These Steamers connect at St. Louis with trains for the south and the St. Louis and New Orleans Anchor Line of steamers.

For further information apply to

A. HUTCHINSON, Agent

Keokuk Constitution.

St. Louis and St. Paul Packet Co.'s ELEGANT STEAMER

GEM CITY

Leaves Keokuk for St. Louis, three times per week, as follows:

Leaves Keokuk, Monday at 7 a. m.

Through boats of this line leave Keokuk on alternate days with the Gem City for St. Paul and St. Louis.

NOW ON SALE

Unlimited round trip excursion tickets over all different routes—river, lake and railroad—passing all the principal northern pleasure resorts, with privilege of stopping anywhere. Correspondence solicited.

C. A. HUTCHINSON, Agent

THE WEEKLY GATE CITY.

SEPTEMBER 27, 1883

Burning of the Gem City.

St. Louis, Sept. 22.—The steamer Gem City burned to the waters' edge at 2 o'clock this morning. She was at the St. Louis & St. Paul Packet company's repair yards to replace a broken shaft. The fire apparently originated in the stern of the boat, and once fairly under way it swept through the boat with astonishing rapidity. The open and light wood-work of the boat made it good fuel, and the flames leaped heavenward from all parts of the boat. Fortunately for the safety of the two steamers, the War Eagle and Alexander Mitchell, which were anchored close by and a little higher up the shore, there was almost no wind at the time. What little breeze there was sent the smoke and cinders drifting over against the stern of the War Eagle, scorched its paint and injured it to the extent of possibly a few hundred dollars. The use of the water at hand on the boat prevented it from breaking into actual blaze.

At the time the fire broke out Watchman James Applebee was upon the boat, but he probably escaped with his life, the watchman on the Alexander Mitchell reporting that he heard him crying fire. After the fire was fairly under way nothing could be found of him, although he was actively sought by reporters and the policemen on the ground.

Two of the company's barges were partly burned. One of these was tied to the shore and had its top parts badly burned. The other, hauled upon shore for repairs, was completely destroyed. Several skiffs and small boats belong-

ing to private parties were also included in the ruins. On the shore there were about a dozen cords of wood belonging to the boat, which was also burned.

John Kearney, a reporter on a morning paper, in his eagerness for information, plunged headforemost into a hatchway on the Alex. Mitchell and was very badly injured about the head and leg. He had to be taken home by his friends.

The Gem City was completed and made her maiden trip in August, 1881. She was said to be the fastest boat on the upper river and was popular with the class of summer travel. She was built and furnished in St. Louis. In length the vessel was 300 feet, thirty-five feet beam, and the engines were of special power. When new the Gem City was valued at \$75,000, and now at \$50,000. There was some insurance.

The steamer's hull broke in two this afternoon and the boat is therefore a total loss; valued at \$60,000; insured for \$40,000.

Constitution-Democrat

JANUARY 21, 1896.

The Steamer "Gem City."

Dubuque Telegraph: Work on the rebuilding of this steamer has been going on for three months at the boat yard of the Diamond Jo company at Eagle Point. It cannot be said that she is being repaired, as she is being entirely rebuilt from the keel up, and will be absolutely a new boat and one of the finest on the Mississippi river. All the old machinery has been taken out and will be replaced with new. The old boilers have been removed and are to be replaced with large Scotch marine boilers, the contract for making which having been given to the Iowa Iron Works. These are supposed to be the best boilers in the world, and the government boat McPherson, built at Dubuque, is the only boat on the Mississippi that can boast of having boilers of this pattern. The "Gem City," when completed, will not only be a model, but a veritable floating palace.

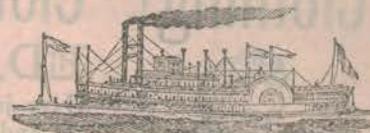
THE GATE CITY:

THURSDAY MORNING, SEPT. 28.

The King of the Carnival Announces

Your presence is commanded to welcome the arrival of his Mystic Majesty, the Veiled Prophet Tuesday, October 3d, on the Ship of State, the Magificent Steamer,

GEM CITY. DAILY LINE OF



Reduced Rates

ST. LOUIS and RETURN

Good for Fifteen Days. Go and see the

Veiled Prophets

And the Great St. Louis Fair. Fare for the round trip, including Meals and Berth, \$6.50.

ST. LOUIS AND ST. PAUL PACKET CO.

THE STEAMER

WAR EAGLE

Leaves Keokuk at 8 a. m., Monday, Oct 3rd. ALEX. MITCHELL leaves Keokuk at 2:15 p. m., Monday, October 2nd. War Eagle, returning, leaves St. Louis Tuesday night at twelve o'clock after the procession of Veiled Prophets.

C. A. HUTCHINSON Agt.,

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

THE GATE CITY:

FRIDAY MORNING, MARCH 31.

FRIGHTFUL.

Another Awful Horror on the Mississippi.

The Steamer "Golden City" Burns at Memphis, Tennessee.

Thirty-five Victims Perish in the Burning Steamer.

Suffering Death in the Most Horrible and Frightful Form

The Boat Almost to Shore When the Fire Started.

The Pilot, Engineer and Other Officers do Their Duty

And Run the Boat Ashore, But Alas! Too Late,

The Fire Spreading With Lightning Like Speed,

Giving the Victims no Chance to Save Themselves.

Full Particulars of the Terrible Disaster and Its Cause.

A List of the Missing and Those Known to Have Been Saved—Story of a Survivor—Recovery of Bodies—One of the Most Frightful Steamboat Disasters on Record.

HORRIBLE HOLOCAUST.

BURNING OF THE GOLDEN CITY, AT MEMPHIS MEMPHIS, March 30.—The steamer Golden City, of the Southern Transportation company's line, while approaching her wharf this morning, at 4:30 o'clock, was discovered on fire by the second engineer, Robert Kelly, who immediately notified Captain Brice Purcell, sr., the pilot on watch. The boat's bow was at once headed for shore, and in four minutes afterwards she touched the wharf at the foot of Beale street, where a coal fleet is moored. A line was hastily thrown and made fast to one of the coal barges, but the current being swift it soon parted, and the burning steamer floated on down the river, a mass of flames, with many of her passengers and crew aboard, who were unable to reach shore and were lost.

The Golden City left New Orleans last Saturday, enroute to Cincinnati. She

carried a crew of sixty. She had aboard forty cabin passengers, fifteen of whom were ladies and nine children. Her cargo consisted of 300 tons, among which was a lot of jute. The fire is said to have had its origin in this combustible material.

THE LOST.

Among those known to have been lost are Dr. Monahan and wife, of Jackson; Mrs. Crary, of Cincinnati; Miss Luella Crary, of Cincinnati; W. H. Stowe, wife and two children, and Ollie Woods and wife, of Henderson, Ky.; Mrs. Annie Smith, Miss Campbell, Mrs. Helen Percival, Mrs. L. E. Kountz and three children. The books of the steamer are lost, so it is impossible to gather a complete list of the lost and saved. All the officers of the steamer are saved except the second engineer, Robert Kelly. He it was who first discovered the fire and gave the alarm, and he remained at his post of duty until cut off by the flames, for the fire spread like lightning, and he

SACRIFICED HIS LIFE TO SAVE OTHERS.

The saved, so far as known, are Captain S. C. McIntyre; first clerk, W. F. McIntyre; second clerk, Jas. Wirthlin; third clerk, Frank Stein; mate, D. Bondewant; pilots, Brice Purcell, sr., Marion Purcell and Joseph Purcell, jr.; first engineer, Mike Kelly; M. Maston, Hainesville, Ky.; Willie McKinley, Hainesville, Ky.; Gates Myers, New Orleans, Chas. Ross, jr., and E. C. Underwood, St. Louis; H. B. Howell, Philadelphia, Robert E. Edbrick, treasurer Stowe's circus; John H. Trewell, business agent; Burt Stowe, brother of the proprietor of Stowe's circus; Frank Stowe, Jas. Swift, John Filbert, John Mullane, J. S. Kimpel, John G. Glenroy, James Bloomfield and Jas. Burke, all members of Stowe's circus; W. C. Jewett, Point Pleasant, W. Va.; Geo. W. Green, New Richmond, Ohio; A. B. Veatch, Evansville, Indiana; R. H. Carruthers and J. B. Jordon, Ripley, Tennessee.

TWENTY-ONE LADIES MISSING.

As near as can be ascertained, there were twenty-three ladies aboard the ill-fated steamer, but two of whom, so far as known, were saved. J. H. Crank, connected with Stowe's circus, is missing, and is supposed to be lost. Jno. Deveause, his wife and three children, who were saved, are at the city hospital; also, Senio Block. Mr. Deveause is slightly burned on his hand.

THE GOLDEN CITY

was five years old, cost \$54,000, and was insured for \$30,000 in Cincinnati offices. She was owned by Captain J. D. Hegler, W. F. McIntyre and S. C. McIntyre. She now lies sunk about three miles below here in the schute near the Tennessee shore. When she floated off from the wharf about twenty of the passengers and crew jumped aboard a barge, which floated down stream, but they were rescued by one of the harbor boats, which towed the barge into a schute one mile below the city. It is estimated that thirty-five lives were lost by the disaster, but at present no additional names can be learned.

Nearly all of the cabin and deck crew of the steamer saved themselves. Stowe's circus was taken aboard at Vanele, La., and six cages of animals and birds, together with the ticket and band wagons, tents and horses were lost.

Marion Purcell, one of the pilots, was in the clerk's office when the alarm first

sounded, and he rushed through the cabin, bursting open state-room doors and awakening the passengers. Within five minutes after the discovery of the fire, which broke out amidship, the after part of the

STEAMER WAS ALL ABLAZE.

Those that were saved had to flee in their night clothes. When the burning steamer touched the wharf the fire communicated to the coal fleet and the tug Oriole, which were also burned.

Robert Kelley, second engineer, and three roustabouts are the only ones of the boat's crew that are known to be lost. Jno. Dreffer, steward; Pete Dreffer, cook; Jno. Lamb, second cook; Billy Linxford, pastry cook; M. Whelen, mess room tender; John Hill, second mate; Charles Harvey, second watchman, and a passenger named Bloomfield are saved.

The fire was caused by the watchman accidentally setting fire to a lot of jute, which was started amidship. The steamer had just whistled to land, and the watchman went among the deck passengers to notify them that Memphis was being approached, and those that were destined for that point must get ashore. While thus engaged the

BOTTOM OF HIS LAMP DROPPED INTO THE JUTE

and the flames spread all over the deck of the steamer.

Brice Purcell, the pilot, made his escape by climbing over the front of the pilot house, as the fire was all to the rear of him when the steamer touched the wharf. The tug Oriole did not burn, as first reported, but was sunk by the burning steamer.

Billy Hodge, pilot on the Dean Adams, saved the cook, who jumped overboard as the burning steamer floated down stream.

Pat Haley and Mike O'Donnell, the two firemen who were on watch, say they saw the negro captain of the watch, named Wash, with his lamp in his hand, looking up some of the deck crew, and that it was from his lamp that the fire caught. The jute was stored in the centre of the steamer and as quick as a flash the flames spread to either side of the steamer and up to the cabin. Haley ran up stairs to notify the head engineer, but by the time he reached the hurricane deck the flames had mounted almost to the pilot house, and he was driven back by the flames. He then rang the alarm bell, and, seeing that the boat was approaching the shore, ran down the forward stairs and jumped on board the tug Oriole, just as the Golden City struck her. Seeing that the tug was sinking he sprang aboard of the steamer again, and made his way to a coal barge lying alongside. Three negro deck hands, and a white deck passenger

WERE KILLED

when the tug was struck—they being caught between the bow of the boat and the side of the tug. Anna Boyd, the colored chambermaid, and her assistant were both lost. Mike Malley and Pat Kinney, fireman, were saved; also, Whelen, the second baker. Whelan says that he jumped overboard from the stern of the steamer as she floated down stream. There were about ten men on the fantail of the boat who must have been drowned, as when he escaped into the river he saw three men go overboard and drown, and the others must have shared the same fate. Felix Lesman, who was a pas-

sanger, says there was

A MERRY PARTY.

aboard, and nearly all the passengers remained up until midnight. They had one or two gentlemen aboard who played the piano, and they entertained the passengers with music and singing. He was awakened by having his state room bursted in and hearing a cry of "Fire!" Seizing his clothes he ran forward and reached the barge just in time, as the next minute the vessel floated down the stream. The body of an elderly white woman was found floating near the wreck, but her identity is not yet proven. Stowe's circus was en route to Cairo, where the spring season was to be opened. A portion of the show is at Vicksburg.

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 B. b Wallace, berth-makers; Chas. Guthrie, cabin watchman; Isaac Dickson, shiner; Ranson Watkins, outsider; Jesse Willet, fire tender.

Abel Butler, of Donaldsonville, La., together with his wife and child, made their escape from the burning steamer in their night clothes. A. B. Keatch, formally a river reporter on the Evansville, Ind., Tribune, was on board. He remained long enough to dress himself before leaving his stateroom. J. H. Crank, owner of the sideshow to the circus, is supposed to be lost. His roommate, H. N. Ackerman, says he dragged him out of bed to the foot of the stairs, through the smoke, and is satisfied that he never arose from where he left him. His fright seemed to have paralyzed him.

STORY OF A SURVIVOR.

J. G. Glenray, one of the saved, resides at Philadelphia. He has for two years been keeper of the animals in Stowe's menagerie. He states that he was asleep under one of the animal cages on the forward part of the lower deck when the cry of fire was given. He leaped forth and looked about him, but saw no fire. Then he looked again and saw that the boat amidsthip was a mass of flames. As soon as the boat touched the coal fleet, he jumped ashore. He saw the officers of the steamer at work making hawsers fast, and then saw the lines give way and the steamer swing out and drift down. He saw the cage containing the lions sink down in the middle as the flames enveloped it, but heard no cry from a single beast as the animals burned. 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.

CORRECT LIST OF LIVES LOST.

Following is the corrected list of lives lost by the burning of the Golden City: Dr. Manahan and wife, Jackson, Ohio; Mrs. Cary, of Fairmount, Ohio; Miss Luella Carey, Marton Place, Ohio; W. H. Stowe and wife, Ollie Wood and wife, Henderson, Ky.; Mrs. Anna Smith Mass; Mrs. Helen Percival, Homesville, Ky.; Mrs. L. E. Kountz and children, Miss Campbell, Robt. Kelley, Mary Boyd,

and Amanda Atchison, chambermaids; Joe Crane, owner of the side show to Stowe's circus; a colored servant of W. H. Stowe's.

Captain S. McIntyre was asleep at the time the fire originated, but heard the alarm and came down stairs hastily and tried to get into the cabin, but the heat and smoke drove him back. Descending to the deck he heard the second mate, John Hill, making the burning boat fast to the coal fleet and then aided the passengers getting off the steamer. He did everything in his power to save the passengers, but his efforts were unavailing, as the line soon parted. John H. Treivalle, agent of Stowe's circus, was on the lower deck, and seeing Mr. Butler, of Donaldsonville, La., with his wife and four children on the boiler deck shouted to him to throw him the four children. Mr. Butler tossed him two, who were caught and saved. Trewalla then assisted Mrs. Butler with an infant down from the upper deck and helped her off the steamer, while Mr. Butler brought down the stairs his remaining child.

Willie McKinley, a young man 17 years of age, gave

A GRAPHIC DESCRIPTION OF THE FIRE. He was in his state room when the alarm was given and says the flames broke through the floor of the state room three minutes after. He ran back into the ladies' cabin where his grandmother, Mrs. Percival, and his aunt Miss Watson were; found the ladies and calling to them to follow he led the way through the blinding smoke to the front part of the boat. They had not gone far when the flames began bursting through the floor of the cabin. He kept pressing on and finally reached the front deck with his aunt. His grandmother was no where to be seen, evidently having succumbed to the smoke. He carried his aunt down stairs just in time to get on the barge before the line parted.

THE INQUEST

is in progress over the remains of the woman found near the wreck. It is thought to be Mrs. Smith Mass.

A SERIOUS CHARGE.

Wash Smith, the colored captain of the watch was committed to jail this afternoon charged with murder on account of causing the fire through carelessness. A diver will search the wreck for bodies.

The Louisville and Nashville railroad and Captain Bob Wise, of the J. W. Gaff, have offered to convey the passengers and crew to Cincinnati free of charge.

THE STEAMER.

CINCINNATI, March 30.—The owners and crew of the Golden City reside here. She was valued at \$40,000 and insured for \$30,000; was built in 1876, and was one of the best equipped steamers plying between Cincinnati and New Orleans. The government inspectors say she was extraordinarily well equipped, with every modern appliance calculated to avert such a calamity. She was 276 feet long, 40 feet beam, six feet four inches hold and had a carrying capacity of 1,300 tons.

THE GATE CITY:

TUESDAY MORNING, JULY 25, 1876.

RIOTOUS ROUGHS.

They Breakup an Excursion Party.

The excursion from Burlington to Keokuk under the auspices of the Eintracht Singing Society, of the former place, on Sunday last, turned out quite a tumultuous affair. The Jennie Brown left Burlington in the morning with a peaceable and well behaved party of German citizens, but at Dallas City the boat was boarded by about twenty-five roughs. These were re-inforced at Pontoosuc by another crowd of the same kind of characters, and from that time forth drunkenness and rowdyism ran high. The Dallas and Pontoosuc roughs filled their skins with bad whisky and got to quarreling and fighting among themselves. One fight followed another in rapid succession, and black eyes were as numerous as bugs in a potato patch. This was kept up all the way down, and one or two fights occurred while the party were here.

The Burlington party to the number of about seventy-five, including the band, were afraid to go back on the boat on account of the roughs, so they remained here over night and went up on the train yesterday morning.

We understand that the rowdies were even more demonstrative on the return trip than they were coming down. After the Dallas City party had been landed at that place and the boat was backing out, some one on board said something that didn't altogether please the crowd on shore and they immediately commenced storming the steamer with stones. No damage was done, however.

The officers of the Jennie Brown say it was the worst lot they ever encountered. The boat did not get back here until 7 o'clock yesterday morning.

The Daily Gate City.

SUNDAY MORNING, OCTOBER 20, 1876.

New Arrangement!

TOW NO BARGES.

The old and reliable Keokuk and Northern Line Packet Companies have formed a daily passenger and freight line for Hannibal, Quincy, Keokuk, Burlington, Davenport, Galena, Dubuque and St. Paul, connecting with the various railroads on the route, and making close and prompt connections. Through tickets sold to all points on the line.

Boats will leave daily from Keokuk for St. Louis and for Davenport, Dubuque, Winona and St. Paul. The Andy Johnson, Rob Roy, Lucy Bertram and Clinton will run between St. Louis and Keokuk.

For freight and passage, apply to S. M. ARCHER, at Keokuk Packet Depot. Tickets sold via St. Louis, over Ohio & Mississippi Railroad to all points East, and via Hannibal and Quincy to all points West. aug 14 m

THE GREAT QUIET HEAR CALLED HISTORY
P. S. SICKEL KEOKUK IOWA

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

APRIL 11, 1895.

IN THE PALMY DAYS.

A Correspondent Tells of Old Steamboats and Their Commanders.

Writing from Grenola, Kan., James M. Best says:

"Away out on Kansas Praire Sew a copy of THE GATE CITY with a list of old time steamboats asking some one to contribute. It carries memory back and I give a few of the boats that touched Keokuk wharf and helped her to make the city of today. Also some of the pioneer captains and some of later date."

Mr. Best names the following side-wheel boats: Clermorst No. 2, Prairie Bird, Martha No. 2, Shenandoah, Hindoo, Arrabea, Asia, Editor, Montauk, Lady Franklin, West Newton, York Stats, Exclusive, Hamburg, Royal Arch, War Eagle, Black Hawk, First Jennie Deans, First Lucy Bertram, Westerner, First Divernon, James McKee, Jennie Lind, Baltimore, Tom Swan, Hannibal City, Louisiana, Quincy, Kee Stone State, Second Divernon, Second Jennie Deans, Second Lucy Bertram, Prairie State, St. Croix, Steven Bayard, Steven Bayard No. 2, Michigan, Dr. Franklin No. 2, Canada, Des Moines, Bembina, Golden Era, Burlington, Itaska, Lamartine, Succor State, Lady Pike.

His list of stern wheel boats is as follows: Glockass, Audubon, James Lyons, James B. Gordon, Excel, Alice Adella, Americus, Uncle Toby, Badger State, Oakland, Fire Canoe, Aunt Lettie (double stern wheel, two engines), Arkola, Mary C, Clara Hine, Add Hine, Des Moines City, Bannock City, Sam Young, Cumberland Valley, John Herron, Mansfield, Conawago, Lucy May, Cedar Rapids, Dictator, Lady Pike, City of Pekin, Alone, Mollie McPike, Victory.

Of the old time captains he says: "Captain Throckmorton, I think is the oldest captain. I have been told he run the old steamer Warrior assisted in carrying troops from this side to Island at the battle of Bad Ax. A few others I knew personally are Captains Littleton, Glien, Smith Harris, Leroy Dodge, Ben Harris, Ward, Griffith, Gerdon, Stevenson, Seph Gall, Force, James Phelps, Sencerbox, T. B. Rhodes, J. B. Rhodes, W. Jinks, Plen Alford, Bartlett, Bill Holliday, Andy Johnson, Flt Lee, Mose Hell, Jerry Wood, Henry White, Hugh White, Bill White, Bill Hite, Wash Hite, Dick Grag, Jim Robinson, Harry Patten, Bob Farris, Bill Ferris, Williams, Bill Howard, Ben Howard, Ben Conger, Commodore W. F. Davidson, P. S. Davidson, John B. Davis, Sam Gray, Charlie Morrison, Gault, Bill Gall, John Williams, Dave Asbury, Jim Cambell, Pete Hall, Jones Worden, Jim Sheets, Davis of Fort Madison, Willis Blakesley, Lud Blakesley, Frank Burnett, Root,

Charles Blandiss, Dave Leclair, D. P. Dawley, Bill Loughton. Now latter day men: Abe Hutchison, Jack Rainey, Val Jolley, Tom Davidson, Bill Tibballe, Bob Isherwood, T. P. Perkins, Hughy Menaugh, Bill Burk, Jim Best, Nat Hickman, George Davis, Bill Bollend."

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

JULY 11, 1895.

RIVER REMINISCENCES.

Captain Campbell of Fort Madison adds an interesting contribution.

N. Barry of Muscatine is collecting forgotten river lore. Captain J. W. Campbell of Fort Madison, who was master of the Kate Cassell, Keithsburg and Rock Island of the old Northern line between Keokuk and Davenport, adds this contribution:

"It affords me pleasure to give you all the information I can in your researches of the Mississippi river. I have been familiar with the river since 1844 and within that period of time no boat or barge has been sunk below Muscatine and I do not think there ever was one sunk prior, as I certainly would have heard my relatives, the very first pilots on the upper river, mention the same. The Piasa, a small flatboat, with an engine on her, sank on a snag about 600 yards below Walling's landing (now Port Louisa) in 1846 and was afterwards raised. In 1847, June 17, I sank a barge in tow by the steamer Tempest. This barge was partly loaded with lead from Galena, Illinois and our cargo completed at your city by Edwards & Taylor, Chester Weed and Mr. Evans, consisting of barrels of beef, hides and sacked wheat. This barge I sank two and one-half miles between Oquawka, Illinois. In the following July most of the lead was taken from the barge. Soon after that the sandbar washed down over the hull and there it now lies. About fourteen years after the sand washed away, and parties from Burlington tried to raise it but failed. They got out several barrels of beef and a number of Chester Weed's Osnaburg bushel sacks of wheat, which collapsed as soon as they were exposed to the air. In 1847 or 1848 Larry McDonald sank the Prairie Bird, a small stern wheel steamer, about one mile above Keithsburg, at the first point above. He saved considerable of her cargo and claimed salvage, thereby making a good thing. I commanded the Kate Cassell in 1859. I wrecked the City Belle against the old Rock Island bridge the same year. I also tore off the wheel house of the Henry Clay against it in 1858. John Hudson distinctly remembers the Piasa. As she steamed up the swift current of the Cedar her exhaust could be heard for miles and it was called 'coughing.' Not a few of our citizens can remember when the Cedar was a navigable stream as far as Cedar Rapids and

boats were plenty for a time. The trade never paid as the boat had to be a foundry behind and woodyard in front, i. e., the machinery was too heavy and the fuel too large. On the down trip a man was stationed with an axe to cut the rope of the ferry if the ferryman did not lower it in response to the whistle."

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

OCTOBER 17, 1895.

ARRIVED AT LAST.

The Revenue Cutter William Windom Reaches Keokuk.

After many tedious delays, the revenue cutter William Windom has at last reached Keokuk. She was due some time in mid-summer and frequent announcements were made at that time that the boat might be expected within the next few days. But she came not. THE GATE CITY, relying upon the statements of the Dubuque papers concerning the obstacles yet to be overcome, at that time stated that it would be late in the fall before the boat might be expected to pass Keokuk. The fact that she did not arrive until Monday proves how well founded THE GATE CITY'S belief was.

A large crowd gathered at the lower lock early Monday afternoon and for some hours patiently awaited the long anticipated appearance of the revenue cutter. The report that the Windom was in the canal was circulated about town during the morning and the Central telephone office was kept busy all day answering inquiries as to the time of the vessel's arrival. The government launch Lucia went up to meet the fleet. It was nearly 5 o'clock when the Josephine with her interesting tow was sighted coming around the bend above the lock. There was just room enough within the lock gates for the cutter with the barges alongside, to pass through. She has a draft of 7 feet at the greatest depth, which made it necessary to raise her up. This was done by placing the barges on either side and filling them with water until they were sent to the level of the water. Then beams were placed across the vessel fore and aft of the cabin and securely fastened to the deck, the beams projecting out on each side as far as the center of the barges. Then blocks were placed on the barges so that the space between the decks and the beams was filled up, after which the water was pumped out of the barges, which caused them to lift the boat as they lightened.

The Windom is a graceful looking craft even when seen in such an unfavorable condition and her outlines are a marked departure from those of the flat bottomed steamboats, familiar in these waters. She is pronounced by the officials in charge of its construction to be one of the most

thoroughly equipped and complete government boats ever constructed at any yard. The Iowa Iron works at Dubuque contracted to build the boat for \$98 500. The following are the dimensions: Length, 170 ft. 8 in. all over; beam, 27 ft. 2 1/2 in.; depth of hold, 14 ft. The material used in its construction is steel of the best quality, every piece of which has been subjected to a crucial test provided by the department. The engines are what are known as the twin-screw inverted, of the triple expansion type, two sets. The dimensions of the cylinder are 11 3/4, 17 1/2 and 26 3/4 in. bore by 24 in. stroke. These engines are about 800 horse power. The boiler is of the Scotch marine type, 12 ft. in diameter and 16 ft. long. It is built for firing at both ends. The draft, when fully equipped, will be seven feet. In addition to the engines it will be rigged with two masts and provided with sails. The cutter is expected to make a speed of fifteen knots an hour. The armament will consist of a sixteen-pounder and two one-pound rapid firing guns. The small arms will consist of thirty new and improved Jergensen rifles, such are furnished the navy, and an equal number of cutlasses and revolvers.

Had there been a sufficient stage of water the boat would have been finished at Dubuque. Such not being the case it will be taken to Mound City, below St. Louis. After reaching Mound City it will require about three months to give it the finishing touches. She will then be taken to Baltimore, Md., where she will be commissioned. The Iowa Iron works of Dubuque contracted to build the Windom for \$89,500.

After passing through the canal the Windom was tied up for the night just below the lock. The Josephine landed at the levee to coal up. Superintendent Hopkins, Captain Ball and Draughtsman Kloster made the trip down the river with the boat. The trip from here to Mound City will be made by daylight only.

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, break-

ing 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.

Married ladies will find in "Dr. Lindsey's Blood Searcher" just what they need. Try it.

THROUGH TRAVEL.

The Daily Packets Commence Running To-morrow—Nine Boats a Week to St. Louis.

To-morrow the daily line of packets between St. Louis and St. Paul commence running. The Minnesota, makes her regular trip to Quincy to-day, and to-morrow will run through to St. Louis, and after that date there will be no transferring of passengers and freight at Quincy, thus making Keokuk next in importance to St. Louis and St. Paul. Besides the daily through line Keokuk and St. Louis packets will run every other day, making in all nine boats a week between here and St. Louis and six boats per week between Keokuk and St. Paul.

THE GATE CITY

TUESDAY MORNING, JUNE 29.

THROUGH TRAVEL.

The Northern Line Packet Company Will Put on a Through Line of Steamers.

Keokuk to be the Main Point Between St. Louis and St. Paul, the Packets Meeting Here.

For some time past the Keokuk Northern Line Packet Company have been contemplating putting on a through line of packets between St. Louis and St. Paul, and, we are pleased to state, have finally concluded to do so.

On and after July 1st the Red Wing, Minneapolis, Belle of La Crosse, Clinton and Northwestern will ply between St. Louis and St. Paul, and the Rob Roy, Alex. Mitchell and War Eagle will make regular trips between here and St. Louis. Besides this there will be three through steamers, making this favorite mode of travel still more useful and valuable.

The through boats will make their regular trips on Wednesday, Friday and Sunday, while Tuesday, Thursday and Saturday three additional packets will run between St. Louis and Keokuk and St. Paul and Keokuk, meeting here, thus giving us a daily packet north and south.

The packets leave here for St. Paul in the evening, while the boats between here and St. Louis will leave at 7 a. m. instead of 6 a. m.

This change will make Keokuk the most important point on the river between St. Louis and St. Paul, and when we take into consideration the fact that the company intend to make this a permanent feature for the season, we may well rejoice. Good time will be made by the packets, and a more pleasant or safer way to travel could not be chosen.

THE GATE CITY:

SUNDAY MORNING, FEB. 13, 1876.

River Ripples.

The Alex. Mitchell arrived from below yesterday morning about 9 o'clock, exchanged her freight and departed on her return trip about noon. She had a fair trip both ways.

The Colossal will leave St. Louis for Keokuk to-day, and will arrive here to-morrow evening.

The Warsaw Bulletin says: "It is expected that the steamer Jennie Brown will be running in the Warsaw, Keokuk and Alexandria trade in a few days. The boat has undergone many repairs, has been repainted throughout, and presents an appearance that will place her in the front rank with the staunchest crafts afloat on the upper Mississippi. She is sufficiently large and fleet enough for the trade in which she is expected to ply. Capt. Van Dyke will occupy the hurricane roof, while Frank Meyers will attend to the business interests of the craft. Thus officered the Jennie Brown will soon win a strong foot-hold in the regards of the traveling public."

THE GREAT DUST HEAP CALLED HISTORY
R. F. MITCHELL, KEOKUK, IOWA

STEAMBOAT STORIES.

SALES OF OLD TIMES ON THE RIVER TOLD BY VETERANS.

A Queer Little Craft and Her Cranky Capers—Running Twice Around a Big Steamer Under Full Headway—The Dare Devil Trick of Tom Gross.

The old time steamboatmen are not all dead. Many of them still linger on the stage of life, though in these days of rapid transit and railroad rush they are probably looked upon as superfluous. Between them, however, there exists a sort of freemasonry that draws them closer and closer together as their ranks are thinned by death. In all the large river cities there exist little coterie—some places only two or three; in others, large numbers—who preserve among themselves a formal or informal club or association and meet at stated or irregular intervals and talk over old times.

The writer was one of a little group of these kindred souls a short time ago, when one of them recited a little incident that will long live in the traditions of the Ohio river.

A QUEER CRAFT'S CAPERS.

Two steamers were bound up the river between Cincinnati and Louisville. One of them was a large side wheeler—either the Silver Moon or Glendale, the narrator forgot which. Anyhow, it was one of the class of steamers known in those days as a "Cincinnati tub," with a model like a cheese box. She was running in the Cincinnati and Memphis trade. The other was a little stern-wheeler named the Volunteer, running in the Cincinnati and Cumberland river trade. She was a curious sort of a craft and had decidedly cranky habits. Her hull had formerly been a canal boat. A pair of heavy towboat engines had been put on this hull and a sort of box cabin constructed. She could run like a scared wolf, but, as stated, had cranky habits. She had balance rudders that somehow or other were never exactly in the position they should be, and altogether this queer craft was a terror to pilots. She belonged to three men, all well known in St. Louis at that time, and whose memories are still cherished here by hosts of friends. They were James L. Maginnis, William Reilly and William Burt.

On the occasion referred to the Volunteer overhauled the Cincinnati tub and passed her on the starboard side, when the rudders got crossed, or something happened to cause the little stern wheeler to cut one of her cranky capers. When probably her length ahead of the side wheeler she "took a sheer," and ran squarely across the bow of the big boat, Hiram O. Brazee, a well known pilot, until recently inspector at Memphis, was, he thought, in the pilot house. He saw there was no use of trying to pull her back, and to stop was to let the side wheeler run her down; so he simply pulled the wheel hard down, and the little stern wheeler actually ran clear around the Cincinnati tub, coming up again abreast on the starboard side. Of course, there was excitement on both boats, and cheers and yells, and not a few curses, as it was thought the pilot of the Volunteer was responsible for the boat's maneuvers. While this was going on, the little boat straightened out up the river, and again gradually forged ahead until well in the lead, when to the profound astonishment of everybody, she again "took a sheer," and again ran clear around the big side wheeler, exactly repeat-

ing the former maneuver.

TOM GROSS' TRICK.

A little event in which this craft figured was then related. It was the habit in those days for the steamers bound up stream to take fuel barges—coal or wood—in tow, and continue the trip while transferring the fuel from barge to steamer. When the fuel was transferred the barge would be set adrift, with one man on board, who would care for and land it. There were two magnificent boats plying in the Cincinnati and Louisville packet trade, the America and the United States. They were probably the finest, and, without doubt, the fastest boats afloat. They were beautiful steamers, and constructed on such perfect lines that their pilots could control them as closely as craft was ever controlled. The pilots of these steamers used to indulge in a little trick for their own amusement, which was a cause of great trouble to the pilots and commanders of other boats. It was this: On meeting another boat the signal would be sounded for passing, but when the two boats would get close together the pilot on the big packet would turn his boat, as if with the deliberate intention of running into the other boat.

To avoid a collision the other boat would of course be stopped and backed. The big boat, however, under perfect control, would never slacken speed in the least, but under full headway run right up, and, curving gracefully, pass on, sometimes so close as to make it appear that only a miracle prevented a collision. These pilots had learned to control their boats so completely that they could do this with perfect safety, and enjoy the fright of people on the other boats. Tom Gross, a pilot who had his life well nigh scared out of him on two or three occasions by these fellows, was at the wheel on board the Volunteer on a trip up the river when one of these big boats was met. Gross knew what was going to happen, and conceived a plan for turning the tables on the jokers. The Volunteer had a wood barge in tow, and had transferred the fuel, but at the request of the owner was towing the boat to a point up the river. Gross called a cub pilot to take the wheel and went below, first cautioning the cub not to get frightened at the big boat, but just to "hold her straight up the river and not ring a single bell." Taking an ax in his hands, Gross stationed himself right by the head line by which the barge was fastened to the boat.

On came the big steamer, bearing right down on the Volunteer, and it was quite evident she would pass very close and on the same side the barge was on. Gross made a guess as to just how close she would come, and, at what he thought was the right moment, he struck a blow with his ax that completely severed the line and the barge, of course, swung right out crosswise of the stream. Gross had guessed right, for before the pilot on the big boat could turn his wheel or ring a bell the steamer struck the barge broadside and crushed it, and at the same time broke so many timbers for the steamer that she was compelled to run for shore. The barge sunk, but Gross had been careful that there should be no one on it, and only two or three persons had seen him cut the line. The owner of the barge collected damages from the steamer that ran it down. The big boat had to be put on the docks, and the pilot was suspended.—St. Louis Globe-Democrat.

The Gate City.

JULY 27, 1899.

ON THE RIVER SIXTY YEARS AGO

Mrs. Hurst Travelled Up the Mississ-

Mississippi From New Orleans to Nauvoo in 1840.

Mrs. Hurst, who resides on Third between Bank and Exchange streets, went up on the excursion Tuesday to visit her daughter, Mrs. G. D. Mackey, of Nauvoo.

Mrs. Hurst, who is eighty-three years of age, has had an interesting life. She is a faithful member of the Church of Latter Day Saints. She was born in Manchester, England, and was there converted to the belief she now holds. With her husband and children she journeyed from the old country to Nauvoo the city built by the church and designed to be the center of the Mormon community. She left her parents and brothers and sisters to come to this country. It was a wrench to leave them, she says, but she was led by the faith to which she has clung ever since.

They sailed from Liverpool for New Orleans and landed there in 1840 as near as she can recall the date. From there they travelled by boat to Nauvoo. Few people are now living, who, like her, can say that they travelled on the Father of Waters nearly sixty years ago. At that time, as now, the lower river boats did not come above St. Louis, but that year there was extremely high water, and she came on the same steamer from the Crescent City to the City of the Saints.

The mighty river, so large as compared with the English streams, made a deep impression on her and she says she has always loved it. St. Louis was then a small city and Keokuk was a group of a few houses, but Nauvoo was much larger and gave promise of great growth. No bridges spanned the river at that time and railroads were unknown in the western country. The Mississippi was the great highway to the northwest.

She knew Joseph Smith and his brother Hiram and says they were good men. Of Brigham Young she did not hold such a high opinion as she does not belong to that branch of the church which has embraced polygamy. She passed through the period of Mormon persecution but was not there when Joseph Smith was killed and the Mormons finally expelled from Illinois. She had been called to the bedside of a sick woman near Montrose and so did not witness the burning of the great temple. She never returned to Nauvoo but came to Keokuk and has lived here ever since. Her husband died here about eight years ago. She is strong in her belief in the doctrines of her church and talks interestingly of the exciting times when the Mormon stronghold was in Nauvoo.

The Gate City.

FEBRUARY 28, 1892.

THE GATE CITY COMPANY,

KEOKUK, IOWA.

"IN THE PALMY DAYS."

When Steamboats Were More Important to Keokuk Than the Railroads.

Recollections of an Old Citizen—Fierce Competition Between Rival Lines—When Boats Ran on the Des Moines—Some of the Steamers.

As the season for the beginning of the season of navigation approaches, the minds of the river men especially and the public in general find their interest in steamboat matters reviving. Those of us who lived here or elsewhere on the great Father of Waters in the "palmy days of steamboating" delight in allowing our memory to linger upon the boats and traffic of early days.

Prior to the "forties" boats running in upper Mississippi trade were few and far between. However, I believe a few made trips during the Black Hawk war. One was named the Warrior and she was used for the transportation of troops and supplies. Commencing in the "forties" were the following named steamers of the Keokuk and St. Louis packet line: Anowone, Gov. Briggs, Boréas, Die Vernon, Ocean Wave, Lucy Bertram, Kate Kearney, Edward Bates and the Laclede. About the year 1850 an opposition line of steamers was started, the following being in the trade: New England, Monongehala, Whirlwind and Westerner. They made a few trips, but were soon purchased and absorbed by the old McCune line and were long used in the trade. Afterward there were built by the old line the Jennie Deans, New Die Vernon and Harry Johnson.

Subsequently there was brought around from the Ohio a second opposition line of boats composed of a part of the old People's Cincinnati line. These boats were the Thomas Swan, Baltimore and Virginia. A fierce rivalry sprang up between these two lines. First class fare to St. Louis, including meals and state room, was put down to one dollar and then to fifty cents. But the cut did not stop at that, but for a few trips passengers were carried free. The steamers made splendid time and every day there were races up and down the river. Finally the old line purchased one of their rival's boats, the Thomas Swan, putting an end to the ruinous competition.

Later many new boats were added to this line, among them the Sam Gaty, New Lucy Bertram, Brilliant, Hannibal City, City of Louisiana, Keokuk, Warsaw, City of Quincy,

Andy Johnson, Rob Roy, Des Moines, with the opposition boats, Mollie McPike and Tom Jasper. Afterward Commodore Davidson's line absorbed the McCune line and built the Golden Eagle, War Eagle, S. S. Merrill, the old Gem City and the present new Gem City. The Gem City is the only one left that ran in the St. Louis and Keokuk packet trade, except the War Eagle, which recently was sold and now is being rebuilt in the Quincy bay for the excursion business out of St. Louis. During the history of this line several old steamers were rebuilt and their names duplicated. During the "fifties" it was a pleasure to travel in these palatial steamers. The old McCune line set a table fit for kings to dine from and nearly all boats carried brass and string bands and the short trips were enlivened by music and dancing.

In the Keokuk and Davenport line there ran the Ben Campbell, J. McKee, Jennie Lind, Luzerne, Tishimingo, Keokuk, Black Hawk, Keithsburg, New Boston, Rock Island, Island City, Kate Castle, Jennie Whipple and Pomroy.

Beside those mentioned the following boats plied the upper Mississippi, commencing in the "forties" and continuing to the period that the younger generation can now remember:

Ione, Beaver, Otter, Iowa, St. Croix, Falcon, Osprey, Fortune, Lynx, Claromont, Potosi, Moravia, Amaranth, Uncle Toby, Brazil, Prairie Bird, Nominee, Light Foot, Lamartine, Financier, Time and Tide, Wisconsin, Minnesota, Montauk, Alliambra, Kentucky, Galena, Ohio, Metropolitan, Tempest, Cordelia, Newton, Wagoner, Highland Mary, Anthony Wayne, Herald, St. Paul, Old Dominion, Aunt Letty, War Eagle, Mary Blane, Arabia, Defiance, Mary C, Saracine, Bon Accord, Fire Canoe, America, Danube, Hindoo, Excelsior, Adelia, Golden Era, Minneapolis, Belfast, Effie Afton, Shenandoah, James Lyons, Lady Franklin, Royal Arch, St. John's, Brunette, York State, John Belle, Lucy May, Minnesota Belle, Cedar Rapids, Connewago, Editor, Henrietta, Henry Clay, Oakland, Fred Lorenz, Savannah, Dr. Franklin No. 2, Martha No. 2, Dan Hine, Bill Henderson, Canada, Pembina, Metropolitan, Northerner, Dubuque, Hawkeye State, Sucker State, Muscatine, Key City, Itasca, Northern Light, Milwaukee, Gray Eagle, Ocean Spray, Minnesota, Lake Superior, W. L. Ewing, Phil Sheridan, Northwestern, Belle of Lacrosse, Alex Mitchell, Alex Kendall, Grand Republic, Anne, White Eagle, Diamond Jo, Anne Johnson, Red Wing, Burlington, Davenport, St. Paul, Bridgeport, Imperial, Southern Belle, beside numerous tramp streamers from the Ohio and other rivers that made occasional trips. These steamers are not all put in their order as they ran in the trade, but as nearly correct as I now

recollect from memory.

In an early day and prior to bridges being placed across the stream the Des Moines river was navigable up as far as Raccoon Forks, now Des Moines, and in extreme high water they ran beyond Des Moines. Prior to the "forties" a few odd trips were made in the spring to carry Indian supplies. I believe that old Bill Phelps, an Indian trader, took up the steamer Otter loaded with supplies for the savages in the early "thirties." Later on the following boats ran in the trade every spring: Badger state, Globe, Skipper, Col. Morgan, Glaucus, Clara Hine, Charles Rogers, Alice, Ed. Manning, Nevada, Flora Temple, Ad Hine, Des Moines City and Island City. J. F. D.

Constitution-Democrat

NOVEMBER 9, 1898.

HORRIBLE ACCIDENT.

The Young Son of Captain Blair, the Well Known River Man, Mangled By a Car.

Captain Blair, of the steamer W. J. Young, has many warm friends here who will sympathize deeply with him over the terrible death of his little son, the particulars of which come from Davenport as follows:

Wednesday afternoon, while an electric car was passing along Farnham avenue, a little boy aged fourteen years ran in front of it and was instantly crushed to death, the body being wedged under the wheels so that the car had to be jacked up before it could be removed.

The accident happened in front of the home of Captain Walter Blair, of the steamer W. J. Young, which plys between Davenport and Burlington. The men who recovered the remains asked permission of Mrs. Blair to carry the body into her home until an undertaker could be called. She sympathetically gave her consent, but would not go near the mangled body.

After the undertaker had arrived and was preparing the body for removal, Mrs. Blair caught sight of the little fellow's cap and clothing and to her horror recognized them as those of her oldest son, Paul.

Paul had gone to a ball game and Mrs. Blair had not expected him home for awhile. He had returned earlier than intended, and in endeavoring to cross in front of the car, lost his life.

Mrs. Blair was overcome with the shock of the terrible discovery. Captain Blair left the city on the Young for Burlington, but was reached by telegraph at Muscatine, where he took a train back to Davenport.

THE GREAT OUST HEAP CALLED HISTORY
BY R. PICKER KEOKUK, IOWA

The Gate City.

FEBRUARY 3, 1891
LONG AGO.

Steamboating When the Des Moines River Was Navigable.

More than a quarter of a century has elapsed since it was considered practicable to navigate the Des Moines river to small steamboats says the Farmington Herald. Even if the numerous bridges and dams could be gotten rid of it is extremely doubtful if the experiment of sending coats up the Des Moines could be repeated, from the fact that heavy rains have washed sand into the bed in such large quantities as to fill it up considerably. At the same time the Des Moines river and the beautiful Des Moines valley retain all their primeval and past time loveliness, and provide for the eye of an appreciative traveler a continual changing and superbly beautiful panorama. It was greatly admired by the white explorers while it was yet the home of the Indian. Before the construction of railroads into the interior of Iowa, the Des Moines river formed a most important factor in the commerce to Farmington and the smaller towns along its banks. Usually the voyages of the small stern-wheel crafts were not extended farther than Des Moines, but on several occasions boats went up as far as Ft. Dodge. The spring of 1843 is supposed to have witnessed the first steamboat at Racoon Forks, according to the statement of Tac Hussey in the Des Moines Mail and times, but no one, he says can recall the boat's name. Bill Phelps was in command of the first boat that ever passed beyond Ottumwa. Not until the spring of 1851 was there anything approaching a systematic attempt at navigation on the upper Des Moines. In April of that year the "Jenny Lind" arrived very unexpectedly with a cargo of provisions and was warmly welcomed. The captain reported great difficulty in getting through the government locks at Bentonsport, built by Gen. J. C. Fry, and named in honor of the father of the lady whom he afterwards wedded. In 1852-3 the locks were in better condition. From then until 1862 the steamboat business was successfully carried on, as the water filled the river, bank full. After that commencing with 1863 the water was so shallow that it was almost impossible for boats to pass up, only one boat, with a small cargo making the attempt and it was wrecked near Ottumwa on its return voyage. That practically was the last navigation on the Des Moines. During the period of "steamboat times" Farmington was by far the most important town between Keokuk and Ottumwa. It seems strange for us to look at the river, now so very shallow and low and hear our fathers speak of steamboats coming in and landing here.

THE DAILY GATE CITY.

OCTOBER 20, 1888
STEAMBOAT WHISTLES.

How the Approach of Packets Was Distinguished Thirty Years Ago.

Thirty years ago, when steamboating was at its height, the various river packets were distinguished by the sound of their whistles. In the fifties and sixties there were the Jenny Lind, Ben Franklin, President, Minnesota Belle, Menominee, Fanny Harris, Northerner, Canada, Minnesota, Hawk-Eye State, Sucker State, Northern Belle, Davenport, Galena, War Eagle, Grey Eagle, Key City, Northern Light, Itaska, Milwaukee—and later the Alex. Mitchell, Northwestern, Phil. Sheridan, Belle La Crosse, City of St. Paul, Gem City—all side-wheelers except the Fanny Harris—and others. There was hardly a boy, shipper or levee merchant in town who couldn't tell what steamer was coming in by the peculiar sound or toots of the whistles, night or day. Same as to-day, any river man can tell the name of a raft steamer by the sound of its whistle if it be a mile away. But this distinction of steamers has become a lost art among landmen along the upper Mississippi.

Speaking of this matter a writer in the St. Louis Post says that the whistles of boats were even used as a means of communication between pilots, who had a code of signals. As their boats passed on the river they would exchange greetings in this way, and some of them "had it down so fine," to use a common expression, as to be able to convey almost any information they desired. Frequently the passengers would be awakened at night by the most uncommon shrill sounds, and in great fear would inquire whether there had been a collision, and would be comforted by the assurance that it was "only the pilots talking to each other."

The whistles were all made in exactly the same way, but owing to their difference in size or the metal, or to peculiar plugs the engineers would insert in the drum of the whistle, there would be great difference in the sound.

The decline of the river traffic has naturally caused a decline in the general interest that was once taken in the river, and all things appertaining to it, and there are very few now excepting experienced river men who can tell the whistle of a single boat that enters port. The Diamond Jo packets are known by their one short, one long, and two short blows, but which one of the boats of this line is approaching would be a mystery, unless seen, to everybody. None of the other lines or boats owned by individuals have any regular method of announcing their

coming. The science of steamboat whistling is fast declining.

THE DAILY GATE CITY.

DECEMBER 18, 1888

DES MOINES RIVER.

Another Old Timer Who Ran on That Stream.

An old settler of Des Moines has written the following communication to the Des Moines Register:

In 1856 the extremely bad roads and extremely good rivers produced a steamboat fever in the Des Moines valley, and several citizens of Des Moines had it severely. During the year certain parties of Fort Dodge contracted for a light draft boat, built on the Monongahela river, which came around to Iowa in the fall, and in November, 1858, the writer shipped some machinery to Merritt and Jenkins, to be used in building the court house. The Rodgers made but one trip to Ft. Dodge in that fall. Returning to Keokuk she wintered there. In the spring she made regular trips as long as it was safe. The trip referred to by Judge Davis was her last.

Of those afflicted by steamboat fever in this city I will mention only Mr. Freeman Tisdale, brother of Dr. Tisdale, as his boat was the only one to reach Fort Dodge. It was built on the island at Court avenue bridge in the winter of 1858-9. It was headed down stream about the beginning of May. The engines worked badly. They tied up in Keokuk for repairs, and at the end of nearly a month got back to Des Moines; despairing of doing any good. Here Doctor Hull, father of Captain Hull, came to Tisdale's assistance. They went to the Iowa Foundry and ordered certain changes on the engines. While these were in progress they were offered a paying cargo to Ft. Dodge, which they were anxious to take before the Rodgers came up again. Before completing the necessary changes the boat sailed for Ft. Dodge.

As the river was low and falling fast there was no time for dancing. The captain expected every man to do his duty, and it was done. Ft. Dodge was reached without any accident, although we came near breaking the boat in two on the remains of an old dam at Elk Rapids, which struck her bottom a little aft of midship, tossing the stern with its wheel high out of the water. However, the hull had sufficient momentum to carry it off the dam, forward. There was no delay at Ft. Dodge. It was now, or never, and all hands worked night and day pushing her off the bars or out of the drift until we reached Des Moines.

Judge Davis' trip to Ft. Dodge was neither the first nor the last. The Rodgers made the first trip in November, 1858, the Des Moines Belle made the last one in June, 1859.

NOVEMBER 8, 1900.

THE WRECK OF THE WAR EAGLE.

Nineteen Years Ago Today There Was Great Excitement in Keokuk.

Nineteen years ago today there was tremendous excitement in Keokuk over the wreck of the War Eagle at the Keokuk and Hamilton bridge.

The Gate City in its account of the disaster on November 5, 1881, the day after its occurrence, said: "Last evening about 7 o'clock the shrill notes of the bridge whistle, accompanied by repeated whistlings of steamboats, followed in a few minutes by the clanging of fire bells, threw Keokuk into the greatest excitement and the wildest rumors were soon afloat. Some said the packet depot was ablaze, while others asserted that the Gem City was at the wharf in flames, an electric light giving rise to the latter rumor. A Gate City representative hurried to the river front and upon reaching the levee found one span of the Keokuk and Hamilton bridge was gone and saw the passenger packet War Eagle floating helplessly down the river, with wheel house and wheel gone and a number of terrified passengers upon the deck."

In a general summary of the statements as made by the crew and passengers about the wreck The Gate City said: "A large number of the passengers were out on the gangways looking at the bridge when the boat swung into an eddy and cross currents above the bridge and the alarm was given that she was becoming unmanageable and would, without doubt, strike the bridge. In less time than it takes to relate it the stern of the boat swung around against the second span, on the Illinois side, of the structure and with a terrible crash the wheel and wheel house of the War Eagle were crushed to splinters and the massive span of the bridge, three hundred feet in length, fell into the water, while the boat swung around against the pier and gave a large number of passengers an opportunity to jump onto the pier. * * * It must have been 15 to 20 minutes from the time the boat struck the bridge until it was beached."

The bridge span was set on marbles on the pier so that when the bridge would expand or contract it would move along the pier as it lengthened or shortened. Thus it can be seen that the slightest shock would knock the span off, although the boat struck with a terrible force on account of the current. The boat was beached on the bank some distance below the levee landing, and all the officers heroically remained at their posts and got the boat safely to the shore.

The heroism of the pilot of the War Eagle is recounted in the following in a recent number of the Waterways Journal: The burning of the War Eagle at the levee in St. Louis recently recalls to mind the disaster to

her namesake on the pier of the Keokuk bridge in the fall of 1881. The War Eagle of those days was a magnificent, palatial steamer and was making the last trip of that season when she met with this appalling accident which so completely wrecked her and resulted in the drowning of two persons.

The night was as dark as the dungeons of the low regions are supposed to be, and a fierce wind and rain storm had set in just previous to the boat entering the draw. Captain Hi Beedle, Jr., was at the wheel in the pilot house at the time, and the memories of that awful night will never obliterate in his mind. Just as the mammoth steamer entered the draw the engines either failed or were unable to perform their duty, and the boat saddled the pier, breaking her in twain and knocking an entire span of the bridge off its pillars and into the river below. This created a terrible commotion and a heartrending panic immediately followed among the passengers, whose screams added more terror to the already terror-stricken unfortunates, who ran from place to place over the boat, seeking some means of escape or contriving some method whereby they could reach a place of safety.

It was at this trying, nerve testing moment when the pilot showed his metal remaining courageously and without a thought for his own safety, at the wheel until the boat was landed at the Keokuk levee, where she sank a moment or two later. How he accomplished the task of landing her in the disabled condition she was in has never been told, but he did it, and the next day the newspapers all over the country, and especially the Keokuk papers, lauded his staying qualities, pronounced the deed an act of true grit, and attached no blame to him for the disaster.

The Keokuk people fell in line and were loud in their praise for this young and chivalrous pilot, for Hi was yet in his twenties, and besides being one of the most popular pilots on the upper Mississippi was also considered one of the best. His modesty, however, was extremely evident under the shower of praises emanating from verbal and newspaper sources, for he disclaimed all the honors that were so liberally heaped upon him from every direction, and contented himself with but one thought—that he had only performed his duty.

The War Eagle was afterwards raised and rebuilt and for a time was employed in the lower river trade. She went out of service long ago, however, and her memory was only recalled by the disaster of that fateful night in the fall of 1881.

Captain Beedle is now at the wheel of the steamer Sidney.

APRIL 1, 1892.

THE GATE CITY COMPANY,
KEOKUK, IOWA.
RIVER DISASTER.

The Steamer Golden Rule Catches Fire and a Panic Ensues.

CINCINNATI, O., March 31.—As the steamer Golden Rule was leaving the wharf this afternoon, fire suddenly broke out under the forward hatchway and a wild panic ensued. Only those nearest the stairway were able to escape. The others rushed to the stern of the boat and clambered on to the upper deck of the Keystone State. Before all were rescued, the flames became so fierce that the Keystone State backed into the river. The stern of the Golden Rule then caught and swung to the wharf rope, where the rest made their escape, with the exception of Miss Nellie Maloney who jumped to soon and fell between the boat and a barge. In spite of the heroic effort of the clerk of the boat Miss Maloney disappeared under the wharf boat and was lost. The clerk himself was rescued from the water with difficulty. The upper works of the wharf boat, filled with merchandise were destroyed, and the steamer Fleetwood narrowly avoided destruction. The Golden Rule was worth about \$25,000 and carrying a cargo estimated at \$50,000. Other losses are unknown.

Entered MAY 26, 1886. -Class

The Col. Patterson.

Yesterday's Quincy Whig contains the following paragraph of misinformation:

The steamer Col. Patterson was tied up at Keokuk yesterday by the United States marshal, upon complaint and affidavit filed by Capt. Charles Gillespie. It appears that last year, while under the superintendency of one of the Messrs. Patterson, the boat became involved to the amount of \$2,500. Capt. Gillespie, in taking command of the boat this year, assumed the debt with the understanding that he was to have all the boat earned over and above her running expenses. On Sunday Capt. Gillespie had an engagement to bring an excursion from Keokuk to this city, and went up the river for that purpose. While lying there one of the Patterson Bros. objected to his using the boat for Sunday excursions. Capt. Gillespie considered this an interference with his ways and means of getting his money out of the boat, and therefore had the boat attached and immediately tied up by a United States marshal until the claim of \$2,500 is satisfactorily adjusted.

Mr. Patterson informed a reporter last night that the Col. Patterson had not been tied up by a United States marshal, that the steamer is not involved for \$2,500, and that he has had no difficulty with Capt. Gillespie.

THE GREAT DUST HEAR CALLED HISTORY
H. I. BICKEL
KEOKUK, IOWA

THE DAILY GATE CITY.

Ente, JULY 23. 1889 tter.

A GREAT STEAMBOAT CAPTAIN.

Interesting Life of Captain Yore, an Old Mississippi Steamboat Man.

One of the well known steamboatmen on the Mississippi for over a quarter of a century was Captain Yore, who died a few days ago in St. Louis. He has five children, one son residing in Rock Island. Concerning him the St. Louis Republic states: Captain Yore was said to be one of the six oldest residents of St. Louis. He went to that city about sixty years ago, and has since resided there. He was born in Dublin, Ireland, in 1814. He lived in Pennsylvania for a time and in his twelfth year came to St. Louis. He at once engaged in the river business and continued in it until shortly after the war, when he retired.

Among the best known steamers which Captain Yore owned and commanded were the Continental, the John G. Rowe and the Mary Forsyth. He ran the blockade during the war and was probably the only river man who succeeded in accomplishing the dangerous undertaking. As it was, the pilot house of his steamer was riddled with bullets and he, himself, narrowly escaped with his life.

Captain Yore was twice married. He leaves to his heirs an estate worth \$500,000. The estate consists mostly of real estate. He had no life insurance.

Captain Yore was a man of strong character and very great energy. He was thoroughly self reliant and independent. The large fortune amassed by him was due entirely to his own efforts, as he came to St. Louis without money or friends. During the antebellum days Captain Yore was very widely known on the Mississippi. He was known either personally or by reputation at every river landing between St. Louis and New Orleans.

The Gate City.

, JANUARY 12, 1893.

A VETERAN RIVERMAN.

Death of Captain C. F. Stewart, an Aged Lee County Pioneer.

Captain J. W. Campbell writes to the Fort Madison Democrat as follows: "Another chain of the Lee county Iowa Pioneers has been broken by the death, on Christmas evening, of Captain Charles P. Stewart, late of Red Lands, Calif., who was born in Athens county, Ohio, and came here with his father in 1840. On arriving at Keokuk he became impatient at the boat's delay in

lighting over the rapids, and walked across the wild prairies, passing but three houses between there and West Point, then his future home. On arriving at manhood he became enraptured with steamboating, and for many years was engaged as pilot and master on the Upper Mississippi. During the latter years of his steamboat life he formed an extensive acquaintance with transient boatmen, thereby securing their patronage in piloting two-thirds of the tramp steamers that came from the Ohio up the Upper Mississippi between the years of 1855 to 1862. Many times he received for his services from \$500 to \$1,000 for a single trip. In 1862 he was at the helm of the steamer Lucerne, guided her up the river, fifteen miles above Prairie Duchien, when he witnessed the most remarkable event that ever occurred on the Father of Waters, in the drowning of old 'Putt,' Dan Rice's rhinoceros. Captain Stewart was genial to all, liberal to a fault, ever ready to confer a favor to his friends and never turned his back upon an enemy, and politically passed away as he always lived a life long democrat."

KEOKUK DEMOCRAT.

WEDNESDAY, OCTOBER 27, 1886.

ACROSS THE RIVER.

A Pioneer Steamboatman Makes His Last Trip—Death of Captain James May, a Well-Known Character of Half a Century Ago.

By this morning's mail, Hon. D. F. Miller, sr., received a letter from a son of the late Capt. James May, informing him that his father had died at Springfield, Illinois, on the night of the 24th inst. Capt May was at the time of his decease about 82 years old. He was born near Ste. Genevieve, Mo., when Missouri was a territory with few inhabitants. His father was an emigrant from Ireland, and charmed with the supposed novelty of frontier life, came to Missouri, and lived awhile near Ste. Genevieve; but finding it a lonesome and monotonous life, built himself a large skiff and putting himself and his wife and the subject of this sketch, then a small boy, into it, with some household goods, floated down the Mississippi to the Ohio river, and then paddled his skiff a thousand miles up the Ohio to Pittsburg, Penn. The travel took some months; rowing through the days, and camping on the shores of the river at night. His father was an expert boat builder, and soon by his business at Pittsburg, secured a good share of property. The son, (the subject of this sketch) when only about seventeen years of age, was the captain of a keel boat engaged in the

carrying trade on the Ohio river; and in 1828, when yet a young man, he was captain and owner of the steamboat "Shamrock," a noted vessel on the Ohio of those days. He owned subsequently other vessels, and went upon them as captain, visiting the Mississippi waters as high as the Dubuque and Galena lead mines before the Black-Hawk war of 1832. Captain May was a most hospitable citizen at his home in Pittsburg, where he kept open house to all worthy of his friendship or hospitality.

Members of congress from the west, and other public men, often when going east through Pittsburg, shared the generosity of his roof.

The Confederate Genl. Robt. E. Lee, and his wife, were in early days for several weeks, a guest at his house; and after the late civil war, Capt. May was a welcome visitor for several days at the home of Genl. Lee, in Virginia. Capt. May, though never a candidate for office, was in the political days of "Old Hickory" one of his most active partisans, and exercised much party influence. When in Keokuk a few years ago, he had in his possession a large collection of letters from distinguished public men of fifty and sixty years ago, with whom he had held correspondence. He was the owner of a half interest of a half-breed in the Half-Breed tract in Lee county, Iowa; and if he had not been defrauded, would have owned the one-seventieth part of all the Half-Bred tract, including all the real estate in Keokuk. But when the decree of 1841 was made, he was residing in Pittsburg, and while a large number of sham interests were put into the decree, his was left out; he not being in Iowa to look after it, and having neglected to have an agent here attended to his interests.

Captain May was unbounded in his liberality, and generosity, and humanity; and was a most true and reliable friend.

He was a kind and loving husband and father. His death breaks almost, if not entirely, the last link between the rivermen of to-day, and those of the days of more than half a century ago.

Capt. May was so noted a character in river business on the Ohio and Mississippi in the first days of steamboating, that we shall expect some journalist at Pittsburg or St. Louis to furnish a complete sketch of his eventful life.

7, MARCH 23, 1898.
THE FIRST BOATS.

**Like the Robins and the Wild
 Geese They Tell of Spring.**

**The River Front Is a Beehive Now, and
 the Hock White Made the
 First Arrival at
 This Port.**

The sights, sounds and smells of spring, all the signs of coming summer and sweet old steamboat days, when Bill Richards and the rest of the gang flourish, are on the levee. Steam is up in the bridge and the locks, navigation opened today with the coming of the first boats. Preparations for the season are being made everywhere and everybody is busy.

First money for touching at this port first goes to the Hock White, which steamed up from Canton at 5 o'clock Thursday a. m. and moored alongside of her new big barge, below the Mississippi Coal and Ice company's warehouse. She has been thoroughly overhauled, ready for hauling sand, dirt and gravel for Hunt & Jones, her new Keokuk owners.

A New Dress.

The Dubuque, which has lain all winter in the canal is newly painted throughout her cabin and will be installed with electric lights as are the other Diamond Jo line boats. The electricians from Dubuque are expected this week.

The steamboat men are not the only busy ones. The colony of hardy fellows who draw their livelihood from the river with cord nets are working like beavers. Big piles of drab netting are being washed and overhauled. The netting needle and string ball are busy and this warm spring sun is drying out these fish snares. The weeds and grass that have grown on the plots of ground that they occupy are being raked up and burned.

The draw of the bridge was tested the first of the week. Repairs in the floor and the proper adjustments of the mechanism are being made. Some repair work is being done on the upper gates of the lock, which will put them in good order for service.

The shell fisheries have begun and John Smith is buying these pearly mussel shells for T. F. Baldwin's proposed button factory. The latter expects to put in a plant in Keokuk soon for the manufacture of button "blanks" alone, and the fishing for the shells has begun. Four or five tons of them are already piled up at Galland, where much raking of

the river bottoms has been successfully in progress.

Fishing for Mussels.

The process is not uninteresting. The principal tool used is a long pronged rake with a basket like net, which goes through the mud and collects the bivalves. This can be used along the river banks, where the water is low, or in deeper water, out of the rear end of a boat. Several men are gathering now and hunting for new layers. Mr. Baldwin says he will start his plant as soon as he is convinced that there are enough shells in this vicinity to keep the factory supplied with raw materials.

The passage of the first boats recalls memories and bits of history. Some interesting things are jotted down in the record books of the Keokuk and Hamilton bridge, among which are the dates of the first boats' passings since 1875. The earliest boats of any year were the Bayard in 1876, which passed down January 4, and the Arkansas, which went down January 8, 1880, the draw being opened by hand.

The Silver Creseent was first last year, passing down March 15.

The ferryboat Frank Sherman passed up first in 1896, March 1, to help the Rock Island-Davenport people when their bridge went out.

The Matt. F. Allen passed up first on Ct. Patrick's day 1895.

The same boat beat all others up March 9, 1894.

The J. C. Atlee came down first March 20, 1893.

The Warsaw ferry for a number of years beat the record, the last time being March 2, 1892, when she passed down out of her winter quarters in the canal.

The old Patience, Capt. A. Wempner's boat, beat the record in 1891, passing down March 18.

The Eagle was first in 1890, when she passed down February 10; and in 1889, when the draw opened for her March 9.

The Patience was first in 1888, slipping her moorings March 7, and entering the Keokuk-Warsaw trade.

The Eagle was the early bird in 1887, when she passed down February 25. It was the same way in 1886 but the date was much later, March 16.

April 1, 1885, the little Stella was ahead of them all.

The Eagle holds the 1884 record too, dated March 21.

The Lumberman came down first of all March 9, 1883.

March 1, 1882, the Penguin steamed and struggled up stream first.

The Lumberman's first record was made April 2, 1881, when she came up.

Old Time Records.

The year that the Arkansas passed down, January 8, 1880, the season proper began with the coming of the Cricket down the river, February 23.

Captain Wempner's other boat, the Plough Boy, came down first in 1879,

on March 5.

The old DanHine was first in 1878, when she passed down February 19.

The Jennie Brown carried off the laurels one year by coming down as early as February 20, in 1877.

The Bayard made her record on January 4, 1876.

The Cricket, in 1875, is the first boat of whose passing down first there is any authentic record.

Records Lost.

The record of the first four years of the bridge's history are lost. It was completed in 1871 and the historical writings were not kept as diligently as they are now. As it is the log books from 1871 to 1874 are not to be found, and their loss is much mourned.

The Gate City.

KEOKUK:

SATURDAY MORNING, MARCH 24, 1895.

The Steamers Alice, Julia Dean, York State, Georgetown, Col. Morgan, and Alhambra were lying at the wharf yesterday. Several of them were waiting for the wind to cease blowing in order to give them an opportunity to go over the Rapids. The Alhambra, we understood, made an effort to go up despite the wind, but came off worsted and damaged in the encounter with the rocky bed of the River.

The Packet Steamer Jennie Deans is a great favorite with the traveling public, as we had ocular demonstration on her last trip to St. Louis and back. On the trip down she had a full complement of passengers and a fair freight, and coming up she would have been completely stowed with passengers, hurricane deck and all, had not the earnest efforts and remonstrances of her officers restrained the crowds that pressed on board. By their exertions the number was so reduced as only to fill the state rooms, the Cabin floors and the Social Hall when laid out horizontally for a night's repose.

But notwithstanding the great crowd of Cabin passengers, numbering near two hundred, the attentive officers of the Boat made all of them comfortable and won "golden opinions" for themselves as well as gold for the Packet Company from the crowd of passengers whom they landed at the Keokuk Depot, Thursday night.

THE GREAT DUST HEAP CALLED HISTORY
 IN PICKET, KEOKUK, IOWA

THE DAILY GATE CITY.

SEPTEMBER 18, 1883.

The First Whistle.

The story of the first steam whistle on the Missouri river is amusing. Its introduction dates back to 1844. At that time the settlers on the Missouri river were in the habit of making regular yearly visits to St. Louis to do their trading for themselves and friends. They were not provided with daily intercourse with the outside world, and many who lived back from the river seldom, if ever, saw a steamboat more than once a year. It happened that during the fall of 1844 the new steamboat Lexington started up the Missouri river, loaded down to the guards with freight.

The steamer was provided with a steam whistle—the first used on the Missouri river—and as it happened no one knew about it except Warner, who was a wag and a lover of a joke. The night after leaving St. Louis the passengers were collected together playing cards (for fun) in the cabin, when the talk turned upon steamboat explosions, then very common.

"I feel perfectly safe on this boat," said Warner as he dealt the cards.

"Why?" inquired Yocum the planter.

"Why?" echoed the rest of the company.

"I will tell you why," said the wag, carefully studying his cards. "This boat is provided with a new patent safety valve, which notifies passengers on board when it is about to blow up. It is a concern which makes a most unearthly noise, and when you hear it, it is time to get back aft or jump overboard."

Notwithstanding the fact that Warner told his story with the most solemn and earnest countenance, some were skeptical. Not so, however, with the planter. Next morning, when the Lexington was steaming up the long, straight stretch of river just below Washington, Mo., the passengers were at breakfast. The meal had been called, and all were busily engaged in doing justice to the kind of meals they were accustomed to serve on steamboats in those days. Suddenly the whistle commenced to blow, the first time on the trip. The passengers looked at each other a moment, and horror and dismay spread over their faces. The first man to realize the situation and act was Yocum, the planter, who, with hair erect and blanched face, jumped up, crying as he pulled over one after another of the passengers.

"Run, run for your lives; the d—d thing is going to bust. Come with me, and let's save ourselves."

Of course there was a stampede for the rear of the boat, and it was only by the exertions of some of the crew that the more excited were restrained from jumping into the river.—*Kansas City Star.*

THE DAILY GATE CITY.

Vol. OCTOBER 19, 1887.

—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.

KEOKUK DEMOCRAT

WARWICK & RANSON, PUBLISHERS. 1887

—The statement of Captain D. S. Harris, of Galena, that the first steamboat that ascended the Mississippi as far as Fort Armstrong, on Rock Island, and northward to Fort Crawford, at Prairie du Chien, was the Virginia in 1823, is confirmed by the record kept by Colonel George Davenport, then Indian agent and trader, with headquarters on the island. It was in June. The Virginia was loaded with provisions for Prairie du Chien and was from Wheeling. Col. Davenport was called upon to pilot her over the rapids. He took his old "Patron Debut" with him. They were three days in getting over. The journal continues: "At this time quite a number of persons went up to La Fevre river to work the mines. Col. Wm. Johnson, of Kentucky, had obtained permission of the government to work the mines, and passed up the river with several keel boats loaded with provisions and tools. In a short time quite a village was formed at La Fevre river." A daughter-in-law of Col. Johnson is still a resident of Dubuque.

The Gate City.

MARCH 17, 1904.

STEAMERS OF THE MISSISSIPPI

THE BOATS THAT WILL PLY THE BIG RIVER THIS SEASON.

Governor Van Sant Predicts a Good Rafting Business This Year.

SOME OF THE CRAFT THAT WILL NOT BE SEEN HERE.

Officers of the Diamond Jo Company Put in a Busy Week—Warsaw People are Looking for the Old Flagship Mayflower.

The officers of the Diamond Jo Company are showing great activity and this week had a conference to complete details preparatory to the disposition of the fleet for the coming season. There will be no material change from the plans already announced. The Sidney will be the first boat out, starting to run between this city and St. Louis about April 1. The Quincy and Saint Paul, which will make the through runs, will be placed in commission as soon as the river is open, but the Dubuque, which will run between Rock Island and Saint Louis, will not be brought out until about the first of May.

Governor Van Sant, of Minnesota, makes a final statement to the effect that he will not place a fleet of passenger boats in the World's Fair trade the coming season, but rather will confine his operations on the river, as in past years, to the rafting business, which he thinks will be good this year.

The steamer Weyerhaeuser, formerly of the Weyerhaeuser & Denkmann Company, will not be seen on the upper river the coming season. As is well known, the boat was remodeled last year and converted into a handsome passenger steamer, and will be in the Saint Louis trade on the lower river this season.

A new boiler of the Iowa variety is being placed in the steamer Lydia Van Sant, the well known rafter. It will make a great reduction in the quantity of fuel used. If the expectations of the company are realized the boiler will be generally used on the upper river.

The Bart E. Linehan, which boat was formerly one of the Upper Mississippi rafters, is now running on the Cumberland river. The Waterways Journal says she is now going down the river with 900,000 feet of lumber for the Nashville market. This is the biggest tow ever taken down the Cum-

berland. Last year the Linehan made the record tow, 700,000 feet at a single trip.

The Lamb fleet, which has been in winter quarters in the slough south of Clinton, have been given some attention, and are now ready to steam out and away to the north when the warm winds from the north clear the ice from the river.

Warsaw Rustler: Warsaw is now wondering what its mode of transportation will be since the ice moved out there. Probably, the Mayflower will hove in sight soon. We noticed her in the canal recently. She is the same old flagship of the Mississippi squadron, a little disfigured, but still in service.

The Gate City.

MARCH 5, 1904.

THE STEAM BOAT SEASON

CAPTAINS KILLEEN AND LUSK MET HERE.

Discussed Plans for the Summer and Left for Saint Louis.

THE SIDNEY WILL BE THE FIRST BOAT OUT.

Will Ply Between Saint Louis and Keokuk, While the Quincy and Saint Paul Will Run Between Saint Louis and Saint Paul.

Capt. Isaac P. Lusk of Saint Louis, general freight and passenger agent of the Diamond Jo line of steamers, and Capt. John Killeen, general superintendent of the company, met in Keokuk Thursday and discussed plans for the season. Later they both went to Saint Louis.

The steamboat season is about to begin and steamboat men will be busy from now until the ice blocks the Mississippi next winter. While navigation

will not be open for some time, the boats are to be overhauled and prepared for what promises to be one of the busiest seasons in years. Referring to the plans of the company and the movements of the boats, Mr. Lusk said: "I came to meet Captain Killeen and talk with him regarding the Diamond Jo boats. The steamers Quincy and Sidney are now here in the government canal. They are to be thoroughly overhauled at once. Both crafts will be newly painted and fitted up for service immediately. This work will be commenced this week.

"The Sidney will be the first boat out this season. She will open navigation for the Diamond Jo. She will leave her moorings on her first trip to Saint Louis about April 1st. The Sidney will run in the short trade between Saint Louis and Keokuk.

"We are going to place the Dubuque in the Saint Louis and Davenport trade. She will make two trips a week between the two cities. This boat is now in winter quarters at Eagle Point, north of Dubuque, but will be ready for service about May 1st. Such are the present arrangements.

"The Quincy and Saint Paul are to run in the through trade between Saint Louis and Saint Paul and will be placed in commission as soon as the river opens, which will probably be some time in April. All the boats are in first-class condition and we expect a good business on account of the World's Fair."

The Gate City.

MARCH 26, 1904

THE SEASON HAS OPENED

THE FIRST STEAMBOAT CAME IN YESTERDAY.

The Silver Crescent Arrived from Quincy Last Night.

WAS DELAYED BECAUSE OF THE STORM THURSDAY.

The Pretty Steamer Has Been Repainted Both Inside and Out—Regular Trips Will Commence Monday.

The first steamboat of the season whistled, made a beautiful turn and swung into the levee at Keokuk last evening. The bow line was run out and made fast, the stern line followed as the gang plank came down, the Silver Crescent had landed and the steamboat season of 1904 had opened.

When her deep toned whistle was heard crowds hurried to the levee for there is something about a steamboat making a landing that attracts everyone who has ever lived along the Mississippi, and when that steamboat is the first of the season the attraction is the greater.

Old lovers of the river at once began telling of the first boats that landed here in other years and yarns were spun for the rest of the evening and many a man was late to supper because the Crescent landed at 6 o'clock.

Captain Dodds was on the hurricane deck when the landing was made and afterwards expressed himself as well pleased with the trip. The Crescent carried a crew of seventeen men and her cargo of freight was surprisingly large for the first trip of the season. She is officered the same as last year. The regular trips between Quincy and Keokuk will begin Monday.

The Quincy Whig says regarding the storm delaying the Crescent's starting on her initial trip: Captain Dodds of the steamer Silver Crescent, had steam up and was all ready to proceed on his initial trip of the season from the bay to the landing north of the Diamond Jo boat house. He delayed the trip when he saw the approaching storm, and now is thankful he was in the bay instead of on the river when it arrived. The Silver Crescent was anchored on the east side bay, and was blown against a chain boat tied nearer the bank, severely damaging the smaller craft. Several skiffs and smaller boats were blown about the bay with little damage resulting.



Steamers in Through Trade.

Leave Keokuk for St. Paul every Tuesday and Saturday at midnight.
Leave Keokuk for St. Louis every Wednesday and Sunday at 5 a. m.

1904 Steamer Gem City.

Leaves for St. Louis every Monday at 7 a. m. Arrives from St. Louis every Sunday at 5 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 JNO. McNamara, Agent at Keokuk, or FRED A. BILL, Gen. Passenger and Freight Agent, Dubuque, Iowa.

KEOKUK DEMOCRAT.

TELEPHONE No. 82.

SATURDAY, NOVEMBER 26, 1887.

LIGHTS ON THE RIVER.

How Mississippi Steamers are Kept off the Bars at Night.

The Beacon Light System and how it has Developed—The People who Attend the Signals—Popular with Steam-Boat Men.

An order issued discontinuing the lighting of the United States beacon lights between Keokuk and Rock Island brings to mind the extent to which this work has developed during the past few years. It is carried on as a help to navigation and to furnish the pilot with unfailing "marks" in the dark hours of the night. When night comes down over the Missouri river and that stretch of the Mississippi lying between St. Paul and Cairo, some 258 light-keepers sally forth from their cottages, cabins, huts tents or what kind of habitation they may happen to have, and with a lantern swinging in one hand, go down to the water's side. Then very soon afterwards, all along the two rivers between the points named, covering a distance of 1,318 miles, the lamps of the Fifteenth District of the United States lighthouse service are to be seen on either shore. The total number of lights employed is 374. They are for different purposes. First, to mark where the channel of the river lays that pilots may steer aright, for if it were not for the lighthouse service the wisest of pilots would often run afoul of some hidden peril.

The course of a channel is as uncertain and variable as the temper of a prima donna, and gives the service and the steamboat men as much uneasiness as any cantatrice ever did her Strakosch or Mapleson. Hence, the lights have to be changed continually with the changing channel. Another purpose for which the lights are used is to mark the lay of wreckers. They are also

USED TO GIVE WARNING

of rocks that lie unseen often just beneath the water's surface, while all around the river may be very deep. Those fixed on the bank are called stationary. They are placed on a post that ranges from six to sixty feet in height, according to obstructions, fastened so as to remain unshaken by wind or wave, and having on its top a small hooded platform on which rests the lighted lantern.

Floating lights are employed to give warning of hidden rocks or sand bars. They are put on a frame shaped like a capital A, and are only made use of when the stationary lights cannot be used.

HOW THE SERVICE HAS GROWN.

The service has existed for thirteen years. In 1874 Mr. Negley, to increase the jurisdiction of the Lighthouse Board introduced a bill in the House of Representatives at Washington, and succeeded in getting an appropriation of \$50,000. Considering the work to be done, this sum was meagre in the extreme, but the good resulting from the system soon became thoroughly appreciated, and since that time the amount of the appropriation has been steadily increased. Last year it had reached the sum of \$160,000. The innovation of river lights was at first strenuously opposed by the pilots who feared that such a simplification of their business would have the effect of reducing the value of their labor; but gradually they came to appreciate the measure, and to regard these beacons as friends and assistants, rather than as enemies, for at all times of the navigable year, during all hours of the night, the steady rays of the lighthouse lamps shine over the dark and dangerous waters, to guide the pilot safely, and speed him on his voyage. The aid thus furnished was incalculable, and if such a question as abolishing the government service were now to be suggested, the whole army of river pilots would rise up in insurrection.

A LIGHT KEEPER'S COMPENSATION.

Between St. Louis and Cairo the pilot is scarcely ever out of sight of a lamp. On the rapids here eleven lights are stationed so close together that one man keeps them. His salary is \$60 a month, although the average pay is about \$10 per month. The amount is regulated by the difficulty attendant on keeping the lights. Where it necessitates the use of a skiff, or where the country is wild and uninhabited, so that a person can't easily be found to keep the lights, a few dollars more are paid. The majority of the keepers are men, although a few are women, and among the latter are some of the most faithful and efficient. The lamps used are all tested, and their exact burning capacity ascertained. The necessary supply of oil, three and a half gallons per month, is left with the keepers when the inspector goes over his district to pay them. Under no circumstances is it allowed to make use of the government oil for other purposes.

KEOKUK DEMOCRAT

WEDNESDAY, NOVEMBER 16, 1887.

FILLING UP THE MISSISSIPPI-

Navigation Greatly hindered by Sawdust and Other Refuse Thrown in the Channel.

An old and prominent river man former owner and builder of more than a score of steam vessels, referring to the decadence of steamboating on the Mississippi, expressed it as his opinion that the state of affairs alluded to was attributive very largely to the filling-up of the river channel, which has driven off all the large boats and compelled the use of nothing but small, light draft vessels except in the very brief season of high water which usually comes in June; that in his judgment, an unobstructed channel of sufficient depth for the largest boats and an open river all the season round would restore the business of steamboating to its old time activity and enable vessels to successfully compete with the railroads in the transportation of freights. According to the authority above cited the money heretofore spent in cleaning the channel of the Mississippi has done but little practical good and no substantial benefit will follow the appropriations by Congress for the improvement of navigation until some means is adopted to prevent the obstruction of the channel by people living along the river banks. For years past the Mississippi has been the receptacle for refuse matter of various descriptions which has rendered navigation impossible in certain seasons of low water, even to light draught boats. Extensive saw mills are located on the banks of the river at Minneapolis, Hastings, Point Douglas, Red Wing, Winona, LaCrosse, Lansing, North McGregor, Dubuque, Bellevue, Fulton Lyons, Clinton, Moline, Rock Island, Davenport, Muscatine, Burlington, Fort Madison, Keokuk, Quincy, Carlton, Hannibal and Louisiana. But a small portion of the sawdust and other refuse matter accumulating from these mills is utilized as fuel and the residue, amounting to thousands of tons annually, is dumped into the river and finds its way to the channels, blocking them effectually. The evils of this practice are plainly noticeable from Minneapolis to the head of the lake and from the foot to St. Louis. Between Hastings and Minneapolis especially, great bars of sawdust, mixed with sand, have formed, and these are constantly shifting, rendering navigation not only difficult to large boats, but almost next to impossible for all kinds of steam craft.

These obstructions have become so formidable between the points above named that St. Paul, three months in each season is little better than an inland town. The city of Alma, twelve miles below Lake Pepin, has a frontage on the river of over a mile in length, the business portion being built upon a narrow plateau and against almost a sheer bluff 300 feet in height, this being formed into terraces, for residences. The dirt and rocks arising from excavations for cellars and building foundations, amounting to thousands upon thousands of tons, have been thrown into the river and found their way like sawdust and other refuse matter into the channels. The same is true of Upper La Crosse, where the river has long been made the general receptacle for dirt, gravel and rock taken from excavations. The attention of Congress is to be called during the approaching term by the river men to the evil in question, and it is hoped that some plan will be adopted to remedy it, otherwise steamboating will have to be abandoned entirely.

KEOKUK DEMOCRAT.

TELEPHONE No. 82.

SATURDAY, NOVEMBER 5, 1887.

The Sidney passed down to-day and will continue in the trade between this city and St. Louis until compelled to retire to winter quarters. She is giving the people along the river a chance to see what a steamboat can do in handling freight. She was well down in the water herself and had five big barges, all of them loaded almost to capacity. Her cargo consisted of over 50,000 separate and distinct packages, some of them of large size, such as grading machines, wagons, etc. Among them were 4,000 barrels of vinegar and 15,000 sacks of potatoes. The contents of those sacks alone would load two good big freight trains. She carried in addition about eighty passengers and picked up at Dallas a big grader's outfit which, with the one she had aboard, will go to Memphis, Tenn., for the winter. Such a mass of freight, we are told, has not passed here all in one bunch, for six years. The Josephine met her here and will assist in getting this immense cargo safely to port. The Pittsburg passed up for Dubuque on her last trip of the season.

ley. He was subsequently re-arrested by the United States authorities and placed under \$1,000 bonds for trial under the United States law for deadly assault. The bonds were furnished and the arrested man released. The injured man's name is Allen, and to make sure of his appearance at the trial he was put in jail together with the witnesses.—Dubuque Times.

THE DAILY GATE CITY.

NOVEMBER 15, 1883.

The River.

The St. Paul was held over at St. Louis one trip and may be laid up soon. It is possible that the Keokuk will be kept in this trade.

In 1811 Mr. Roosevelt, the partner of Messrs. Livingston & Fulton, took up his residence at Pittsburg for the purpose of building the first steamboat for the western waters. The place chosen for this purpose was close by a creek, immediately under a lofty bluff, called Boyd's Hill, where there was an iron foundry known as Beelen's foundry, and in immediate proximity to this was the keel of Mr. Roosevelt's vessel laid. The size and plan of the first steamboat had been determined on in New York and had been furnished by Mr. Fulton. It was to be 116 feet in length, with 20 feet beam, 10 1/2 feet depth of hold. The engine was to have a 34-inch cylinder, and the boiler and other parts of the machine were to be in proportion. The first thing to be done was to obtain timber. This was easily obtained along the banks of the Monongahela and rafted to the shipyard. White pine was the only material for planking that could be obtained without a delay that was inadmissible. The sawing that was required was done in the old-fashioned and now long forgotten saw pits of 1811. Boat builders accustomed to construct the barges of that day could be obtained in Pittsburg; but a shipbuilder and the mechanics required in the machinery department had to be brought from New York. Under these circumstances Mr. Roosevelt began the work. One of the first troubles that annoyed him was a great rise in the Monongahela, when the water backed into his ship yard and sent all his materials that were bouyant afloat, and on one occasion it seemed not improbable that the steamboat would be lifted from its ways and launched before its time. At length, however, all difficulties were overcome and the boat was launched and called—from the place of her ultimate destination—the New Orleans. It cost in the neighborhood of \$38,000. There were two cabins, one aft for ladies and a larger one forward for gentlemen. In the former there were four berths. It was comfortably furnished. Of this Mrs. Roosevelt took possession. Mr. Roosevelt and his wife were the only passengers. There was a captain, an engineer named Baker, Andrew Jack, pilot; six deck hands, two female servants and a cook. Thus equipped the New Orleans began the voyage which changed the relations of the west.—Ex.

THE DAILY GATE CITY.

SEPTEMBER 10, 1887.

That Steamboat Row.

To the Editor.

In your morning issue you publish an account of the row on the Mountain Belle. You were very much misinformed about the actual facts when you published them. In the first place you say the fireman wanted certain parties arrested. Neither fireman or mate had anything to do with the row. There were no pistol shots exchanged and there was no fighting done, nor were there any blows exchanged. It was nothing but a war of words brought on by one of the officers having taken too much Keokuk "bug juice." The ringing of bells and blowing of whistles can be traced to the same cause. By publishing above you will confer a great favor to the undersigned and do justice to the parties that participated in the row.

CLERK, MOUNTAIN BELLE.

In the above communication the clerk makes a sweeping denial, insisting that there was no disturbance. There are half a dozen men who will testify they heard the pistol shots and another dozen who will say that the fight or quarrel continued for over an hour. A reporter was present and was denied the privilege of going on the boat to ascertain the facts.

THE DAILY GATE CITY.

NOVEMBER 4, 1883.

The River.

Pauline up yesterday.

The Sidney is due from above to-day.

St. Paul for St. Louis Monday morning.

The White Eagle is due from below to-day.

The Grand Pacific is due from above this morning.

The Josie left for St. Paul Thursday morning. While lying at the levee a difficulty occurred, from which as we gather the facts were about as follows: A number of the crew who had been working on the Libbie Conger for \$25 per month, appeared in the cabin of the Josie, to which steamer the crew had been transferred, and demanded an increase of wages to \$45. This demand Captain Corbett refused to accede to, when one of the crew seized hold of the captain roughly and began to shove him about. The noise occasioned by the scuffle was heard by the mate, Larry Brennan, who, seizing a club rushed up stairs to render assistance to the captain. Arriving on the scene he struck the first roustabout he encountered who was engaged in the melee, felling him to the deck, inflicting a scalp wound, from which he shortly recovered and went to work. The mate was arrested and was fined for assault and battery \$2 by Justice Quig-

NAVIGATION.

A COMPLETE RECORD OF THE SEASON OF 1877.

The Year an Unprofitable and Unlucky one for the Packet Companies--Number of Boats and Barges Through the Bridge--Other Statistics.

The navigation season of 1877 has been an unprofitable and an unfortunate one to the Packet Companies, especially the K. N. Line. To start with, four of their boats were totally destroyed, and several others badly damaged by the breaking up of the ice in the Spring. This was followed by a season of extraordinary low water. During the busiest part of the year the canal was closed to navigation thirty days in all, causing serious loss and delay to the company, and to add to all this the Alex Mitchell has been sunk twice. As the result of these unfavorable circumstances the business has been conducted at a loss and the dividends to stockholders will come out on the wrong side of the ledger. It is not surprising, therefore, that steamboatmen experience a sense of relief that the season is now practically at a close. The company is not disheartened, however, but will put its boats in repair and be ready to tackle business again in the Spring. And the universal wish will be that they may have "better luck next time." The K. N. Line has done the square thing by shippers on the river this year and deserves a much better showing on its balance sheet than it will have.

The Eagle Packet Company has met with no disasters and has done a good business but the season has been an unfortunate one for them also, and while they have lost no money it is not probable that they have made any.

With the assistance of Mr. Leffler, the efficient engineer on the Keokuk and Hamilton Bridge, we have compiled some statistics that will be of general interest. The

SEASON OPENED

on the 20th of February. On that day the Jennie Brown, which wintered above the bridge, came down through the draw. There was but one other boat through in that month, so that the season was not fully inaugurated until sometime in the early part of March.

The following is a complete and accurate record of the number of boats and barges which have passed through the draw of the bridge during the season, to-

gether with some figures showing a comparison with former years. We give the names of the boats and the number of times each has passed:

PACKETS.	
Clinton.....	33
Minneapolis.....	31
Red Wing.....	22
Northwestern.....	13
Belle of La Crosse.....	17
Dubuque.....	13
Alice.....	2
Alex Mitchell.....	9
Minnesota.....	2
Golden Eagle.....	6
War Eagle.....	4
Montana.....	2
Plough Boy.....	2

TOW BOATS.	
Dan Hine.....	261
Cricket.....	2
Jennie Brown.....	18
Blue Lodge.....	7
Keokuk.....	11
Lizzie Bayliss.....	2
Last Chance.....	66
Damsel.....	2
W. D. Smith.....	1
Jim. Watson.....	2
S. C. Baker.....	8
Ashland.....	2
Annie.....	4
Savanna.....	0
Little Eagle No. 2.....	9
Tidal Wave.....	5
Arkansas.....	5
Victory.....	7
B. F. Weaver.....	4
DeSmet.....	2
Coal Hill.....	4
Gate City.....	1
Louisa.....	4

RAFT BOATS.	
J. W. Vansant.....	17
L. W. Crane.....	1
Robt. Semple.....	1
St. Anthony Falls.....	7
Iowa.....	10
Annie Girdon.....	17
H. Schu enburg.....	18
M. Whitmore.....	14
A. Relling.....	7
Champion.....	19
Mountain Belle.....	8
Hiram Price.....	11
Tiber.....	10
Dexter.....	32
Leclair.....	6
Clyde.....	2
Wanderer.....	1
Stillwater.....	2
Isabel.....	3
Despatch.....	1
Little Eagle.....	9
D. A. McDonald.....	4
Abner Gile.....	16
J. G. Chapman.....	19
LeClaire Belle.....	18
Nellie Thomas.....	18
L. W. Bardon.....	12
Clyde.....	4
Park Painter.....	4
Lumberman.....	12
Petrel.....	12
Silas Wright.....	18
Natrona.....	18
Winnie Will.....	6
Wild Boy.....	106
Wyman X.....	2
Aunt Betsy.....	2
Exchange.....	1
Viola.....	2
Cheaver.....	4

MONTHLY SUMMARY.		
	Steamboats.	Barges
February.....	2	16
March.....	20	48
April.....	94	60
May.....	174	70
June.....	213	59
July.....	172	114
August.....	184	68
September.....	189	70
October.....	189	57
November.....	100	57
Total.....	1,287	562

During the navigation season of 1874, the total number of boats was 1,348, barges 815, in 1875 boats 1,347, barges 704, and in 1876 boats 1,590, barges 944. From this it will be seen that the number of boats and barges this year shows a big falling off as compared with last, and is the smallest for several years.

NO ACCIDENTS

of any kind have occurred to steamboats at the bridge during the season. No record is kept of the disasters to rafts, but the number has been comparatively small.

Some valuable improvements have been made to

THE BRIDGE

during the present season and it is now in splendid condition. It has been replanked entire and the work of laying steel rails completed so that there is now a steel track from the switch at the foot of Main street to the East end of the bridge. The dyke on the opposite side is enclosed by a substantial fence all the way round and some improvements have been made to the toll houses. The same crew that was on duty a year ago is still employed.

THE RIVER.

The following dates as to when the river opened and closed, are taken from the records of the company:

In 1871-2—closed December 4th and opened March 14th.

In 1872-3—closed December 4th and opened March 10th.

In 1873-4—an open river.

In 1875—closed January 5th; opened March 28th.

In 1875-6—an open river.

In 1876-7—closed December 11th and opened February 17th.

WHARFAGE.

Since the 1st of August the Packet Company has been paying an annual rental in lieu of wharfage. Up to that time the number of landings as shown by the records of Wharfmaster Smith, was 168, which does not include tow-boats and others landing for fuel and supplies and the boats that have been running in the Keokuk, Warsaw and Quincy trade. The amount of wharfage paid to that time was \$145 70 and the amount unpaid \$819. The total amount of wharfage now due the city from the K. N. Line Packet Company, is \$3,805, which, by the recent decision of the United States Supreme Court becomes a valid claim, and will be collected.

THE CANAL.

After the Annie passes down to-day the canal will be closed for the season. The water will be drawn off and during the Winter coffer dams will be built, the locks thoroughly examined, any weak points that may be discovered will be strengthened so that the canal may be operated next season without interruption.

The following is the number of boats, &c., locked through the canal during the present month:

70 Steamboats.
55 Barges and flats.
500,000 feet of lumber.

The Dan Hine went into Winter quarters in the canal yesterday. The Annie will pass down to-day and after that navigation above the bridge will close. The War Eagle will continue to run between here and St. Louis, and the Eagle in the Quincy trade as long as the weather will permit.

THE DAILY GATE CITY.

AUGUST 3, 1883.

The River.

Gem City down to-day.
Menomonee up yesterday.
St. Paul down yesterday.
Pittsburg due down to-day.
St. Paul due up to-morrow.
Libbie Conger due up to-day.
Keokuk leaves for St. Paul to-day.
The A. M. Jarrett brought 300 excursionists from Quincy to Keokuk yesterday. They belonged at Avon, Ill.
An old timer writes as follows to the agent of the Saints line in St. Louis:
"Please send to the address of Thomas Gray, No. 329 Filbert street, San Francisco, Cal., your illustrated

guide book. If any apology is needed for making this request, it is an old man's curiosity, one who ascended the Mississippi in May, 1826, in the steamer Eclipse, to Fall River, now Galena, who in 1828 played captain and half owner of the keel boat Paul Pry, with Louie Trudo as my patron. In 1836 and for years thereafter I was captain of the steamer Gypsy, a light draught boat which made frequent trips to the 'Head of the Hollow,' where we had to stop to chop our wood for fuel, and on one of these trips carried to Fort Snelling that famous negro Dred Scott, whose case afterwards made such a noise in the law courts, and was decided by the late Judge Taney."

THE DAILY GATE CITY.

SEPTEMBER 27, 1883.

BOAT AND BRIDGE.

The St. Louis and St. Paul Packet Company Sues the Keokuk and Hamilton Bridge Company for \$50,000 Damages to the Steamer War Eagle.

The War Eagle disaster on the night of November 4, 1881, created great excitement in Keokuk and abroad at the time. It will be remembered that in attempting to pass through the draw of the bridge from above the boat was caught in a cross current, became unmanageable, was backed out into the stream and was carried against a span of the bridge. The span fell with a crash, the boat floated on down stream and was landed below the elevator. Several persons were drowned by jumping into the water, others jumped on the bridge and reached the shore, while the majority remained on the boat and were safely landed. The boat and cargo were damaged. Now comes the sequel. Yesterday Frank Allyn, of this city, and Given Campbell, of St. Louis, attorneys for the St. Louis and St. Paul Packet company, filed a petition in the United States circuit court, asking judgment for \$50,000 against the Keokuk & Hamilton Bridge Company. The case is one that is likely to be taken to the United States supreme court ere its termination and final decision. It will attract attention all along the river and determine the exact status of the bridges now constructed and the liability for damages when accidents occur.

The petition alleges that the plaintiff is a Missouri corporation and the defendant a corporation created by the laws of Iowa. November 4th, 1881, the plaintiff was engaged in transporting freight and passengers, in boats and barges, between St. Louis and St. Paul upon the Mississippi river. Prior to and at said date plaintiff was the owner of a valuable, staunch and seaworthy

vessel called the War Eagle, and the defendant was owner of a bridge across the Mississippi river between Keokuk, Iowa, and Hamilton, Illinois: about said date the War Eagle was proceeding down the river, with a valuable cargo and a large number of passengers, under command of a competent master, skillful pilots, fully officered, manned and equipped. When nearly opposite the city of Keokuk the steamer undertook to pass through the draw of the bridge in the usual and proper channel, and while being navigated with care, skill and without fault or negligence on the part of officers or crew, was violently driven against the bridge and against one of its piers, in spite of all efforts of officers and crew, whereby the steamer was greatly broken, torn, injured and damaged in her hull, upper works, tackle, machinery and furniture. The plaintiff avers that the injury to said vessel was caused by the negligence and fault of the defendant, and amounts to \$50,000.

Plaintiff for further cause of action sets forth that the defendant, by act of congress of July 25th, 1866, was authorized to build this railroad and highway bridge and required to construct the piers of same parallel with the current, with draw openings of 160 feet clear. Plaintiff alleges that the piers were not parallel to the current, the openings of the draw were not 160 feet in the clear and the bridge is not constructed in accordance to the law in such cases made and provided. That the faulty and illegal construction and maintenance of said bridge is wholly due to the carelessness, mismanagement and reckless disregard of law by defendant, and want of care in the management thereof. Plaintiff further alleges that the bridge is an obstruction to navigation, etc.

THE DAILY GATE CITY.

AUGUST 1, 1883.

The River.

Gem City down to-day.
War Eagle up last evening.
Abner Gile down yesterday.
Mary Morton due up to-day.
Libbie Conger due down to-day.
Keokuk due from above to-morrow.
The new dredge boat is working splendidly.

The Phoenix, a government steamer, at the wharf assisting in dredging the vee.

In 1858 commercial traffic on the upper Mississippi employed the Northern line of packets with thirteen boats, the Galena, Dubuque and Minnesota packet company with twenty-seven, the LaCrosse and Minnesota packet com-

pany, "White Collar" line with seven boats, the Davidson & Robert lines of packets, and a few St. Paul boats owned by private parties. The report of the wharfmaster at St. Paul that year showed his receipts from steamer wharfage averaged \$1,000 to \$1,500 per month during the season of navigation, the fee being five cents per ton.

The following signal changes go into effect September 1:

Rule 1. When steamers are approaching each other from different directions, the signals for passing shall be one blast of the steam whistle to pass to the left. The pilot on the ascending steamer shall be the first to indicate the side on which he desires to pass; but if the pilot on the descending steamer shall deem it dangerous to take the side indicated by the pilot of the ascending steamer, he shall at once indicate with his steam whistle the side on which he desires to pass; and the pilot of the ascending steamer shall govern himself accordingly, the descending steamer being deemed to have the right of way. But in no case shall pilots on steamers attempt to pass each other until there has been a thorough understanding as to the side each steamer shall take. The signals for passing must be made, answered and understood before the steamers have arrived at a distance of 800 yards of each other.

Rule 2. If from any cause the signals for passing are not made at the proper time, as provided in Rule 1, or should the signals be given and not properly understood, from any cause whatever, and either boat become imperiled thereby, the pilot on either steamer may be the first to sound the alarm or danger signal, which shall consist of three or more short blasts of the steam whistle in quick succession. Whenever the danger signal is given the engines of both steamers must be stopped and backed until their headway has been fully checked; nor shall the engines of either steamer be started until the steamers can safely pass each other.

THE DAILY GATE CITY.

OCTOBER 1, 1887.

Steamboat Burned.

MEMPHIS, Sept. 30.—The steamer T. B. Simms, plying between Memphis and St. Louis, burned this morning at Island Forty, sixteen miles above this city. She had about 275 bales of cotton and 6,000 barrels of flour and meal aboard, all of which was destroyed with the boat. The Simms was valued at \$20,000, and is a total loss. So far as known only one life was lost, a young man named Bunch from Illinois, who was a passenger. A negro roustabout and a white deck passenger are reported missing.

REMINDER OF OTHER YEARS

An Old Presentation Piano
for Sale.

JULY 18, 1900.

Was Presented by the Citizens of
Warsaw in 1850 to the Steamer
of That Name.

The Warsaw Bulletin publishes the following interesting article on ancient navigation:

Last week Mayor Eckbohm received the following letter which will call to the memory of our older citizens a pleasant event in the past history of Warsaw:

St. Louis, Mo., July 4, 1900.
To the Mayor and City Council, or to
Whom it May Concern.

Dear Sirs: I have in my possession the piano which was presented by the citizens of Warsaw, Illinois, to the steamer Warsaw July 4, 1850, with silver plate attached, and in good condition, which I will sell as a historical relic. Or if any of your citizens will call at my residence I will show it to them.

Yours respectfully,

CHAS. C. FINK,
3326 Iowa Ave.

After forty-two years this gift of Warsaw citizens as an appreciation of the builders in naming the steamer after the city comes to light! And the circumstance leads us to delve down into our files and extract therefrom these items relative to the old boat and the presentation of the piano:

The Cincinnati Commercial of June 29, 1858, published a long description of the boat, which was republished in the Bulletin of July 8. The craft was built at Madison, Ind., for the St. Louis and Keokuk Packet Co., and her hull was 250 feet long, 35 feet beam, and had a 6-foot depth of hold. The cabin contained 68 large rooms and a roomy nursery with 12 berths for servants. The "Texas" was also provided with extra rooms, with capacity for 22 passengers. Says the Commercial: "The cabin is finished and furnished in the very best style and combines all modern and useful improvements." But it is probable they would hardly seem modern now. The engine cylinders were 25½ inches in diameter, with 7-foot stroke. The boat had a battery of four boilers, each 26 feet long and 40 inches in diameter. The Commercial further remarks:

"The Warsaw is complete in all her appointments, and one of the finest steamers ever constructed. She is provided with an extra doctor for forcing hot or cold water to any part of the boat. Capt. John Malin, an old favorite

here, will take command. Moses Hall is the mate, and Jno. H. Webb, chief engineer, and Christopher Weaver, the steward. With a capacity for 800 tons, she only draws 26 inches forward and 32 inches aft. The Warsaw cost \$54,000. It was the intention of Capt. Ford to bring her here and load direct for St. Louis and Keokuk, but the low water rendered it necessary to descend the falls forthwith. Passengers by rail, and the mail boat on Thursday next, will connect with the magnificent passenger packet. Our St. Louis friends may anticipate a superb steamer in the Warsaw."

On Monday, July 12,—just forty-two years ago yesterday—at 9:30 o'clock, "the booming of cannon and the scream of the whistle, announced the approach to our wharf of the splendid steamer Warsaw," says the daily Bulletin. "Soon a large concourse of citizens were assembled at the landing to witness her arrival. At half past 12 o'clock, the presentation ceremonies, preliminary to the excursion, commenced." The citizens presented the boat with a flag, a piano and a bible, the gifts costing \$600. The colors were presented by Gen. Henry Stephens in a neat speech and received on behalf of the boat by Col. Jack Grimshaw of Quincy, "in a few appropriate remarks." "The piano was then presented in a neat and well delivered address by Miss Mary Miller, the response in behalf of the boat being made by B. F. Rankin, Esq., of Keokuk, who made some good hits and humorous allusions, which were well received. After Mr. Rankin, Capt. Malin made a few remarks which were loudly applauded in which he assured the citizens of Warsaw that his boat would at all times be accommodating—especially to the ladies. The bible was presented in an eloquent address by Rev. J. J. Marks, and was eloquently responded to by Mr. Denman, of Quincy. The Bulletin published the three presentation addresses in full. At intervals between the exercises the assemblage was entertained by strains of sweet music from the steamer's band, intermingled, by way of variety, with occasional thunder peals from the cannon."

The excursion was what the boys would call a "corker." The boat proceeded as far as Burlington, affording the passengers a view of the Keokuk and Mt. Pleasant railroad, Montrose Nauvoo, and one of the most beautiful landscape views on the Mississippi, which is the bluffs between Keokuk and Nauvoo. On our passing each town or habitation on the river, the natives were awakened by the booming cannon, the whistle, and the efforts of the German brass band." At 1:30 a sumptuous repast was served, and after the ladies had been served the gentlemen likewise partook of the good things spread before them. There were toasts galore, and then the tables were cleared and removed and the dancing commenced, the entire space from the saloons to the ladies' cabin being occupied by the dancers, who kept up their healthful recreation until 11 o'clock, when another repast was served to the

guests. The tables were again cleared, dancing recommenced and kept up until our arrival home at 3 o'clock."

me com JULY 12, 1882. Barn by
address address "lipper."

A POPULAR BOAT.

Arrival of the Alex Mitchell, at St. Paul,
with a Large Passenger List.

The beautiful and popular steamer Alex Mitchell, of the St. Paul and St. Louis Line, arrived at St. Paul, on her last trip, with 150 cabin passengers. The trip was so delightful that before separating the following resolutions were passed:

WHEREAS, We, the undersigned, passengers on the steamer Alex Mitchell, have for a succession of days been made the recipients of the uniform favor and courtesy of her very polite and genial officers; and

WHEREAS, We can most cheerfully bear witness to their perfect fitness as caterers to the pleasure and enjoyment of all who are so fortunate as to take passage with them; therefore, be it

Resolved, That our thanks are due them for their unremitting kindness and courtesy; and that we do hereby extend the same to them, and express our heartiest appreciation for their untiring efforts to please.

Resolved, That these resolutions be published in the St. Paul Globe and St. Louis Republican and GATE CITY, of Keokuk, Ia.

E. J. Reinhard, chairman.
W. C. Smith, Metropolis City, Ill.
Virgil M. Harris, St. Louis, Mo.
N. Messer, Keokuk, Iowa, committee.
H. J. Severing, Baltimore, Md.
Mrs. H. A. Oenning, Quincy, Ill.
Mrs. Mary Bertie, Cincinnati, O.
Mr. Eugene Patz, Denver, Col.
Mr. George Charriot, Denver.
Mrs. O. R. Jones, Davenport, Iowa.
Mrs. Hannah Williams, Connelleville, Mo.
Eliza Gogerty, St. Louis.
Mary Gogerty, St. Louis.
Charles Gogerty, St. Louis.
Sarah Maguire, St. Louis.
Nellie B. Geraldine, St. Louis.
J. T. Wallace and wife, Burlington, Iowa.
W. B. Webb, Goodwin, D. T.
Mrs. W. B. Webb, Goodwin, D. T.
Mrs. Fred Charynot, Denver, Col.
James H. Ochillre, Montana.
D. E. Williams and wife, Ill.
J. T. Dean, Hastings, Minn.
J. F. Kelly, Hattie A. Calhoun, Burlington, Io.
G. G. Stearns, Keokuk.
J. N. Williamson, wife and son, Pomeroy, Ohio.
J. H. Riley, wife and children, Pittsburg, Pa.
W. C. Smith and wife, Metropolis, Ill.
Mrs. J. W. West, New Orleans.
Mrs. Mary B. Brice, New Orleans.
Mrs. D. W. Wellman, St. Louis, Mo.
Mrs. F. E. Snow, St. Paul.
Mrs. E. C. Harrison, St. Louis, Mo.
Ada Finch.
Miss Mary Ewing, Pomeroy, Ohio.
F. Reinert and wife, Rockford, Ind.
J. Burnham, La Crosse, Wis.
S. T. Wallace and wife, Burlington, Iowa.
Edith Knickerbocker, Kansas City.
Henry Blake and wife, Pekin, Ill.
Mrs. A. E. Southwick, Kansas City.
Miss Lottie Francomb.
Albert S. Crane.
Mary A. Crane.
C. R. Roberts.
E. E. Farnes and wife.
E. E. Carreras, St. Louis.
James H. Maguire, St. Louis.
Virgil M. Marris, St. Louis.

THE GATE CITY:

THURSDAY MORNING, JULY 6.

STEAMER SUNK.

A Collision on the Ohio River and a Number of Lives Lost.

The Steamer Sciota, with a Load of Passengers Seeking Passengers Collides with the Towboat Lomas—The Sciota Sinks Almost Instantly—The Number of Lives Lost Various—ly Estimated at from Fifty to One Hundred.

THE STEAMER SCIOTA SUNK.

A COLLISION ON THE OHIO—A NUMBER OF LIVES LOST.

MINGO JUNCTION, OHIO, July 4.—The steamer Sciota, with about 500 passengers, collided with the John Lomas, in the middle of the river, to-night, sinking the Sciota in fifteen feet of water, only the pilot house being visible. The excursionists are arriving, but so excited that we cannot get any definite information as to the number lost.

REPORT FROM PITTSBURG.

PITTSBURG, July 4.—Mingo Junction survivors say the Sciota was coming up the river under a full head of steam. When about half a mile from Mingo Junction the John Lomas was sighted coming down. The pilot on the Sciota whistled for the channel, but owing to a misunderstanding, both boats took the same side, the Lomas striking the Sciota and sinking her in fifteen feet of water, in three minutes from the time of the collision. The scene on the Sciota was heartrending, and the struggles were frightful to behold. The Lomas was only slightly disabled, and went to work at once to save those on board the unfortunate vessel. This was rendered easier by a bright moonlight, and no doubt many lives were saved from this reason. It is now believed the first reports were exaggerated and the loss of life will not exceed twenty-five persons.

STATEMENT OF AN EYE WITNESS.

WHEELING, W. Va., July 4.—Arthur McNutty, who lives at Cross Creek, was an eye witness to the whole matter. He was standing in his door, immediately opposite where the collision occurred. It was about 8 o'clock. The Lomas, in passing Island Chute, whistled for preference of sides, and as near as I can judge it was three minutes before the Sciota answered, and neither of them appeared to sheer off, and almost immediately the collision occurred. General confusion followed. I saw people jumping from the hurricane deck and all parts of the steamer. As far as I could see, the Lomas struck the Sciota forward, for the fire flew over the bow of the Sciota. The Sciota sunk almost instantly. The Lomas backed up as soon as possible. The Lomas ran to the Ohio shore and land her passengers there, and then returned to the wreck. The crew and officers of the Lomas then exerted every effort to rescue the unfortunate passengers, and succeeded in landing over 400, making several trips and continued the work as long as there was any who desired to leave. As soon as I saw the accident I

jumped in my skiff and started for the wreck. When I got there I found persons within a distance of twenty-five feet. There were two other skiffs below me picking them up, but I don't know how many they got. Now and then there appeared to be a great many in the wreck, but it was too dark for me to tell the number. I then took the parties I rescued to the Ohio side. By that time the Lomas had landed and returned to the wreck. I had just come home from work as the boat came past; could not tell how many were on board; from the run of conversation with those who had been landed I gathered that it was from 500 to 550.

THE DEATH ROLL.

STUBENVILLE, O., July 5.—Two boys, after swimming a mile and a half were rescued on the Virginia side. They say there were about 50 persons on the lower deck with them when the boat sunk, and many of them were probably drowned. Captain Thomas, of the Sciota, is crazed with grief at the loss of his son, and benumbed from the fruitless search in the watery cabin for the body, which has been since found. The death roll will probably exceed fifty. More than this number are missing. Hundreds went from East Liverpool and Wellsville to the scene of the disaster this morning. The following are missing: John Stevenson, David Fargo, Bell Brandon, Sallie Keady, E. P. Smith, wife and two children; Willie Ewing, Chas. Davidson, Irene Farmer, Cit. Thompson, Lincoln Thompson, Annie Booth, Carrie Beardman, M. E. Estline and wife, Willie Parrel, John Christy, John Tomlinson, Jacob Gibson and wife, Dr. Stevenson and three men named Kenet, Woods, and Burke. Lew Harper, of Wellsville, was fatally hurt.

BODIES RECOVERED.

MINGO JUNCTION, O., July 5.—The following were found dead: C. E. Spriggs, Hammondsville; Miss Belle Brandon, Dave Fargo, Sarah Riddy, Stewart Pipes, James Connor, Ed. Smith, all of Wellsville; R. E. Beardman, E. P. Burke and Mollie Shields, East Liverpool; Ed. Thomas, the captain's boy. Probably 15 more will be found, and perhaps 25 to 50 in all are lost, as people at East Liverpool and Wellsville are missing. Their friends think when the boat is raised many bodies will be found. The party was about equally divided, gents and ladies.

IMPOSSIBLE TO OBTAIN NAMES.

It is impossible to obtain the names of all the missing, but it seems well established that the number is not greater than twenty. The following bodies were recovered: David Fargo and Stewart Pipes, of Wellsville, R. C. Beard, East Liverpool; B. K. Smith, a boy, Steubenville, Ohio; Ed Thomas, a son of Captain Thomas. Among the missing not likely to have escaped alive are the following boys: Harper Stewart, Willie Booth, Ches. Davidson and Joe Conners. Three or four members of the Wellsville brass band are reported missing.

A REPORTER AT THE SCENE.

WHEELING, W. Va., July 5.—The scene to-day at the wreck of the Sciota was pitiful. The Associated Press reporter arrived at noon, at which time only nine bodies had been recovered. About 2,000 people crowded the river banks. The work of dragging for bodies continues. Wm. Mulholland, of Wellsville, under whose auspices the excursion was given, said that the boat took 200 passengers at East Liverpool and 250 at

Wellsville. Being very much crowded she refused to stop at other points. The number of people aboard must have been about 500. Captain Smith, of Martin's Ferry, who was on the John Lomas, says that when some distance from the Sciota he noticed the boats were going to collide, and both steamers had full heads of steam on, the Lomas going down stream 15 miles an hour and the Sciota ascending 12 miles. The collision seems to have arisen from confused signals. At 7 this evening ten bodies had been recovered. A large number are missing and several bodies are known to be in the wreck. The steamer Wellcome of this city left this evening to render aid in rescuing the sunken steamer.

THE GATE CITY:

WEDNESDAY MORNING, AUGUST 1.

PRACTICALLY SETTLED.

An Agreement Arrived at Between the City and the Packet Company, By Which the Boats Have Commenced Landing Here Again.

An agreement has finally been arrived at between the city authorities and the K. N. Line Packet Company by which the boats have commenced landing here again, and it is believed that the vexed question will now be left to a decision of the United States Supreme Court. Capt. Hutchinson stated yesterday that the Company would not accept the city's offer of 300 feet at an annual rental of \$700 in lieu of wharfage—that \$600 is the most that he is authorized to pay. A conference was then held with the Mayor and it was agreed to permit the boats of the Company to land here without interference until after the next meeting of the Council, which will be held on Monday evening. An amendment will then be introduced reducing the amount of rental from \$700.00 to \$600.00. From the assurances that have been given by a majority of the Aldermen there is no doubt that this will pass. With this understanding Capt. Hutchinson ordered the War Eagle up to this place yesterday and all other boats of the Company including the fast packets will hereafter land here.

The Packet Company agree to give bond for wharfage whenever it is required of them, and to submit the case now pending before the United States Supreme Court on printed arguments under the ninety days rule.

The return of the packets will be hailed by all our citizens with satisfaction.

THE GREAT DUST HEAV CALLED HISTORY
R. I. BICKEL KEDNIX IOWA

THE GATE CITY:

WEDNESDAY MORNING, AUG. 30, '76.

HER MAIDEN TRIP.

The New Fast Packet, War Eagle, Will Be Here To-day.

The event of the season in navigation matters, and one which has been looked forward to with no small degree of interest will occur to-day. It will be the arrival of the War Eagle, one of the new fast packets of the K. N. Line. A despatch received by Capt. Hutchinson yesterday morning announced that she would leave St. Louis for Keokuk yesterday at 4 p. m., and another telegram received last evening stated that she *did* leave.

She is commanded by Capt. T. L. Davidson, formerly of the Northwestern, one of the most capable and popular officers on the river. We congratulate him upon his selection to the important office.

Commodore Davidson, President of the K. N. Line, and a number of prominent merchants of St. Louis, are on board. Among them is Nathan Cole, President of Merchant's Exchange of St. Louis. And this suggests to us the propriety of giving the party a public reception. It is too late now to make any extended preparations, but our merchants might get together this morning and appoint a committee to meet the party and tender them a formal welcome, if nothing more. The boat will probably arrive about 12 or 1 o'clock. The War Eagle will be followed to-morrow by the Golden Eagle. The *Globe-Democrat* says that the latter made a trial trip on Monday and performed to perfection. She is, it says, a gem of a boat.

The many friends of Captain Dave Asbury will be glad to learn that he is to command the Golden Eagle. He has already retired from the Andy Johnson for that purpose, and his place on that boat is filled by Captain Judd West.

THE GATE CITY:

SATURDAY MORNING, NOV. 25, 1876.

STEAMBOATS.

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 7.30 and 11.00 a. m. and 4.00 p. m.

Leave Alexandria at 9a. m., 1 and 6 p. m.

Leave Warsaw at 9.10 a. m. and 1.15 and 6.00 p. m.

THE GATE CITY:

SUNDAY MORNING, SEPT. 3, 1876.

THE GOLDEN EAGLE.

Her Trip to this City Yesterday--Ovation to Capt. Asbury and Ed. Morehouse.

The Golden Eagle, the second of the new fast packets, steamed into this port yesterday afternoon at 3 o'clock. She left St. Louis at 4:30 on Friday and came through in good shape this time. She laid at Quincy three hours or she would have been here ahead of time. Her trip from that place up was an ovation to Capt. Dave Asbury and Ed. Morehouse, two as popular officers as ever ran on the Mississippi river. The boat was greeted on her appearance there by the firing of a salute and music by the Gem City Band. After she had landed, the officers were presented with a handsome golden eagle. Addresses were made by the Mayor and prominent citizens and responded to by Commodore Davidson, Captain Phillips and others. A party of four hundred and fifty ladies and gentlemen, the leading citizens of Quincy, accompanied by the Gem City Brass Band, then boarded the boat and came on an excursion to this city. Among the party were Mayor Turner and the City Council of Quincy, Judge Sibley, of the Supreme Court, J. P. Cadogan and Pat Redman, of the *Herald*, and D. Wilcox, Jr., of the *Whig*. A party of about 150 from St. Louis was also on board, among whom were Commodore Davidson, Capt. Phillips, Commodore Rolling-Pin, of the *Times*, and others. Everybody expressed themselves as very much delighted with the trip.

The Golden Eagle is almost the exact counterpart of the War Eagle, a full description of which we gave the other day. She is generally believed, however, to be the fastest of the two. On the space over the looking glass in the ladies' cabin which is now blank, will be painted views of Quincy and Keokuk.

The boat is officered as follows:

Captain—Dave Asbury.

First Clerk—Ed Morehouse.

Second Clerk—Chas. Mason.

Pilots—Doc Lane and Chas. Collins.

Steward—Henry Lyda.

Notwithstanding it was known that the Golden Eagle is the twin sister of the War Eagle, there was a large crowd at the Levee to see her—nearly as large as the one which collected the other day. The band discoursed some excellent music while the boat was lying at the wharf.

After remaining here about half an hour, the Golden Eagle backed out and left on her return trip.

THE GATE CITY:

THURSDAY MORNING, SEPT. 7, 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 yesterday, 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 GATE CITY:

TUESDAY MORNING, OCT. 10, 1876.

STEAMBOATS.

KEOKUK NORTHERN LINE PACKET CO.,

ST. LOUIS AND ST. PAUL.

Daily Packet for St. Louis at 7 A. M. except Monday.

Daily fast line for St. Louis at 2 p. m. daily except Sunday.

EXPRESS PACKETS

War Eagle and Golden Eagle

War Eagle..... Monday, Wednesday and Friday

Golden Eagle.... Tuesday, Thursday and Saturday

A Through Packet for St. Paul leaves Keokuk daily at noon.

A. M. HUTCHINSON, Agent.

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 7.30 and 11.00 a. m. and 4.00 p. m.

Leave Alexandria at 9a. m., 1 and 6 p. m.

Leave Warsaw at 9.10 a. m. and 1.15 and 6.00 p. m.

THE GATE CITY:

THURSDAY MORNING, AUG. 31, 1876.

THE EAGLES.

THE FIRST OF THE NEW FAST PACKETS.

Her Arrival in this City Yesterday—She is Inspected by a Crowd of Visitors—What She Looks Like.

Yesterday marked an important event in the annals of steamboating on the Upper Mississippi. It was the arrival in this city of the War Eagle, the first of the new fast packets of the K. N. Line. So much had been said about them that everybody was on the tip toe of expectation to see her and the announcement that she was in sight was the signal for a rush to the Levee, and by the time she reached here, a

CROWD OF SPECTATORS had congregated to receive her. This was largely augmented as the news of her arrival spread, and during her stay here she was visited and examined by hundreds of our citizens.

The first thing that attracted attention as she came in sight was her smoke stacks and escape pipes which are painted a bright red. These, with the white steam that was puffing from her pipes, and the volumes of black smoke that were rolling from her chimneys, constituted quite a variety of colors. She steamed into port very gracefully and

LANDED without a jar, just above the Packet depot. The stage plank was shoved out by means of the apparatus attached to the nigger engine, and no sooner had it touched the ground than it was thronged with men and boys, each eager to catch the first glimpse of the new steamer. From that time until her plank was drawn in she fairly swarmed with visitors, each one of whom made a thorough inspection of her from stem to stern.

THE VERDICT of those who were competent to judge of such matters was that she is a light draft, powerful and swift boat and that she is admirably adapted to the service for which she was built. A good many people seemed to be disappointed because she is not finished off as elegantly as they had expected to find her, but it should be remembered that she was built for speed rather than beauty.

Commodore Davidson is to be congratulated upon his his good sense in putting the Company's money where it will do the most good, viz: in constructing boats that are fast, and at the same time neat, comfortable and inviting, instead of spending it for gilt and tinsel and gew-gaws.

THE TIME. The War Eagle left St. Louis at 5 o'clock on Tuesday, and arrived here at 2:30 p. m. yesterday, being only twenty-one and a half hours on the way. This included a stop of an hour at Hannibal, half an hour at Quincy, and short stops at other places. Her time to Alton was one hour and fifty minutes, being seven minutes less than the time made on her trial trip.

The trip from St. Louis can be made in three hours less time with a good stage of water.

THE DIMENSIONS of the War Eagle are as follows: She is 280 feet in length, with a 42 feet beam, and is of 953 tons burden. She has four five flue steel boilers, 28 feet in length, and 44 inches in diameter, and two engines, 26 inch cylinder and 8 feet stroke. There are 64 state-rooms and 130 berths. Her cabin, which extends well forward towards the bow, is painted white, with tinted panels and gilt ornaments. The doors of the state-rooms are grained, as is also the office and wood work about the stairway. The floor is of ash and walnut.

The office is on the larboard side of the boat, just back of the entrance. The bar adjoins the barber shop, on the larboard side over the wheel house, and is presided over by Billy Bryan. The kitchen is on the starboard side. At the rear of the ladies' cabin, is a handsome looking-glass, over which is painted a view of St. Louis and a portion of Forest Park. Everything about the cabin presents a neat and tasty appearance, but there is nothing gaudy about it. The jackstaff is surmounted by a golden eagle and spear. The War Eagle draws but twenty-seven inches, and moves very beautifully on the water.

THE OFFICERS of the boat are as follows:
Capt. T. L. Davidson, commanding.
C. C. Mather, first clerk.
John Gormly, second clerk.
Hamilton and Montgomery, pilots.
Ed. Buckley, steward.
Richard Henderson, first engineer.
Reube Gill, mate.

Among those on board yesterday, were Commodore Davidson, ex Mayor Cole, President of the Merchants Exchange of St. Louis, Capt. Baker of St. Louis, Tom Jasper, Mr. Marshall and Jim Wallin, of the *Herald*, Quincy, D. H. Cox, Warsaw, and others. The boat left on her return trip at 4 p. m.

There were large crowds of people at every town on the river to see the new boat. In an interview which the GATE CITY reporter had with Commodore Davidson, that gentleman said that the performance of the War Eagle on this, her maiden trip, was fully up to his expectations, and if the Golden Eagle does as well he will be entirely satisfied. He says these new boats were built with a view of inaugurating

A NEW ERA in steamboating. They are intended to compete with the railroads, and will be run on schedule time. They will stop at the larger towns only, and freighting will not be allowed to throw them off their time. During the present low stage of water they will arrive here at 1 p. m. and leave at 2 p. m. Passengers can rely on being landed in St. Louis before 6 o'clock the next morning. With a good stage of water they are expected to reach Keokuk at 9 a. m. One of them will arrive and depart from here every day except Sunday. They will be run in addition to the daily line which leaves at 7 a. m., making two daily lines of packets between St. Louis and Keokuk.

The other one, the Golden Eagle, will be here to-day. She is commanded by Captain Dave Asbury with Ed Morehouse in the office.

The cost of the new boats was about \$60,000 each.

THE GATE CITY:

THURSDAY MORNING, SEPT. 20 1877

THE KEOKUK NORTHERN LINE PACKET COMPANY.

ST. LOUIS & ST. PAUL. Daily fast line for St. Louis at 2:15 p. m. except Sunday.

EXPRESS PACKETS
War Eagle and Golden Eagle

War Eagle—Tuesday, Thursday and Saturday.
Golden Eagle—Monday, Wednesday and Friday.
EXPRESS LINE FOR ST. PAUL.

A Fast Boat leaves Keokuk for St. Paul every Sunday, Wednesday and Friday at 1 p. m., connecting with the fast packets War Eagle and Golden Eagle from St. Louis.

Clinton Wednesday. Minneapolis Friday.
Belle of La Crosse Sunday.

Through Freight Line as heretofore.
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.

The **OCTOBER 26, 1886.** is this after...

A New York firm has contracted to put electric engines on the steamer War Eagle. The electric engines are an experiment, and if they prove successful Commodore Davidson will have the exclusive right to manufacture on the upper Mississippi. It will materially increase the speed of the popular War Eagle.—*Hannibal Courier.*

THE GREAT JUST HEAR CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, MARCH 18.

River News.

The Charlotte Bueckeler passed up last evening en route for the lumber regions.

The Helen Mar arrived from Quincy this morning. She is on her way to New Boston Bay.

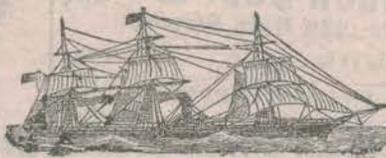
The White Eagle passed up this afternoon with a big trip.

The Gem City will be up Sunday afternoon and leave for St. Louis Monday morning at 7 o'clock.

The Arkansas is due down from La Crosse.

At the receiver's sale yesterday of the assets of the Keokuk Northern Line Packet company, at the foot of Olive street, the wharf-boat was sold to the St. Louis and St. Paul passenger and freight line for \$3,000. This wharf-boat has been built and in use for twenty-five years. When it was new it was the best that ever had floated in western waters. It was sold once before for \$1,500, but the court refused to confirm the sale. The barges owned by the company were also sold. The barge North was purchased for \$1,150 by the St. Louis and St. Paul freight line. The same parties purchased the barge West for \$1,550; the barge Jerry, \$1,225; barge Jeannette, \$1,200. Mr. J. H. McCormick was the successful bidder for the barge East, his figures being \$1,750. Mr. Conrad got the barge Pete for \$2,250. In addition to the barges and wharf-boat Capt. Clubb, the receiver, also sold the office furniture and a lot of miscellaneous property, consisting of freight that had not been delivered, such as valises, boxes, etc., and to-day there is a large lot of the same kind of articles to be disposed of. The sale must be approved by Judge Lindley.—St. Louis Republican, Friday.

Keokuk and St. Louis Fast Passenger Packet,



GEM CITY,

Leaves Keokuk Mondays at 7 a.m., Wednesdays at 2:15 p.m., Fridays at 2:15 p.m.

For Freight, Stock or Passenger Rates, Apply to

C. A. HUTCHINSON, Agent,
Keokuk, Iowa.

K 3 20 82 17

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, JANUARY 21, 1872

THE RIVER.

But Little Floating Ice in the Mississippi To-day.

The river to day at this point is comparatively free of ice when the cold weather of several days past is taken into consideration. Ice lines either side of the shore to a considerable distance out in the water and had it not been for the recent moderation of the temperature the river would likely have been closed by this time. The Mississippi gorged at Burlington yesterday and several persons have already ventured across. The present one has been a remarkable mild winter and the following statistics giving the approximate date of the closing of the Mississippi since 1847 will be read with interest.

- 1847—Closed December 14.
- 1848—Closed again in January.
- 1848—Closed December.
- 1848—Closed December 16.
- 1851—Closed January 21.
- 1851—Closed again January 29.
- 1851—Closed December 18.
- 1852—Closed December 19.
- 1853—Closed again February 7.
- 1853—Closed December 24.
- 1854—Closed December 12.
- 1854—Closed again December 20.
- 1855—Closed third time January 23.
- 1855—Closed December 24.
- 1856—Closed December 14.
- 1857—8—Did not close.
- 1858—9—Did not close.
- 1859—Closed December 8.
- 1860—Closed December 13.
- 1861—Closed January 18.
- 1862—Closed December 6.
- 1863—Closed second time February 8.
- 1863—Closed December 19.
- 1864—Closed second time February 17.
- 1864—Closed December 9.
- 1865—Closed December 13.
- 1866—Closed December 14.
- 1867—Closed December 8.
- 1868—Closed December 23.
- 1870—Closed January 17.
- 1870—Closed December 21.
- 1871—Closed November 23.
- 1872—Closed November 23.
- 1872—Closed November 27.
- 1873—Closed second time December 7.
- 1873—Closed third time December 23.
- 1874—Closed fourth time January 14.
- 1874—Closed December 16.
- 1875—Closed November 30.
- 1875—Closed second time December 12.
- 1876—Closed third time February 2.
- 1876—Closed December 5.
- 1877—Closed about January 18.
- 1878—Closed December 15.
- 1879—Closed December 18.
- 1881—Closed November 23.
- 1882—Closed January 19.

THE GATE CITY.

KEOKUK, IOWA:

TUESDAY MORNING, MARCH 20, 1866.

The "GATE CITY" ferry boat will be put into the trade Wednesday. Meantime the company's new boat "Toledo" is making regular and rapid trips. Freight and passengers are transferred expeditiously. Be it known by the traveling public everywhere—by our citizens throughout the State who would go East—by the traveling public east who would visit our Hawkeye domain—by emigrants who seek a home further west, and by immigrants who would cast their lots among the dwellers in our fair State, be it known unto all these that we have at Keokuk an excellent ferry. For this our energetic and indefatigable friends, Martin & Co., deserve and receive the thanks of our citizens.

RIVER NEWS.—Our energetic Ferry Company drew forth the "Gate City" from its winter quarters Sabbath afternoon, and the work of repairing and fitting it up goes on rapidly. The Toledo, the new boat of the Company, was in readiness for action, and made its regular trips yesterday.

The river was nearly clear of ice for the greater part of yesterday. Towards evening the ice commenced running, and the channel soon became almost packed with it. It will soon run out.

The Resolute, with three immense barges, six days from St. Louis, got into this port Sabbath morning, being the first craft of the season.

The Lucy Bertram, of the Keokuk Packet Company, came up yesterday afternoon, being the first of the line arrivals. Our long-time friend, Captain Asbury, is master, with Mr. Gunn in the office. Captain Asbury hopes to make henceforth his regular trips. He tells us that the ice is gorged in immense quantities below Alexandria, making a magnificent spectacle, but ominously threatening trouble to the inhabitants of the bottom country in the event of an overflow.

The Republican says the Keokuk Packet Company would start the Kate Kearney Saturday evening. The Kate, we believe, came up as far as Quincy.

The same paper says that the hull of the Keokuk Company's new boat has been brought there, where the work will be completed.

The Ontario left St. Louis Saturday for this place.

The river was still closed at Fort Madison yesterday.

316/1866

The Daily Gate City.

TUESDAY MORNING, NOVEMBER 23, 1871.

—The Hannibal Courier in its account of the sinking of the Andy Johnson six miles above that city last Friday afternoon says: "Mr. Warren Renfro, an experienced and careful pilot, was at the wheel at the time the leak was discovered, and avers that no snag was struck, but that just before the discovery of the leak he felt a jar, as if she was jumping a bar, (as it is called) and he nor no one else on the boat, knows exactly how she sprung a leak. As the stern of the Andy drags when light, about a foot and a half below the balance of the hull, it is presumed that she scraped over a buried log, and tore a hole in crossing it. This is the only reasonable solution of the mystery, and is generally conceded as a correct one.

—The accident is one which no measure of carefulness could have prevented or it had not happened, for Capt. Lee, and in fact all his crew, have always exercised the greatest care in the conduct of the boat, and consequently no blame can attach to any of them, but the accident must pass for one of the unavoidable accidents of navigation while running in low water and through heavy ice."

The River.

Mountain Bell, rafter, up yesterday. The Mary Morton was due up last night. The Libbie Conger is due from above to-night. The War Eagle is due from St. Louis to-day and returns this afternoon at 2:30. The St. Paul arrived from the North yesterday and departed for St. Louis at 3 p.m. The river was still falling yesterday but not so rapidly as for several days before, two inches being the recedure noted. The new raft steamer Rescue was out in the harbor yesterday exercising her machinery, which worked more smoothly than could be expected of a new boat just on her first run. She was built at St. Louis this spring, and is the property of the Mississippi Navigation Company, of which Capt. Abe Hutchinson, Superintendent of the St. Louis and St. Paul Packet Company, is president. She left last night for Keokuk and will be used in towing rafts over the rapids, and when not employed in that capacity will transport freight and carry excursion parties. Capt. Robt. Farris is commander.—Globe-Democrat.

The R. R. Springer put in an appearance last night, the electric light above the texas illuminating the levee at 8:40, and with Capt. A. M. Hutchinson, of this city, on her hurricane deck. Sixty passengers were in the cabin and in the hold, and about her decks were 600 tons of freight. The Springer is taking things slowly on her first trip, and Captain Hutchinson says wherever they put in an appearance everybody and their children are bent upon seeing the steamer. This boat is said to be the largest that has ever visited the upper Mississippi. She is 300 feet long, and has a beam of 42 feet. The state rooms number fifty and the cabin has been renovated and beautifully frescoed for her work on the upper river this season. Everything possible is being done to make the trip along the river a thing to be remembered by those who who take passage upon her. A string band is in constant attendance and available by parties whenever desired. Capt. H. U. Hart will have charge of the steamer in Capt. Hutchinson's absence. Frank King and Willis Blakelee are the pilots and J. S. Jones presides at the desk. A picture of Reuben R. Springer, after whom the steamer is named, adorns the head of the cabin. Mr. Springer is one of the leading citizens of Cincinnati and was in early days a steamboat man on the Ohio river and the lower Mississippi. Springer music hall of Cincinnati also takes its name from him. The famous steamer bearing his name left Keokuk for her further triumphal tour up the river at 9:55 last night.

An Old Steamboatman.

Wm. Oldenburgh came to Keokuk in 1841 from Louisiana, Mo., on the steamer Anhawan, John Randolph, master. Following is given a list of the steamboats on which he has been engineer, together with their commanding officers: Herald, Ples Devine. North Alabama, S. J. Ball. Bridge Water, S. J. Ball. Financier, S. J. Ball. Mary Blaine, S. J. Ball. Monaghela, S. J. Ball. Highland Mary No. 2, Wm. Cup. Martha No. 2, P. Alford. Moninee, Ora Smith. G. W. Sparrow Hawk, M. Green. St. Louis, 1854, Joseph Brown. Hindoo, Silas Heaight. Goesamer, S. J. Ball. Twin City, Spencer J. Ball, burned, losing \$1,000. Excel, S. J. Ball. Keokuk, Sam Dyke. Laclede, S. J. Ball. Jennie Whipple, C. Morrison. Oakland, C. Morrison. Decalion, James Dryden. Gate City, 1858, John VanDyke. Black Hawk, David Tipton. Adam Hine, W. W. Galt. Des Moines City, Robert Ferris. Ella, W. W. Hillhouse. Petral, S. J. Ball. Kate Kearney, Silas Heaight. Jennie Deans, Matson. Island City, 1864, A. Lamot. New Sam Gaty, D. Silvers. Fannie Barker, Baugh. Vulcan, S. J. Ball. Minnesota, T. B. Hill. J. Harry Johnson, Matson. Missionary, John Ball. Mollie McPike, Frank Burnett. Mokawk, Byrant Packard. David Watts, Wm. Ray. Victory, Frank Burnett. Toledo, 1870, Lemons. Crickett, C. P. Gillispie. Rock Island, James W. Campbell. Wild Boy, Bonnie Lucas. Jennie Brown, A. B. Hutchinson. Bill Henderson, S. J. Ball, Jr. Andy Aekley, John Ball. La Bell, Woods. Clinton, T. B. Hill. George Wilson, George Duncan. Plough Boy, S. M. Ball. J. G. Parke, C. W. Durham. Gen. Barnard, C. W. Durham. Louise, Charlie DeLisle. Col. Patterson, C. P. Gillispie. Vixen, Robert Ferris. Ernest, David Steele. Lucia, Wm. Adams.

**RIVER TRAGEDY
BACK IN 1881 IS
BEING RECALLED**

JAN. 27, 1928

Memories of the river tragedy when the War Eagle struck the Keokuk and Hamilton bridge, November 4, 1881, have been revived here with the receipt of a clipping from a California paper, giving the version of Capt. Asbury, a veteran river man.

The War Eagle struck the bridge span at 7:00 o'clock in the evening of November 4, 1881. The span was torn out by the collision and the wheel and wheel house of the War Eagle demolished. The boat was run down to a point opposite the old elevator and then brought to shore and the passengers taken off. There was one fatality as the result of the collision.

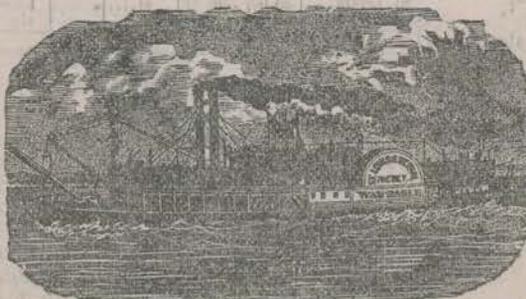
The span which was taken out was replaced as soon as possible but it was not until December 17 that the bridge could be open again. The occasion for the delay in setting the span was the unusual high water. This kept the bridge builders from getting the span in place until more than a month after the accident. In this respect the high water of thirty-five years ago interfered with this work, just as the high stage early this spring interfered with the reconstruction of the bridge.

One Man Drowned.

According to this captain's story there was no loss of life, but local records show that one man, C. F. Benning, of Douds, was drowned off the boat. His body was not recovered until February, 1882, below Hannibal, a record by a local historian shows.

According to the clipping in the California paper first reports were that there had been a huge loss of life, but Capt. Gregg, clerk, and Capt. Asbury compared the boat's passenger list and they declared no one was lost.

APRIL 8, 1883.



St. Louis and St. Paul Packet Co.'s
ELEGANT STEAMER

GEM CITY,

Leaves Keokuk for St. Louis, three times per week as follows:
Leaves Keokuk, Monday at 8 a. m.
Leaves Keokuk, Wednesday at 2.15 p. m.
Leaves Keokuk, Friday at 2.15 p. m.

Through boats of this line leave Keokuk on alternate days with the Gem City for St. Paul and St. Louis.
C. A. HUTCHINSON, Agent.

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

Constitution-Democrat.

= NOVEMBER 20, 1902. =

MAYFLOWER SUNK.

WHILE PASSING THROUGH THE CANAL.

WAS ON WAY TO BURLINGTON FROM WARSAW.

The Crew Escaped by Taking to the Water—The Eloise is Laid up.

Wednesday night while being towed through the canal by the Mary Hill, the ferry boat Mayflower was sunk and the crew of the boat barely escaped by taking to the ice cold water and swimming for their lives. The Mayflower is a small boat of peculiar construction. Anyone who has once seen her remembers well her strange appearance. There are two small engine houses on each side of the boat, leaving a clear passage way from one end to the other for stock or vehicles. The machinery for operating each of the two side paddle wheels is entirely separate, an engine being installed in each of the two houses.

The craft is steered by a long sweep which is skullfully manipulated by the pilot who has become through long experience an expert at this method of steering.

At the time that the accident occurred another boat was passing through the canal in an opposite direction. There was considerable ice on the surface of the waterway and the waves from the other boat, together with the obstruction caused by the thin sheet of ice caused the Mayflower to become unmanageable. In some inexplicable way the small craft careened over and rapidly sank.

It will probably be several days before she can be raised to the surface.

The boat was on the way to Burlington where she was to enter upon the local trade in place of the Mary Hill which is going south for the winter.

It is not known yet whether the boat after it has been raised, will be taken on to Burlington or not. The ferry company may utilize the Nautilus in its place.

The Eloise was laid up yesterday in the canal for the winter.

President McArthur of the packet company stated Thursday morning that it had been the intention to run the boat until Saturday, but on account of the freezing weather he formed to such an extent on the wheel, came

and other exposed portions of the machinery that there was imminent danger of a serious breakdown. The company could not afford to take this risk for the sake of the few remaining days' business, so it was decided to put the boat into winter quarters Thursday.

Constitution-Democrat.

= NOVEMBER 21, 1903. =

THE MAYFLOWER SAILS.

Sunken Ferry Boat Raised From the Canal Today.

The little ferry boat Mayflower which sank in the canal on Wednesday night, was raised today and proceeded on up to Burlington where it will operate until the ice cakes get too big.

The Mayflower is one of the most peculiar crafts on the river and has been running between Warsaw and Alexandria all summer. During the flood of last June, the boat did not make her daily trips on account of the swift current and floating logs.

The Mayflower, which was sunk in the canal the other night, will not be raised this fall. It will be allowed to lie in its present condition until the water is drained out of the canal, and then the necessary repairs will be made next week.

Constitution-Democrat.

CONT. AUGUST 8, 1903.



THE STAUNCH STEAMER

MARY HILL

DURING THE

Warsaw Street Fair

August 10th to 15th,

Will make three trips daily, commencing

TUESDAY, AUGUST 11th

LEAVING

Keokuk at 9 a.m., 1:30 and 7:30 p.m.

RETURNING LEAVING

Warsaw at 12:30, 5:30 and 10 p.m.

FARE FOR ROUND TRIP 25c

Return tickets good all week.

For particulars read the Constitution-Democrat or telephone

J. B. HUTCHINSON, Agent.

Constitution-Democrat.

NOVEMBER 4, 1903.

FOG ON THE RIVER.

Steamer Helen Blair Met With a Mishap.

Burlington Gazette:

A heavy fog settled down on the river yesterday afternoon and for a time navigation was made quite hazardous. All craft were compelled to tie up, as it was impossible to see a boat's length ahead.

The Helen Blair met with a slight mishap on account of the fog. The boat was overtaken between Davenport and Muscatine and for the safety of his passengers, Capt. Blair, who is ever cautious, decided to tie up until the fog lifted. He headed his boat for the bank, the mist being so dense that he was compelled to guess at the location of the shore. Running under a slow bell he at last sighted the dim outline of the trees and crept up with all caution. In doing so the stage became entangled in some trees, and before it could be released one of the rods that holds it in place was twisted off, disabling the plank. The necessary repairs were made here before the boat pulled out.

Capt. John Baner, who dropped around to enquire of Capt. Blair how the ducks were flying up the river, recalled a fog story of his early steamboating days. It was along in the '60s and the boat on which he was engineer was overtaken by a fog on the upper river. They had enough wood to run to the next town, but the fog settled down, they lost their bearings, and were compelled to tie up. The fuel was about gone and the captain was in a quandary. However, everything came out all right, when the man who jumped ashore with a line collided with a wood pile.

Constitution-Democrat.

JULY 7, 1903.

NOW THE "HIAWATHA."

Steamer "W. J. Young Jr." Under a New Name.

Davenport Daily Times:

The steamer "W. J. Young, Jr.," which for the past few years has been in the Davenport and Burlington business under the management of Captain Blair, and which it was announced last week had been sold, is to appear under a new name. She will be known hereafter as the "Hiawatha." The boat is now undergoing repairs at the Rock Island boat ways and the new name is to be seen on her side. She will be taken down the river Thursday of this week to St. Louis, where it is understood she will enter the packet and excursion business to run on the Ohio river.

Constitution-Democrat.
OCTOBER 26, 1903.

CAPT. JOHN DANIELS

DEATH OF ONE OF KEOKUK'S
PROMINENT CITIZENS.

PASSED AWAY SUNDAY AT EAU
CLAIRE, WIS.

Was the Owner of Raft Boats for Sev-
eral Years and Then Started a
Factory in Keokuk.

Another of Keokuk's prominent citi-
zens has passed to the Great Beyond,
Captain John C. Daniels dying Sunday
afternoon at Eau Claire, Wis., where
he had gone a few days ago for the
benefit of his health. His death oc-
curred at the home of his brother, C.
B. Daniels, and before the arrival of
his wife from Keokuk, who had been
summoned, and who left Keokuk Sat-
urday evening.

His death was due to asthma and
complications, with which he had been
troubled, and the news of his demise
comes as a sudden and painful shock
to his many friends in Keokuk.

The funeral services are to be held
on Tuesday at Eau Claire and will be
conducted by Rev. George E. Paddock,
pastor of the Congregational church of
this city, of which Captain Daniels
was a consistent member.

The deceased was a Canadian by
birth and was sixty-three years of age,
having been born in March of 1840.
His life had been an interesting and
busy one. He had lived in New York,
Virginia, Wisconsin and the west. He
also lived in Hannibal, Mo., for a
while, coming to Keokuk from that
city thirty years ago and having made
this his home ever since.

He was engaged in merchandising,
lumbering and boating at various
times during his life, but for the past
eleven years had been engaged in the
manufacture of electrical goods in
Keokuk.

His title of captain was gained
through the ownership of steamboats.
He was the owner of the Lumberman,
the Kit Carson and the Lumber Boy
among others, the last two being the
last crafts disposed of by him, and
closing his connection with the river,
although he still took a deep interest
in river traffic and all matters pertain-
ing to the river.

He is survived by his wife and
brother and one stepdaughter, Mrs.
Ida Chamberlain, of Jonesville, La.

His associate in business, J. V. E

Titus, was returning from a business
trip in the east, and was appraised of
the death by wire, and is now in Eau
Claire.

Captain Daniels was liked by all who
knew him. He was a congenial and
pleasant man and made and kept
friends easily. He was a christian
man, a member of and officer in the
Congregational church where his face
was familiar every Sunday.

After retiring from the river he
formed a partnership with W. R. Gar-
ton who was then superintendent of
the electric railway in Keokuk and
who had invented a lightning arrester
and other electrical apparatus. They
started in a small way to manufacture
and the business grew until now it is
one of the largest in the west and a
factory which employs many people,
sending their product all over the
world.

A week ago Mr. Daniels went to Eau
Claire for his health. It was his old
home and he went there in hopes of
finding some benefit from the sur-
roundings. A message came Saturday
that he was in a critical state and his
wife, who is an invalid, accompanied
by Dr. F. B. Dorsey left Saturday
evening for his bedside. They arrived
a few hours after his death.

Mr. Daniels was a man who loved
his home which was at the foot of High
street overlooking the river whereon
he had spent many of the best days
of his life. Before leaving for his bed-
side, Mrs. Daniels declared that if her
husband died, she would not survive
him an hour, the affection of the two
being that marked.

The remains are to be buried at Eau
Claire, Rev. George E. Paddock, pas-
tor of the Congregational church leav-
ing for that city on Sunday to conduct
the services.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

C. F. SKIRVIN.....Manager

Odd Fellows' Excursion.

The twenty-fifth annual excursion
of the Odd Fellows of Warsaw will be
given on Thursday, August 13, on the
steamer G. W. Hill. The trip will be
made to Quincy and Hannibal and the
boat will stop to take on passengers
at all towns along the river, leaving
Hamilton at 7:00 a. m., and this city
at 8:30. Those who make the trip
will enjoy a full day on the river.
There will be six hours spent in
Quincy. The trip home will be made
in the evening by moonlight. Every-
body is planing to go on this excur-
sion which promises to be one of the
biggest river events of the year. Good
lunches and soft drinks at the right
prices will be served on the boat. No
intoxicants will be allowed. The fare
will be 50 cents for the round trip.—

25th Annual Excursion

WARSAW ODD FELLOWS

To Quincy and Hannibal

ON STEAMER G. W. HILL

Thursday, Aug. 13

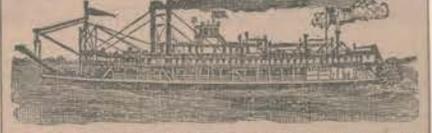
Music and Dancing.

ADULTS 50c, CHILDREN 25c.

Boat leaves Hamilton 7, Keokuk 8:30.
1914

The Gate City.

REMEMBER that the OLD RELIABLE



DIAMOND JO LINE STEAMERS

Now Leave Keokuk

FOR ST. PAUL

Every Tuesday and Saturday at Midnight.

FOR ST. LOUIS

Every Wednesday and Sunday at 7:00 a. m.

The Steamer GEM CITY arrives from St. Louis
at 5:00 p. m. every Sunday and leaves for St.
Louis at 7:00 a. m. every Monday.

Visit the Great Exposition at
St. Louis.

Only \$7 with Meals and Berth, and \$3 with-
out Meals and Berth, for Round Trip.

Our Steamers are completely equipped with
all modern improvements and commanded by
able and experienced officers, and our tables
are supplied with Every Obtainable Luxury.

For information, apply to
JNO. McNAMARA, Agt. at Keokuk,

Or FRED A. BILL, General Passenger Agt.,
1892 Dubuque, Iowa.

THE GATE CITY:

FRIDAY MORNING, JULY 14, 1876.

GRAND CENTENNIAL EXCURSION

On the Elegant steamer

Northwestern,

(T. L. Davidson, Captain. C. P. Hovey, Clerk.)

MONDAY, JULY 17th, 1876,

To Price's Grove, near Burlington. Finest picnic
ground on the river.

Leaves Canton 6 a. m. Alexandria 7:30. Warsaw
7:45. Keokuk 8:30. Montrose 10:00 Nauvoo 10:12.
Fort Madison 11:00. Returning during the even-
ing. There will be a brass and String Band on
board, and parties can rely on the best of order,
and a Splendid Time. Come One, Come All.

Fare for the round trip \$1.00, or \$2.00 per couple.
Tickets for Sale by Packet Company's Agents and
at Principal Boat Stores at all Points on the route,
and on Board the Boat. Meals will be furnished
on Board at 50 cents. July 12th

THE GREAT SHORT KEOKUK RAILROAD HISTORY
R. J. BICKEL KEOKUK, IOWA

TONIGHT EXCURSION DE-LUXE

ON THE EXQUISITE
NEW STEAMER

Capitol

UN-SINKABLE

FINEST.
LONGEST.
WIDEST.

5 DECKS

Capacity 3500



MAIDEN VOYAGE

Moonlight Dancing Trip

LEAVES KEOKUK 8:15 P. M.
WARSAW 8:45 P. M.

Tickets — Including War Tax — 75c
CLASSY RAINBOW DANCING
PALACE

10 — PALMETTO JAZZERITES — 10
YOU HAVE SEEN THE OTHERS
— NOW SEE THE BEST —

STRECKFUS STEAMBOAT LINE
ST. LOUIS

FRIDAY, JUNE 4, 1920

Afternoon Excursion TO Nauvoo Every Sunday ON STR. KEOKUK

Commencing June 6

Leave Warsaw 2 p. m.

Leave Keokuk 2:30

FARE—50c

THE DAILY GATE CITY.

KNIGHTS of COLUMBUS EXCURSION

SATURDAY
AFTERNOON
JUNE 12th

ON

STEAMER CAPITOL

Boat leaves at 3 o'clock.
Will wait at Fort Madison for
Evening Train.

1920



Sunday, May 31

ALL-DAY EXCURSION TO
BURLINGTON

Lvs. Keokuk... 9:30 a. m.
Lvs. Ft. Madison 11:30 a. m.
Lvs. Dallas City 12:30 p. m.
Rts. Keokuk... 10:00 p. m.

Tickets 75c
Dance to the Unexcelled
Music of

BURKE-THURSTON'S
MELODY KINGS
9-Piece Orchestra

1925

STRECKFUS STEAMBOAT LINE - St. Louis

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, APRIL 8, 1878

KEOKUK CONSTITUTION

KEOKUK, MONDAY, APRIL 8.

THE "DAVENPORT LINE."

Trial Trip of the War Eagle and its Results.

The War Eagle, on her trial trip from St. Louis to Davenport, left Keokuk, after being delayed by an accident to some of her machinery, eleven hours, Friday morning shortly before 1 o'clock, with the following party on board:

HANNIBAL.

Mayor Burton Coontz, wife and son; Aldermen E. Fritz—representing the Courier—and wife; F. T. Horn and wife; Charles Moore and wife and Joe Leaman; Recorder Joel Richmond, City Attorney MacPherson, Hon. P. A. Hickman and wife, Dr. J. C. Hern, wife and daughter, John L. Robards, wife and daughter, A. J. Settles and wife, Oney Carstephen and wife, Mrs. H. L. Hickman, Mrs. E. Craig, Mrs. Geo. C. Moore, Miss Lasley, Mrs. McAtee, Miss Lakenan, Miss Dulaney, Miss Wilson, Mrs. J. Bush, Miss Alice Bush, R. D. Brewington, Dr. T. B. Norton, Ed. Glavin, W. H. Dulaney and son, W. E. Foreman, W. H. Brewington, George Carter, E. C. Heywood of the Herald, W. C. Kittering.

QUINCY.

Mayor White and wife; Aldermen John B. Mikesell and wife; Michael Ferrel and wife, and E. M. Root and wife; Wm. Brown and wife, Ad L. Langdon, of the Review, and wife, Miss Barker, Mrs. E. H. Turner, the Misses Turner, Miss Nellie Colley, Misses Curtin, Mary Smith, Miller, Sullivan and Rowland; Messrs. Frank W. Jones, L. W. Kellar, E. L. Murphy, W. H. Arthur, Frank Ferris, A. J. Palmer, J. W. McKinney of Kansas City, T. O. Eddy and Dan Thompson's Gem City band and orchestra.

KEOKUK.

Mr. and Mrs. Ellsworth, Miss Belle Smyth, Mr. Jones of the rapids improvement, Mr. and Mrs. H. W. Clendenin and Mr. and Mrs. Tom W. Eichelberger.

At Ft. Madison we didn't have a very large audience to witness the arrival of the boat, but were joined by a jolly party, who had been fooled by the Cricket, which had stuck on a bar below the city all night, and had been taken by these good people for the War Eagle, who sat up all night and only discovered their mistake at daylight. The

FORT MADISON

party consisted of county auditor, Dr. Blackburn, wife and son, Messrs. Atlee and wife, C. J. Montandon and wife, and M. Case and wife.

At Burlington we drew a little better house, a large crowd being at the levee to witness the arrival of the Eagle. Mr. Brady and Mrs. Judge Tracy and daughter, Miss

Lutie, joined us here, and Ceph Gregg, the good looking and affable clerk, and his red handkerchief came to the front. He waved his blood red signal as the boat passed up stream, and we bet him he wouldn't get an answer. He didn't and tried to get out of it by saying the women on the banks had no handkerchiefs, but we got a field glass and plainly saw one lady with a blue silk one peeping out of her pocket, turn up her nose as she saw the signal, and we bought no more cigars on that trip. All we had to do was to get in front of Gregg's desk and commence a discourse on the use and abuse of the red flag, and the weeds were forthcoming.

At Keithsburg we drew a full house. The whole town was at the levee, and as the music from Thompson's band greeted them, the effect was perceptible. Everybody was keeping time with their feet, and one woman grew so excited that she commenced first, with a balance on one foot, then on both and finally went off into a break down. The audience encored, but the performer wouldn't repeat.

We drew well at Muscatine—so did the town; drew a couple of ladies and gentlemen from Quincy off of the boat, the boat drew out, and the Quincy folks were left. The boat left them again next morning but some one heard their frantic yells as they hastened to the levee, and the Eagle put back and took them on board. A large audience was waiting on the shore side of the boat, to receive them as they came up stairs, and make nice, congratulatory remarks, but somehow they didn't seem to care for public recognition, and ascended the other stairs and went around on the guards of the boat, and hunted their state rooms, and declined to receive calls until night.

At Davenport the people were out in force. They never saw a big boat up there, and a bonfire was kindled in honor of the arrival of the War Eagle. Three cheers were given for the boat, two or three times, and then the crowd made a break to inspect her. They piled on by hundreds and swarmed all over her, and Commodore Davidson rubbed his hands and chuckled to see the people seeing the sights.

Thirty-eight hours is the time allowed from St. Louis to Davenport, the War Eagle was fifty-four in making the trip. Commodore Davidson figured it out in this way: "Eleven hours lost by breaking of machinery, and two hours lost while lying at Burlington. Total 13 hours. Deduct 13 from 54, and you have 41. So we are really only three hours behind time." The Commodore forgot to state that an hour of the time at Burlington, at least, was consumed in taking on coal. However, let his figures remain. The boat did first rate under the circumstances, but it is plainly to be seen that, as the bottom of the river gets nearer the top, that four or five hours more time will be consumed in getting to Keokuk, and double that amount to Davenport, and that will end the "Davenport fast line," unless a light draught boat is put in between Keokuk and Davenport.

At Muscatine we received a Journal with a press dispatch from Keokuk, stating that the line was a failure. We took the paper, and with our thumb on the dispatch, handed it to the Commodore, who took out his spectacles, put them on and read the telegram. "What do you think of that?" we queried. "Well," said the Commodore, "when I express an opinion about this line, I'll know more about it than the fellow who sent that dispatch." "Not ready to express an opinion yet, eh?" "No," said Davidson, quickly.

We said we were hardly ready yet, either, but we were afraid the Davenport line would peter out. "There's no telling what us fellows will do," said the Commodore, as he moved off toward the pantry, and we, remembering the fight between the White Collar Line and the Northern Line, and the gobbling up of the Northern Line and the Keokuk Packet Co., the wharfage war, etc., confessed that what Davidson said was true.

The Commodore is a splendid entertainer. He had a fine looking crowd of ladies and gentlemen on board. He had Dan Thompson's splendid Quincy band, and as the music floated through the cabin, and the guests engaged themselves in the dance, the old gentleman was exceedingly pleased to see the people enjoying themselves, and nodded approvingly at Ceph Gregg, and that boss of all caterers, Billy Blank, when he saw them exerting themselves so much to make the people comfortable. All of the officers were smiling and pleasant, and seemed to enjoy having the people around, bothering them to death with questions, as much as the people did being around, and asking conundrums. No party could have been treated better, and Davidson has a sworn friend in every man and woman who went on that trip. He has done more. Even if his line proves a failure, he has secured a warm place in the hearts of the people of the up-river cities, who will always remember that he endeavored to give them better advantages, and it wasn't his fault if the river wouldn't co-operate.

Coming down the boat made good time. We left Rock Island at 5:25 Saturday morning—arriving in Keokuk at 6, the same evening. The canal is in fine order, and boats are not delayed in passing through.

In these days dead head trips seem not to be complete without resolutions, and, although we kicked, as usual, they were drawn up and passed, and we produce them. The meeting was presided over by Mayor White, of Quincy, and adopted the following:

Resolved, That our thanks are due, and hereby offered to Commodore W. F. Davidson, President of the Keokuk Northern Line Packet Co., for the pleasure he has afforded us in extending to us the courtesies of the steamer War Eagle, for an excursion to the cities of Davenport and Rock Island.

Resolved, That the hearty thanks of this party are hereby tendered to Commodore Davidson, Messrs. Gregg, Block, Blank and other officers of the War Eagle for their untiring efforts to make the trip pleasant as well as for the uniform courtesy and kindness with which one and all have been treated.

Resolved, That we recognize the importance of encouraging commerce on the Mississippi river, the great highway to the Gulf, and destined to be the thoroughfare of the grain of the Northwest to European and foreign marts, and especially do we think the efforts of Commodore Davidson and the K. N. L. Packet Co., to further these interests, commendable, and that we think it the duty of every citizen of the Mississippi Valley to give them substantial encouragement.

Resolved, That in our opinion the cities on the river are in duty bound to render every facility in their power to river navigation for the transaction of business, and that no tax should be imposed upon the commerce of this, our great highway to the seas.

Resolved, That we have seen enough on this trip to convince us that the fast line from St. Louis to Davenport is practicable and destined to be a success, and it is the sense of this meeting that the line will be of practical benefit, not only to the packet company, but to shippers and the cities and towns along the route.

Biblio. of Capt. Hutchinson, A.M. 1833-1886
Translated from "Galley Proof" owned by
Maude Hutchinson French. Hamilton, Ill.
April 1, 1958. R.J. Bickel

The record of Captain Hutchinson's life is an eventful one. In 1854, then a very young man, he began life on the river as watchman on the steamer "U.S. Mail", Capt. Hazlett, running between Pittsburg and Nashville. He did not remain here long, but in 1855 went to Minnesota River from St. Paul to Mankato for a brief period, when he became pilot, and acted in that capacity until 1860. In this year the LaCrosse and Minneapolis Steam Packet Co. was organized, when Capt. Hutchinson was requested to take command of one of the boats, a position which he accepted and continued to occupy until 1864, when the Yellowstone Transportation Co. came into existence, and he was made General Manager. In that spring he took two boats loaded with Government provisions, ninety miles up the Yellowstone to meet Gen. Sully's command. Gen. Sully located Ft. Rice and loaded the two steamers "Chippewa Falls" and "Alone", to meet his command at another point on the Yellowstone. Capt. Hutchinson continued in this trade up to 1866, when the LaCrosse and Minnesota and Yellowstone Transportation Co. and the Northwestern Union Packet Co. were all consolidated into the Northwestern Packet Co., better known as the "White Collar Line", which plied between Dubuque and St. Paul; Capt. Hutchinson being made Assistant Superintendent. This lasted throughout 1867-1868. In 1869 Capt. Hutchinson started a line between St. Louis and Vicksburg, taking one of the Northwestern Co.'s boats (the "Phil Sheridan"), and associating with himself several other well known captains and their boats, formed what was known as the Vicksburg White Collar Line, running on alternate days from St. Louis to Vicksburg and return.

In the summer of '69 Capt. Hutchinson gave up his "day" in the Vicksburg Line, and placed the "Sheridan" in the Dubuque and St. Louis trade. This led to fight between the Keokuk Line, the Northern Line and the Northwestern Union, which lasted until 1871-1872, when all were consolidated into the Keokuk Northern Line Packet Co., with 7,510 shares. The fight, which was stubborn and a bitter one, is memorable in the annals of the upper river. After the consolidation, Capt. Hutchinson withdrew, and bought into the steamer "John Kyle" plying between St. Louis and New Orleans, and ran it four years, or until 1875, when she burned in New Orleans, while lying at the levee. In 1877-1879 and 1880 Capt. Hutchinson acted as agent for the Keokuk Northern Line Packet Co., at Keokuk. In 1881 he joined with Capt. Davidson and Mr. F.L. Johnson, and organized the Packet Company known as the St. Louis and St. Paul Packet Company, for the purpose of doing business between St. Louis and St. Paul. They built the "Gem City", and bought from the receiver of the Keokuk Northern Line the steamers "War Eagle", "Aleck Mitchell", "Minneapolis", "Northwestern", and "Belle of LaCrosse". The company was organized under the laws of Missouri. Of this line Capt. Hutchinson has acted as General Superintendent since its inception. The "War Eagle" and "Gem City" are very fast boats and the former is the only one afloat that has the reputation of knocking a bridge down, a feat she managed to accomplish. The boats of this company are the only up-river ones that do not do any towing. Capt. Hutchinson's residence and headquarters are at Keokuk, but during the season the demands

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in
Steamboat*

of the business keep him traveling almost constantly from point to point.

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