

THE WESTERN MAILS

STEAM IO



OHIO & MISSISSIPPI RIVERS

SULTANA. Side-wheeler of 924 tons. Built at Cincinnati in 1848 to operate in the New Orleans-Saint Louis-Louisville trade. According to the **Lytle List** she was the third boat with this name to operate on the midwestern rivers prior to 1868. She burned at Saint Louis June 12, 1851.

The **fifth boat** to bear the name, and the most notoriety, was built in 1863 and exploded a few miles above Memphis on the night of April 27, 1865. At Vicksburg she had taken on 1,886 army troops in addition to her regular passengers. This in spite of the legal limit of the boat being 376 including the crew. The disaster that followed ranks with the Titanic as the greatest marine disaster of all time. The loss in lives is estimated at 1,547.

THE WESTERN MAILS



MISSOURI & MISSISSIPPI RIVERS

JOHN WARNER. Side-wheeler of 391 tons. Built at New Albany, Indiana in 1856. Operated in the Missouri & Mississippi trade until she was sold to the United States Government in 1864.

Cover shown was postmarked at Natches on the Mississippi Dec. 21, 1856.

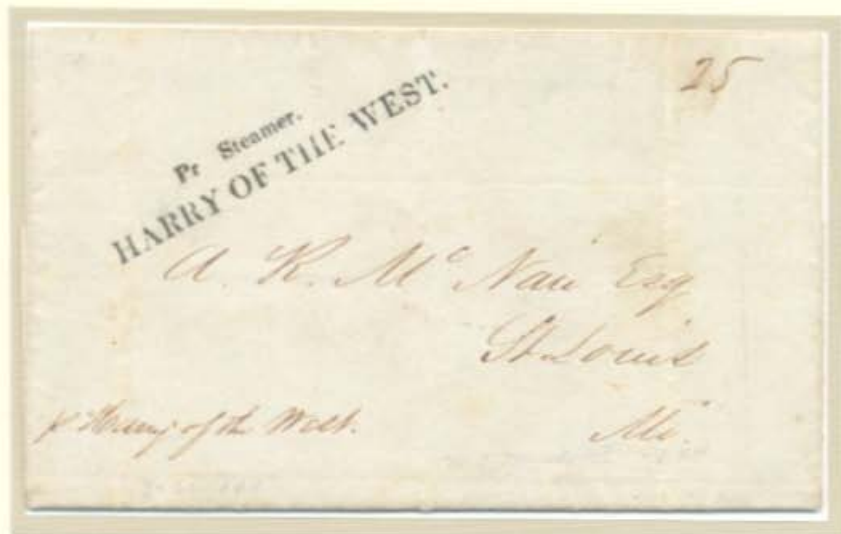
The stamps cover up a picture of a steamboat with the following legend: "PEOPLE INDEPENDENT LINE/Patterson Master/Warner Clerk/Regular Missouri River Packet."



THE WESTERN MAILS



Pr Steamer.
HARRY OF THE WEST.



MISSISSIPPI RIVER STEAMBOAT

HARRY OF THE WEST. Side-wheeler of 490 tons. She was built in 1843 but no information as to where built or final disposition.

Cover shown was carried from New Orleans on March 23, 1844, to Saint Louis.



REGULAR NORTHERN LINE PACKET

WM. P. HIGHT, Master

Dan. M. Lean

Stillwater July 25 1869.

To Steamer Sucker State, Dr.

| MARKS | WEIGHT, AS FOLLOWS | WEIGHT | RATE | AMOUNT |
|----------|-----------------------|-----------------------|------------|-----------------|
| <i>X</i> | <i>2 Stuffs</i> | <i>4 Coil Linc</i> | | |
| <i>X</i> | <i>1 Glove</i> | <i>1 Boiler</i> | | |
| <i>X</i> | <i>2 m. Chests</i> | <i>1 Doc Box</i> | | |
| <i>X</i> | <i>3 Small Kegs</i> | <i>1 Barrel Flour</i> | | |
| <i>X</i> | <i>1 Bbl Pork</i> | <i>1/2 - Dapple</i> | | |
| <i>X</i> | <i>3 m. J. Bunch</i> | | | |
| <i>X</i> | <i>1 Coal fixture</i> | | | |
| | | | <i>Per</i> | <i>40 00</i> |
| | | | | <i>13 00</i> |
| | | | | <i>53 00</i> |
| | | | | <i>7.50</i> |
| | | | | <i>Clear 50</i> |

REGULAR
 Saint Louis & Saint Paul
 NORTHERN LINE PACKET
SUCKER STATE.
 CAPTAIN T. B. RHODES.

Mrs. Julia McDonald
Sidecut
Warren Co.
Pa

3-12-1260

Trip No. *2175*

SUCKER STATE. Side Wheeler of 524 tons. Built at Pittsburgh in 1860 for the Northern Line Packet Company. Her first captain was T.B. Rhodes and her captain during 1866-1869 was Wm.P.Hight. She burned and was abandoned in the Alton Slough in 1872. The cover and bill of lading are good examples of both handstamped and printed markings.

BENTON LINE.

JUN
1
1882

STEAMER BUTTE.

52



RECEIVED FROM *Joe Kipp*

In apparent good order and condition, on board the good Steamboat
and Barges,
the following articles, marked as below, which are to be delivered
without delay, in like good order (the dangers of navigation, fire,
explosion, bridges, and all known and unknown obstructions ex-
cepted, and with privilege of lightening, towing and re-shipping),
to *T. C. Power & Bro*

at *Fort Benton* on Levee or Wharf-Boat, he or they paying freight at the
rate of _____ and Charges _____

IN WITNESS WHEREOF, The Owner, Master, Clerk or Agent of said Steamboat has affixed to _____ Bills of Lading, all of this
tenor and date, one of which being accomplished, the others to stand void.

Dated at _____ this _____ day of _____ 18 _____

Printed & Published by the Benton Line, 215 Third Street, St. Louis.

| MARKS. | PACKAGES. | WEIGHT. |
|------------------------------|------------------------------------|---------|
| <i>T. C. Power & Bro</i> | 18 Bundles Sill Boards | |
| <i>Fort Benton</i> | 18 Cotton Beds " | |
| <i>STEAMER BUTTE</i> | 13 ² Bundles End Boards | |
| <i>JUN 1 1882</i> | 9 " Dash " | |
| <i>BENTON LINE</i> | 9 Jockey Boxes | |
| | 10 Seats | |
| | 1 Bundle Neck Yoke (9 yoke) | |
| | 8 " W Truss (18) | |
| | 5 " Springs (10) | |
| | 7 " " | |

STEAMER BUTTE was a sternwheeler built at Sewickley, Pennsylvania in 1879 for the Benton Line. She burned 12 miles above old Fort Peck, Montana, August 1, 1883. The bill of lading was sent to T. C. Power & Bros. at Fort Benton by Joseph Kipp the son of James Kipp the fur trader in charge of Fort Benton for many years. The only recorded marking of this steamboat.

ST. LOUIS and NEW ORLEANS
ANCHOR LINE.



ON BOARD

ST. LOUIS & NEW ORLEANS ANCHOR LINE

Steamer City of St. Louis

Cairo, Ill. Mar 20 1897

Dear Ellie this letter will have

ST. LOUIS AND NEW ORLEANS ANCHOR LINE.

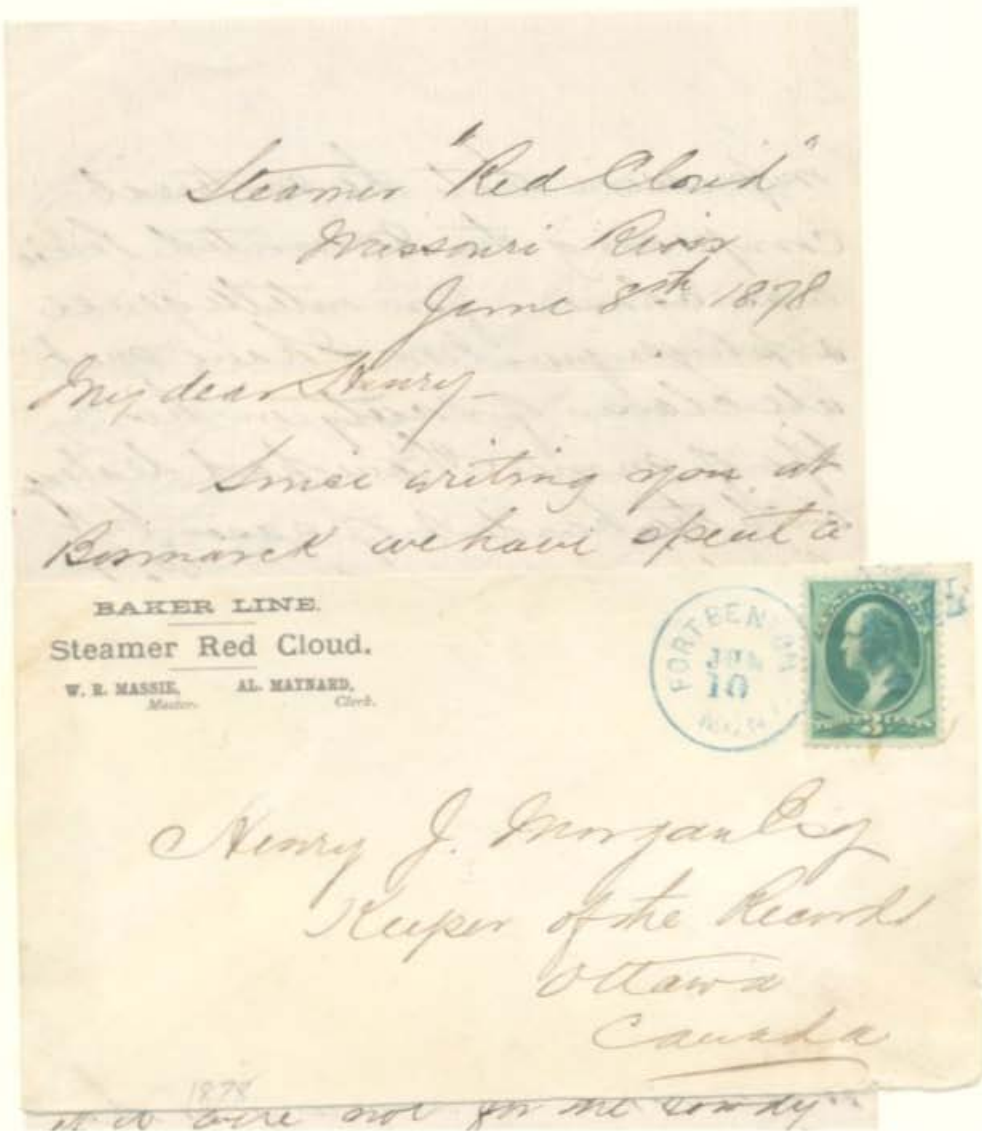
| | | |
|---|--|---|
| <p>WES. S. EDGELL, President.</p> <p>GEN. S. WEISSBACHER, Vice-Pres't & Gen'l Mgr.</p> <p>THEO. C. KOELER, Capt.</p> <p>JOHN GIRD, Gen'l Frt. Aft.</p> <p>CHAS. W. BERRYLEY, Gen'l. Pass. Ag't.</p> |  | <p>AGENTS.</p> <p>CHAS. CASSTY, CAIRO, ILL.</p> <p>E. T. KAVANAGH, MEMPHIS, TENN.</p> <p>I. J. DORRAN, Vicksburg, Miss.</p> <p>J. J. HAYES, Gen'l. Frt. Aft. Vicksburg, Miss.</p> <p>EDDIE PLATT, Passenger Ag't. Vicksburg, Miss.</p> <p>J. D. WOODS, NEW ORLEANS, LA.</p> |
|---|--|---|

COMPANY'S OFFICE AT ST. LOUIS.

.... ON WHARF BOAT FOOT OF CHESTNUT STREET

CITY OF ST. LOUIS. This was a large side-wheeler of about 300 feet in length. It was built at Jeffersonville, Indiana in 1883 for the Anchor Line. She caught fire and burned at Carondelet, Missouri in 1903. Her most notable passenger was President Wm. McKinley in 1901. Letter shown was written on board the boat and is addressed to Keokuk, Iowa.

UPPER MISSOURI RIVER



RED CLOUD. Letter written on board the Red Cloud June 8, 1878. The following is from this letter: "Our detachment numbers sixty six men (Canadian Mounted Police recruits enroute to Fort Walsh, Canada) and if it were not for the rowdy element, would be a happy family. I was under the impression that the material composing the Mounted Police was chosen for intelligence & physique. Now I have met all classes of society in this life...I have had dealings with the hardest of cases but I'll back some of our party as being the greatest of black-guards. Some are whiskey soaked bummers the scum of the back streets - others are puny decrepid creatures sending whom to this country is little short of murder...the majority are a splendid lot of fellows...a scout was taken on board this morning who had orders for us to stand at the Marias fifty miles below Fort Benton. From thence we have a march of 160 miles to Fort Walsh." He reports "Sitting Bull on the rampage". The cover was placed in the Post Office at Fort Benton on June 10th.

THE WESTERN MAILS

DISTANCES

FROM *St. Louis*
ST. LOUIS TO FORT BENTON.

| | | | | |
|------------------------------------|-----|--------------------------|-----|------|
| Jefferson City..... | 171 | North Missouri..... | 100 | 1020 |
| Donville..... | 58 | Grand River..... | 31 | 1721 |
| Glasgow..... | 32 | Leaver River..... | 85 | 1860 |
| Brunswick..... | 35 | Cannon Ball River..... | 30 | 1826 |
| Lexington..... | 75 | Fort Rice..... | 10 | 1846 |
| Kansas City..... | 82 | Hart River..... | 50 | 1826 |
| Leavenworth City..... | 29 | Old Fort Clark..... | 65 | 1861 |
| Alchison..... | 37 | Fort Barthold..... | 50 | 2020 |
| St. Joseph..... | 33 | Little Missouri..... | 30 | 2050 |
| Nebraska City..... | 175 | White Earth River..... | 85 | 2135 |
| Council Bluffs..... | 53 | North Yellowstone..... | 125 | 2250 |
| Omaha..... | 14 | Fort Union..... | 5 | 2275 |
| Flourco..... | 15 | Milk River..... | 350 | 2625 |
| Little Sioux River..... | 72 | Donal Dale..... | 135 | 2760 |
| Sioux City..... | 116 | Douglas's Rapids..... | 132 | 2912 |
| Yernonison River..... | 140 | North Maria..... | 218 | 3130 |
| Jans's River..... | 47 | Fort Benton..... | 45 | 3175 |
| Yacdon..... | 104 | From Fort Benton to | | |
| Bonhomme Island..... | 16 | Silver City..... | 150 | |
| North Nebraska..... | 22 | Prickly Pear..... | 170 | |
| Yanclow Agency..... | 32 | Last Chance..... | 171 | |
| Fort Randall..... | 14 | Deer Lodge City..... | 180 | |
| White River..... | 106 | Deer Lodge Diggings..... | 210 | |
| Crow Creek or Usher's Landing..... | 94 | Virginia City..... | 210 | |
| Fort Sully..... | 45 | Bannock City..... | 260 | |
| Fort Pierre..... | 5 | Gallatin..... | 260 | |
| Big Choyano..... | 55 | Donnan..... | 251 | |

For FORT BENTON and the GOLD MINES of MONTANA,

Helena,  Fort Benton,
Virginia City, Bannock City.

THE FAST AND LIGHT DRAUGHT PASSENGER STEAMER,
LILLIE MARTIN

H. R. PATTERSON, Master. M. H. CRAPSTER, Clerk.
Will Leave St. Louis

ON SATURDAY, APRIL 21st, AT FOUR O'CLOCK, P. M.

FOR FREIGHT OR PASSAGE, APPLY ON BOARD, OR TO
BOYD & SYLVESTER, Agents, 74 Commercial Street.

R. & T. A. Keith, Stationers and Printers, 15 Olive Street, St. Louis

HELENA. Sternwheel steamboat built at California, Pa., in 1878, for the Benton Block P Line. A large mountain boat 194' x 33' with a 4.5' draft. Served 10 years in the Fort Benton - St. Louis trade on the Missouri River. Snagged and wrecked at Bonhomme Island October 23, 1891. Only known marking of the HELENA - Aug. 21, 1882. The mileage between St. Louis and Fort Benton shown above, is from the advertising card of the steamboat LILLIE MARTIN. The handstamp of the HELENA is on reverse of cover.



UPPER MISSOURI RIVER



FAR WEST See other cover in this exhibit for this boat. Cover was postmarked at Fort Buford, Dakota Territory on June 7, 1881.



KEY WEST. Stern-wheeler of about 422 tons. Built at Pittsburgh in 1871 for the Coulson Line. Operated on the Upper Missouri until 1882 when she was sold and her name changed to NEW IBERIA. Cover was postmarked at Yankton, Dakota Territory on October 17th in the 1870's.

The Estate of B. F. Butler
 In yet with Charles H. Nettson.

1840

| | | |
|--------|--|-----------|
| May 9 | To H. & W. Kenyon (Trusted receipt) | \$462.30 |
| June 6 | Subst on acct for m. 52 ⁰⁰ & 10 ⁰⁰ | 28.23 |
| | Acct of County Treas for | |
| | By W. Kenyon Treasurer | 28.67 |
| | W. Kenyon Collector | 29.56 |
| | L. B. F. Kappel | 32.12 |
| | William Brown | 18.62 |
| | W. Cary Thompson | 25.24 |
| | Walter McConsum | 50.00 |
| | John James | 115.36 |
| | The Cash for est. J. State | 1381.29 |
| | | \$2293.11 |
| Jan 6 | By my acct due this day | \$2293.11 |

H. McKenzie Esq
 Saint Louis.

Saint Peter
 Aug 6. 1841.

for

That Mr. Nettson you will receive fifteen hundred and eighty two dollars being amt due on my note to Mr. Walker, as shown per acct above. Mr. Nettson is fully authorized to receipt the acct as soon as they note is handed to him

Very Respectfully
 Yours Ob. Servant
 Norman W. Nettson

53 MISSOURI RIVER PACKET.


 Steamer Black Hills.

T. B. BURLEIGH, Master.

4886

Received from Steamer "Black Hills"
 the sum of Twelve (12) Dollars - Labor
 on Damaged Corn

George W. Morris

MARK ALL GOODS
 "BENTON P LINE,"
 Care N. F. & S. St. Paul, Minn.
 Steamer BLACK HILLS,
 Capt. F. Wagner. Jas. H. Hanson,
 Master. Clerk.

Cottlander's Island.
 July 23^d 84.

Steamer "Black Hills" took two (2)
 Cords Wood at four dollars (\$4.00) per
 Cord. Dickford. J. W. Mau Clerk
 40⁰⁰

BLACK HILLS. Stern-wheeler of about 350 tons built at California, Pa. in 1877 for the Block P. Line. Operated on the Upper Missouri until she was crushed in the ice at Bismarck, Dakota Territory on March 28, 1884.

Cover shown was used as a receipt for wood by the clerk of the Black Hills.

UPPER MISSISSIPPI RIVER



GREY EAGLE.

See other cover
in this exhibit
for details of
this boat.



WAR EAGLE

WAR EAGLE. Side-wheeler of 296 tons. Built at Cincinnati in 1854 for the Minnesota Packet Company. Except for one trip to the Tennessee River, during the Civil War, she operated on the Upper Mississippi. She was destroyed by fire at La Crosse in 1870. Cover shown was used about 1854.

THE WESTERN MAILS

Benton P Line.

Missouri River Passenger Steamers
 Saturday Mail
 Ft. Benton, Montana

Pass *Dr. H. Franklin Taylor*
 Supt. *W. M. Perkins* Rk
 During the year 1881, unless revoked.
Dr. H. Charles
 Supt

No. 241

BENTON P LINE.

MISSOURI RIVER PASSENGER STEAMERS

Steamers.
 BENTON.
 HELENA.
 BUTTE.

FROM
 SIOUX CITY
 TO
 Fort Benton.



General Office,
 28 Market St., Chicago.
 T. C. POWERS,
 Manager.
 J. C. BARR,
 General Agent.

CONNECTING WITH
 Benton & Helena
 STAGE LINE,
 To All Points in

MONTANA AND BRITISH N.-W. TERRITORY.

IF NOT CALLED FOR, RETURN TO
J. C. BARR,
 General Agent
BENTON P LINE
 MISSOURI RIVER STEAMERS,
 Bismarck, D. T.

RETURNED TO WRITER

SEP 20 1880
 DAK.

Mrs Mary Lyda

dead man's





ASK FOR TICKETS OVER

BENTON LINE

TO

MONTANA,

PECK LINE

TO

BLACK HILLS

The ONLY LINES over which THROUGH TICKETS are sold, and running boats on regular advertised days.

CARRYING U. S. MAIL.

NO DELAYS! SURE CONNECTIONS!

TICKETS FOR SALE

CHICAGO:

C. & N. W. E. Ticket Office.
Illinois Central E. E. Ticket Office.

ST. LOUIS:

Leitch V. L. Ticket and Ticket Office.
Chicago, Burlington & Quincy E. E. Ticket Office.
Illinois Central Ticket Office.

ST. PAUL:

Southern Pacific E. E. Office.

T. C. POWER & CO., Helena, Montana Territory.

DISTANCES ON MISSOURI RIVER

From SIOUX CITY to

| | | | |
|------------|-----|----------------------|-------|
| Yankton | 140 | Mouth of Yellowstone | 1,120 |
| St. Pierre | 400 | St. Pierre | 1,000 |
| Bismarck | 500 | | |

DISTANCES ON YELLOWSTONE RIVER

From FORT BUREAU to

| | | | |
|--------------|--------|-----------------|--------|
| Gardiner | 140 | Bozeman | 27 274 |
| Powder River | 80 250 | Big Horn | 74 244 |
| Fort Keogh | 27 207 | Little Big Horn | 50 236 |

OVERLAND DISTANCES

From FORT BENTON to

| | | | |
|-----------------------|-----|----------------------------------|-----|
| St. Mary and Ft. Rice | 60 | Philipsburg | 240 |
| Helena | 140 | Monte's Crossing, Simons's Ferry | 70 |
| Shoofly | 170 | Fort Yellowstone | 90 |
| Shawnee City | 210 | Blackfoot Agency | 140 |
| Deer Lodge | 240 | Fort Wadsworth | 140 |
| Bottle City | 260 | Cypress Mountain, J. H. A. | 180 |
| Minnehaha | 280 | Fort McLeod | 220 |
| Bozeman | 340 | Fort Union | 420 |
| Virginia City | 360 | | |

DISTANCES FROM FORT PIERRE

(BLACK HILLS LANDINGS.)

| | | | |
|-------------|-----|--------------|-----|
| Rapid City | 100 | Dandwood | 140 |
| Fort Meade | 100 | Rockford | 130 |
| Veriga City | 140 | Central City | 120 |
| Rockville | 150 | Lead City | 130 |
| Cook City | 150 | Canon City | 190 |

Stages leave BENTON for MARIANA daily.
Stages leave FT. PIERRE for BLACK HILLS daily.



SEXTON, C. C. OFFICE, HELENA, YELLOW PEEK, BUTTE, NEW PIERRE, SPOFFORD, FORT PIERRE, BENTON, ST. PIERRE, S. T. DISTRICT.

CARRYING U. S. MAIL.



And having secured the privilege of all Government contracts on the Missouri River and Yellowstone Rivers, will have a boat launch

SIOUX CITY and YANKTON TWICE WEEKLY
FT. PIERRE and BLACK HILLS LANDING

And a boat from SIOUX CITY and BISMARCK every Saturday for

FORT BENTON AND ALL POINTS IN MONTANA,
And our best every Wednesday from

BISMARCK TO ALL POINTS IN THE YELLOWSTONE.

Having first class overland connections, leave through Falls Landing and through Tickets from Eastern points.

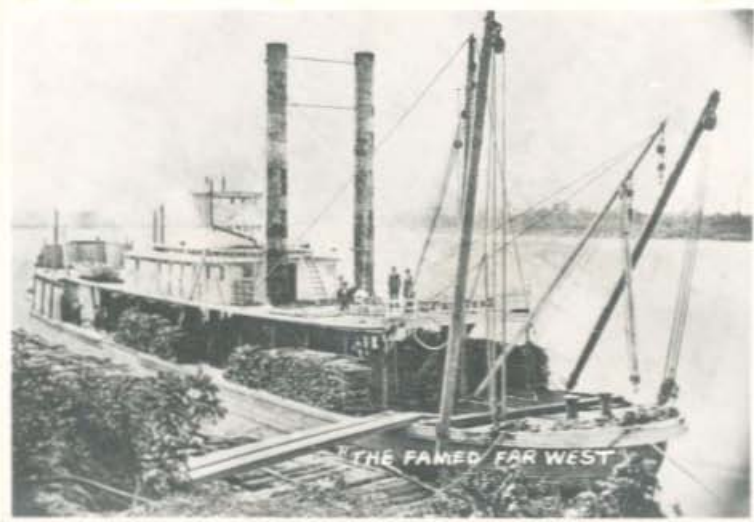
T. C. POWER,
Manager Benton Line,
192 N. Wabash St., CHICAGO.

H. C. AKIN,
Manager Peck Line,
SIOUX CITY.

JOS. LEIGHTON,
Manager Yellowstone Line,
414 Third St., ST. PIERRE.

THE J. M. W. COMPANY, 414 CHICAGO & MILWAUKEE STS., CHICAGO.

THE WESTERN MAILS



MISSOURI RIVER

FAR WEST. Probably the most famous of all western steamboats. It was a stern-wheeler built at Pittsburgh, Pa. in 1870 by Captain S. B. Coulson for the Missouri River trade. During the Indian troubles in the 1870's she was chartered by the U.S. Army to haul troops and supplies up the Missouri to the Dakota and Montana Territories. Under Captain Grant Marsh she brought out the wounded, following the Custer Massacre, which is known to history as the Battle of the Little Big Horn. Her 710 miles passage from the Little Big Horn River, into the Big Horn, Yellowstone and Missouri Rivers, was made in the record breaking time of 54 hours. She brought the first news of the disaster to Fort Abraham Lincoln on July 5, 1876.

The cover shown is postmarked at Bismarck, Dakota Territory on July 11, 1882. The letter contained is from the Purser of the Far West in regards to wood taken on at one of the wooding points along the river.



Baker Line. STEAMER RED CLOUD,

JAMES SMITH, Master. AL. MAYNARD, Clerk.



B. P. Bradley & Co., 111 N. State Street, St. Louis.

Shipped, IN APPARENT GOOD ORDER AND CONDITION, BY

J. G. Grovey
 On account and risk of whom it may concern, on board the good Steamboat
 RED CLOUD. the following articles, marked and numbered as below,
 which are to be delivered, without delay, in like good order and condition, at

Chicago Ill on Levee or wharfboat, (unavoidable
 dangers of the river, fire, explosion and collision, with privilege of lighting,
 towing, re-shipping and storing.) unto *J. H. W. Bos Kowitz*
246 Lake St or assigns, he or they

paying freight for said goods at the rate of *One and a half through*
to Chicago

IN WITNESS WHEREOF, the Owner, Master, or Clerk of said Steamboat hath affirmed to
 tenor and date, one of which being accomplished the other to stand void. ³ Bills of Lading, all of this

Dated at *Burlington* this *17* day of *July* 187 *7*

MARKS.

ARTICLES.

WRIGHT.

*G
 Grovey and Co*

| | | |
|------------|----------------------------|--------------|
| <i>558</i> | <i>Dry Hides</i> | <i>14566</i> |
| <i>152</i> | <i>Bales Buffalo Robes</i> | <i>15300</i> |
| <i>2</i> | <i>" Red Calf</i> | <i>270</i> |
| <i>5</i> | <i>" Wolf Skins</i> | <i>514</i> |
| <i>11</i> | <i>" Beaver</i> | <i>1636</i> |
| <i>16</i> | <i>" Elk</i> | <i>1719</i> |
| <i>27</i> | <i>" Antelope</i> | <i>1978</i> |
| <i>31</i> | <i>" Deer</i> | <i>2694</i> |
| <i>1</i> | <i>" Mixed Furs</i> | <i>125</i> |

Al. Maynard
38802[#]



NELLIE PECK. Stern-wheeler of about 350 tons. Built at Brownsville, Pa. in 1871 and was still operating as late a 1892. She was owned by Durfee & Peck and her first Captain was the well known Grant Marsh of FAR WEST fame. In 1872 she ran a race with the FAR WEST from Sioux City to Fort Benton and return, 2800 miles, and lost by three hours.

SIoux CITY AND MONTANA PACKET.
N.W.T. Co.

GRANT MARSH, Master.
Clerk.

Wm. G. Jones & 1872

Mr. Wm. G. Jones

Trip No. *6*
Pro. No. *82*

To Steamer **NELLIE PECK, Jr.**

Wichita, Turner & Higgins, City and Second Streets, St. Louis

| MARKS. | For Freight on | Weight. | Rate. | Amount. |
|-----------|---|---------|-------|---------|
| <i>3</i> | <i>3 Bales Buffalo Hides</i> | | | |
| <i>3</i> | <i>do Beaver Hides</i> | | | |
| <i>1</i> | <i>do Wool</i> | | | |
| <i>28</i> | <i>do Wolf Hides</i> | | | |
| <i>1</i> | <i>do Mixed Hides</i> | | | |
| | <i>head bays</i> | | | |
| | <i>at the rate of 75¢ per lb for 2820</i> | | | |

HILL, GRIGGS & Co.'S RED RIVER LINE.

Barber & W. S.

Cex

1871

Winnipeg to STEAMER SELKIRK, Dr.

St. Paul Pioneer Print
MARKS.

For Freight and Charges as per Bill Lading.

Boat's Freight.

Back Charges.

TOTAL.

| | | | |
|----------------|-------|------|------|
| 11 Cases Shoes | 44.65 | 1374 | 5839 |
|----------------|-------|------|------|

U.S. Insp.

Paul J. Dickerson
Agent

5889

Trip No.

16

FOR ST. LOUIS, KANSAS CITY, OMAHA, SIOUX CITY, FORT BENTON AND THE GOLD MINES.

Capt. JOE P. DUNLEVY.

St. Paul, Minn. Dec 25 1872

M. Carney & Co

To Steamer **ESPERANZA**, Dr.

MARKS.

To Freight on

| | |
|---------------------------|--------|
| 254 Bales poles & pellets | 124.00 |
| 1 Bbl.桐油 | 50 |
| 22 Skins 1 Bale | 50 |
| | 128.00 |

Received Payment,

M. J. Carney Clerk.

OHIO RIVER



THE KEEL-BOAT.

JIM CROW. Keel boat on the Ohio River September 27, 1830. One of the early forms of river transportation was the Keel boat which was pushed up the river by man power using long poles as pictured here. Bill of lading shown is for one box of hats from Portsmouth to West Union, Ohio.



IN GOOD ORDER AND WELL CONDITIONED BY

~~Wm. K.~~ K. LODWICK, ~~1830.~~

on account and risk of *owners*
on board the good *Keel* Boat, called the *Jim Crow*

owned by

whereof is master for the present voyage
now lying in the Ohio River, and bound for

Manchester
John W. Blair
West Union
1 Box Hats

TO SAY:

Being marked as per margin, and are to be delivered, without delay, in like good order and well conditioned, at the aforesaid port of *Manchester* (the unavoidable dangers of the river only excepted) unto *John Fisher* or to his assigns, he or they to pay freight for the said goods ~~at the rate of~~ *paid by the Shipper*

IN WITNESS WHEREOF, The Owner, Master, or Clerk, of the said *Keel* Boat, hath affirmed to *two* bills of lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Portsmouth, *Sept. 27* 1830

USE
Dr. Harter's Iron Tonic

— FOR —
GENERAL DEBILITY AND FEMALE DISEASES.

STANDARD HOUSEHOLD REMEDIES!

Dr. Harter's Family Medicines

Are prepared with great care, expressly
 for family use, and are so admirably
 calculated to preserve health
 and remove disease, that
 no family should be
 without them.

THEY CONSIST OF

Fever and Ague Specific,
 Liver Pills,
 German Vermifuge Candy,
 Lung Balm,
 Bee-Tonic,

Dr. Harter's

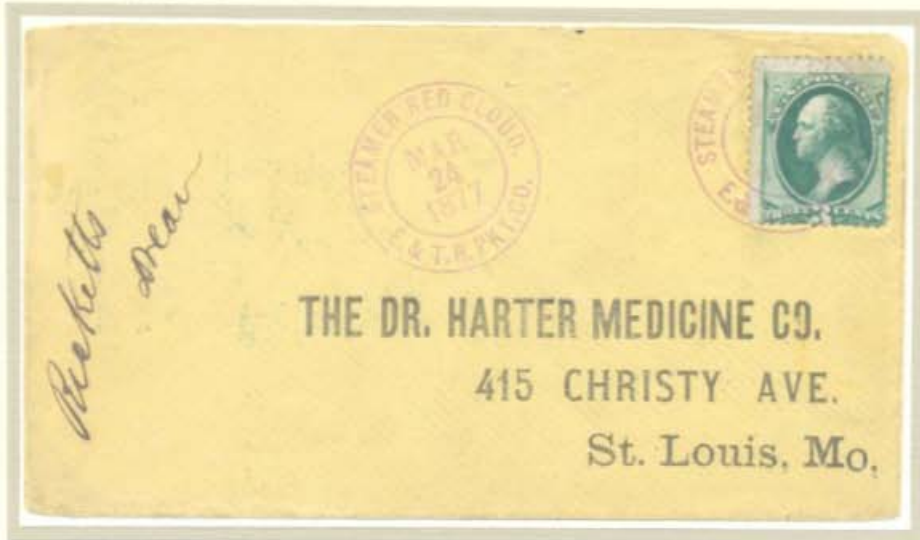
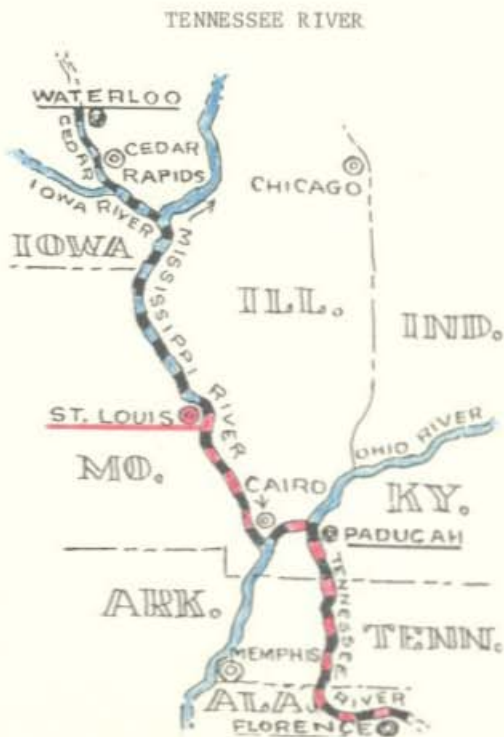
Cholera Drops,
 Liniment and
 Cherry Balm.

ALL THE ABOVE MEDICINES ARE MANUFACTURED BY

THE DR. HARTER MEDICINE

415 Christy Ave.,

St. Louis, Mo.



RED CLOUD. Stern-wheeler of about 400 tons, Built at Jeffersonville, Ind. in 1873 for the EVANSVILLE & TENNESSEE RIVER PACKET COMPANY. In 1877 she was sold to I.G. Baker for the Missouri River trade. On July 11, 1882 she hit a snag above Fort Oeck, Montana Territory and sank. See other cover in this exhibit.

OFFICE OF

Str. Phil. Scheckel,

Chippewa River Packet.

CAPT. PHIL. SCHECKEL,
CLERK, J. V. R. LYMAN.

Aug 15 1878.

Dear Aunt
Your kind letter
received yesterday. We are
only making 1 or 2 trips a
week now as Chippewa is
very low. It was just
sent out as to be a week



PHIL. SCHECKEL. A small local packet, of 90 tons or less, operating in the Chippewa River trade between Reeds Landing & Eau Claire, Wis. Owned and operated by Captain Phil. Scheckel. Letter states: "We are only making 1 or 2 trips a week now as Chippewa is very low." It is signed "John" who is probably the clerk of the boat - J.V.R. Lyman Postmarked at Reeds Landing on the Mississippi August 15, 1878.



The design above is printed in violet on the reverse of this cover.



SPREAD EAGLE. Side-wheeler built at Madison, Indiana in 1873 for the Eagle Packet Company of Saint Louis. She operated in the Mississippi and Illinois River trade. In 1881 she was dismantled and her engines and boilers were put in a new boat of the same name.

Cover originated at Peoria on the Illinois River and is addressed to the Clerk of the Spread Eagle at Alton on the Mississippi in the 1870's.

UPPER MISSISSIPPI RIVER



KEY CITY. Side-wheeler of 359 tons. Built at Cincinnati in 1857 for the Minnesota Packet Company. She was abandoned in 1870. The cover was postmarked at Dubuque, Iowa on April 19, 1857.



NORTHERN LIGHT. Side-wheeler of 414 tons. Built at Madison, Ind. in 1857 for the Minnesota Packet Company. She struck packed ice, in Coon Slough in 1866, and sank within several minutes. The cover was postmarked at Prairie du Chien in 1860.

MISSISSIPPI RIVER



COLUMBIA. Stern-wheeler built at Clinton, Iowa in 1897 for C.H.Young. Took part in the river parade for President Theodore Roosevelt in 1907. Met a tragic end on July 5, 1918 when she hit a snag and sank with a loss of over 80 lives.

Letter is addressed to C.H.King the Captain of the COLUMBIA.

SPECIAL ATTENTION TO PURCHASERS OF STEAMBOATS, YACHTS AND BARGES.

SPECIAL ATTENTION TO PURCHASERS OF STEAMBOATS, YACHTS AND BARGES.

ESTABLISHED IN 1870

COLUMBIA PACKET COMPANY

HUNTER BEN JENKINS,
GEN. FRGT. AND PASS. AGENT.

JENKINS' WESTERN STEAMBOAT AGENCY



IF NOT DELIVERED IN 5 DAYS, RETURN TO
COLUMBIA PACKET CO.,
HUNTER BEN JENKINS,
442-444 Pitt. and Park Street,
ST. LOUIS, MO.



You
Tom
I
acc
boos
des
ment



Capt C. H. King
Columbia Packet Co
Clinton
Iowa

Personal

SAM. VAN SANT, Pres.
Winona, Minn.

WALTER BLAIR, Secy and Treas.
Des Moines, Iowa.



LE CLAIRE
Navigation Company.

RAFTS RUN WITH DESPATCH,

OR

HARBORED AT REASONABLE PRICES.

STRS. { LAST CHANGE,
J. W. MILLS,
TEN BROECK.

WINONA, MINN.,

Apr 16th 1887

Miss W. G. Young & Co
Clinton Mo

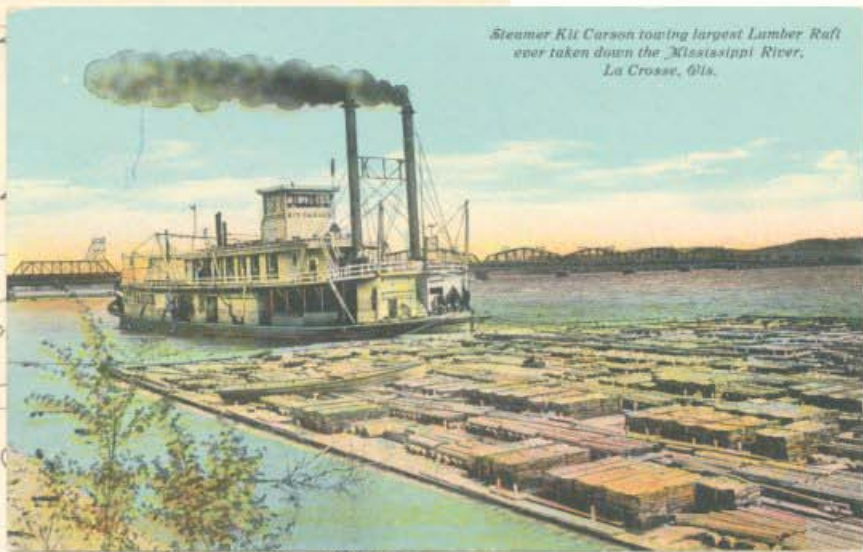
Yours - I saw

ted a raft of
day but she
coming very
I think that
or two or more
if so we will
ture - As I
a former le
like to do
while water
like there would be a nice
stage of water for some
time - Water here about on
a stand -

Respectfully
Sam Van Sant

KIT CARSON. A large stern-wheel steamer built at Stillwater, Minnesota in 1880 for the Burlington Lumber Company. Dismantled in 1915.

Steamboat rafting on the Mississippi river during the last two decades of the 19th century was big business. As much as 600 million feet of lumber and logs was brought down in one season.



Steamer Kit Carson towing largest Lumber Raft ever taken down the Mississippi River. La Crosse, Wis.

The letter shown was written by Sam. Van Sant the president of the Le Claire Navigation Company and a two term Governor of Minnesota.

Note the three raft-boats listed on the letter sheet: LAST CHANGE - J.W.MILLS & TEN BROECK.

4-20-m2

WABASHA, MINN.

HEERMAN'S CHIPPEWA RIVER LINE.



Leaves Reeds and Wabasha for Durand, Eau Claire and intermediate points, every evening, arriving at Eau Claire next morning at 8 o'clock.

THE FIRST-CLASS PACKETS

MINNIETTA AND UNION, Light Draft Boats,

Each drawing but 14 inches of water, are on this line. Being light and new, this affords better means of transportation for freight and passengers than any other line. Fare and freights as low as ever given before.

These boats run in connection with the North Western Union Packet Company.
E. E. HEERMAN.

CHIPPEWA RIVER

HEERMAN'S STEAMBOAT LINE. Operating a line of small steamboats in the Chippewa River trade between Reeds Landing and Eau Claire, Wisconsin. The cover shown names three of the boats in the line - MINNIETTA - IOWA CITY - IDA CAMPBELL - as well as the UNION. See Wabasha Herald add of April 20, 1871.

These boats also pushed rafts of logs down the Mississippi River to Saint Louis when not on the Chippewa run.

They were small boats under 90 tons and probably not over 130 feet in length.

HEERMAN'S

Steamboat Line!

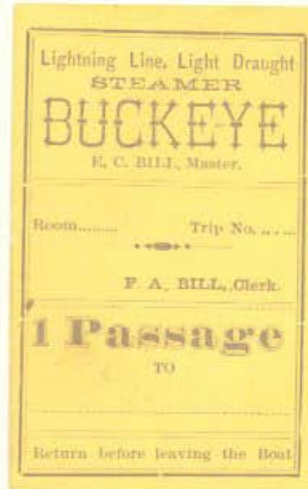
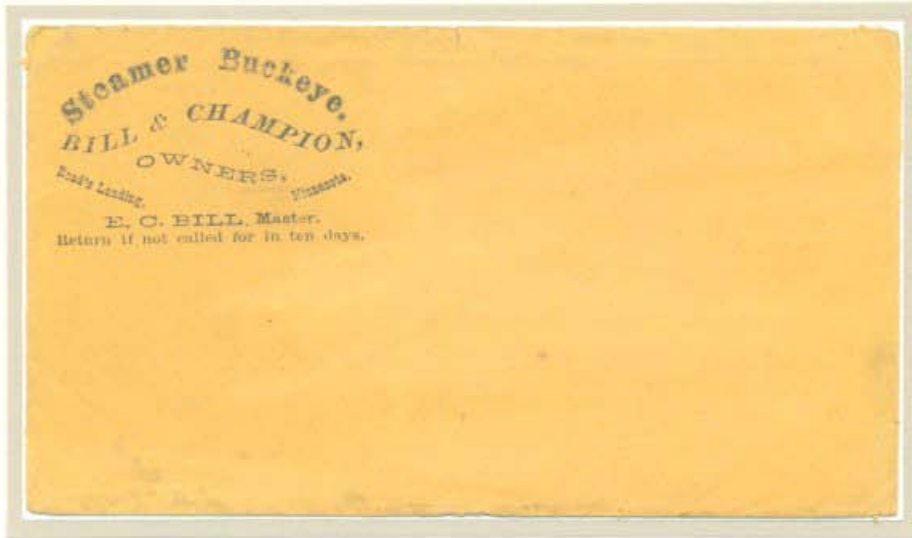
MINNIETTA,
IDA CAMPBELL,
IOWA CITY.

Rafts delivered at any point between
Reed's Landing and St. Louis.



*Mrs E J Merrill
Hastings
Minn*

CHIPPEWA RIVER



BUCKEYE. Side-wheeler of 69 tons. Built at Reeds Landing, Minn. in 1868. She operated on the Chippewa, St. Croix and Minnesota Rivers with her home port at Reeds Landing. Bill & Champion also owned the Steamboat CHAMPION. The BUCKEYE was abandoned in 1890.



St Paul Sept 28 1868.
W. C. S. Miller

To Stm'r **CHIPPEWA FALLS** Pa.
Capt. LOUIS FULTON.

| MARKS. | TO FREIGHT ON | | |
|------------------------------|-----------------------------|-----------------------|-------------|
| <i>C. M. Man St Paul</i> | <i>1 Bat Goods Chgs</i> | <i>184 368</i> | <i>5.52</i> |
| Received Payment. | | <i>McGowan</i> Clerk. | |

CHIPPEWA FALLS. Stern-wheeler of 93 tons. Built at Monongahela, Pa. in 1857. Abandoned in 1868.

MINNESOTA



REEDS LANDING, located on the south end of Lake Pepin, on the Mississippi across from the mouth of the Chippewa river, in Wabasha County, Minnesota. Post Office was established in 1850. Cover postmarked **REEDS LANDING, MIN. FEB. 9 1887**, to Lincoln, Illinois.

THE WESTERN MAILS





*Steamer Cape Girardeau
landed at Wittenberg Mo-
Capt Pryke standing
on the log-center of future*



*Capt Joe Mc Collough -
one of the pilots on the
Cape Girardeau - and
one of the oldest pilots
on the river -*



Steamer "Cape Girardeau".

CAPE GIRARDEAU

A large sternwheeler, built at Madison, Ind. in 1899. It sank in 1910. Picture post card is postmarked at Cape Girardeau, Missouri October 11, 1908 as illustrated above.



UPPER MISSISSIPPI

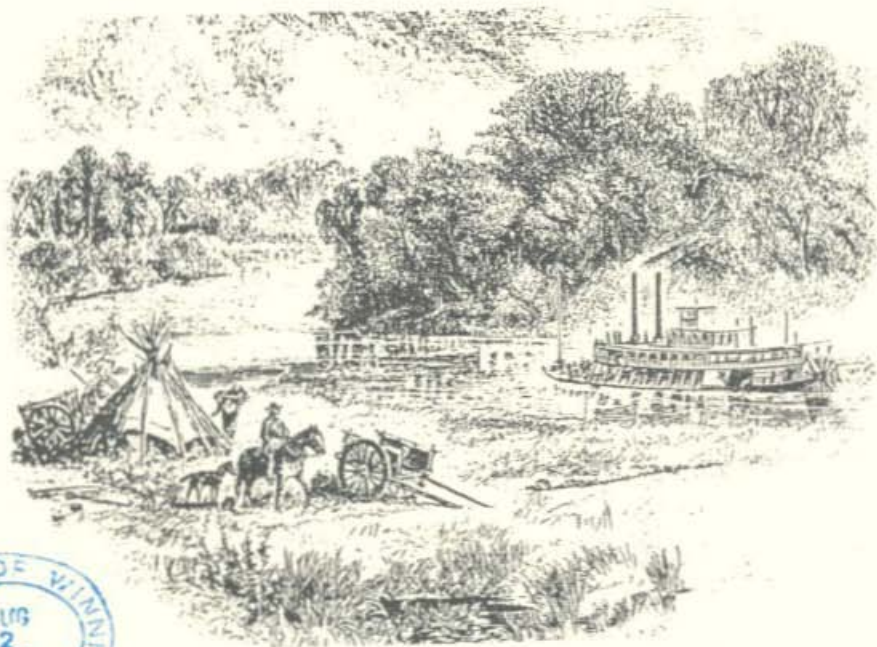


SMITH & BROTHERS



DUBUQUE. Side-wheeler of 168 tons. Built at Elizabethtown, Pa. in 1847 for the Saint Louis, Galena and Dubuque trade. She sank at Mandy's Landing in 1855. Cover is a bill of lading dated at Saint Louis on September 29, 1851. It was carried outside the mails by the DUBUQUE.





RED RIVER, DAKOTA



CITY OF WINNIPEG. Built on the Ohio River in 1875 and then knocked down and transported by railroad to Moorhead, Minnesota where she was rebuilt and named the MINNESOTA. She was put in the Red River Trade, with her sister boat the MANITOBA, and operated for the Merchants International Steamboat Company.

In 1878 she was sold to the Canadians and her name was changed to the CITY OF WINNIPEG operating for the Winnipeg & Western Transportation Company. She sank while crossing Lake Winnipeg with a load of lumber.



MISSISSIPPI RIVER

1866 *Atlantic and Mississippi Steamship Company* 1867



UNITED STATES MAIL LINE

LUMINARY

BEN. P. TABER, Master. JOHN W. ECKLEY, Cdr.

WILL LEAVE FOR SAINT LOUIS.

For Freight or Passage apply on Board or at the Co.'s Office.

DISTANCES FROM
NEW ORLEANS TO ST. LOUIS.

| up down | | up down | |
|----------------|----------|------------------|----------|
| New Orleans | 1278 | Greenville | 547 731 |
| Carrollton | 7 1271 | Columbia | 507 731 |
| Red Church | 20 1255 | Gaines & Gentry | 575 703 |
| College | 30 1245 | Bohler | 465 673 |
| Convent | 42 1233 | Sanderson | 620 628 |
| Dunblainville | 78 1197 | Mrs. White R. | 645 633 |
| Plaquemine | 110 1165 | Helena | 728 550 |
| Baton Rouge | 120 1155 | Mrs. St. P. K. | 729 540 |
| Port Hudson | 153 1122 | Commerce | 790 498 |
| Waterloo | 170 1105 | Mass. Line | 790 492 |
| Bayou Vera | 185 1112 | Memphis | 819 460 |
| Mouth Red R. | 205 1073 | Randolph | 878 400 |
| La & Miss Line | 207 1051 | Ashport | 938 330 |
| Fort Adams | 217 1041 | Hale's Point | 938 330 |
| Natchez | 277 981 | Arkansas Line | 944 323 |
| Rodney | 327 931 | Point Plaquemine | 951 273 |
| St. Jo | 347 911 | Tenn. Line | 1008 200 |
| Grand Gulf | 349 909 | New Madrid | 1060 273 |
| Hard Times | 345 913 | Hickman | 1060 273 |
| New Carthage | 384 874 | Columbus | 1072 221 |
| Warrenton | 390 868 | Carroll | 1077 201 |
| Vicksburg | 401 857 | Commerce | 1112 160 |
| Mrs. Yazoo | 414 844 | St. George | 1125 151 |
| Miliken's Bl. | 427 831 | Tower Rock | 1132 126 |
| L. Providence | 477 801 | Chesler | 1193 85 |
| Skipwith's L. | 487 791 | Mrs. Gentry | 1213 65 |
| Louisiana Line | 498 780 | Jefferson Bls | 1228 50 |
| Clinton | 500 778 | Saint Louis | 1278 |
| Grand Lake | 501 777 | | |



BREMER
1864
LUMINARY

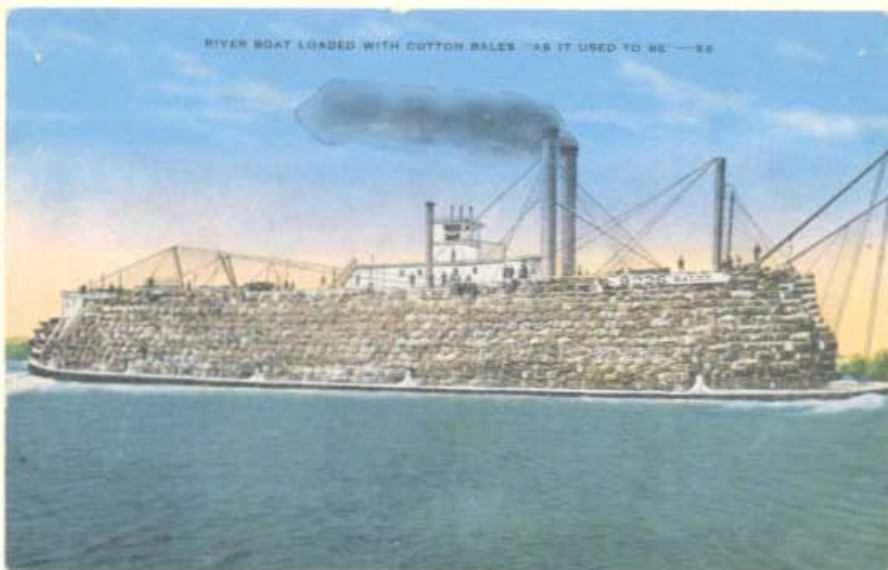
Received April 28 1864

STEAM

Mrs Sarah S. Smith
Coopers works
Tullahoma County
Tenn



LUMINARY. Side-wheeler of 646 tons. Built at Cincinnati in 1863 for the Atlantic and Mississippi Steamship Company. Took part in the siege of Vicksburg during the Civil War and was almost captured by the Confederates. After the war she operated in the Saint Louis-New Orleans trade until she was snagged 10 miles below Helena, Arkansas on December 18, 1869.

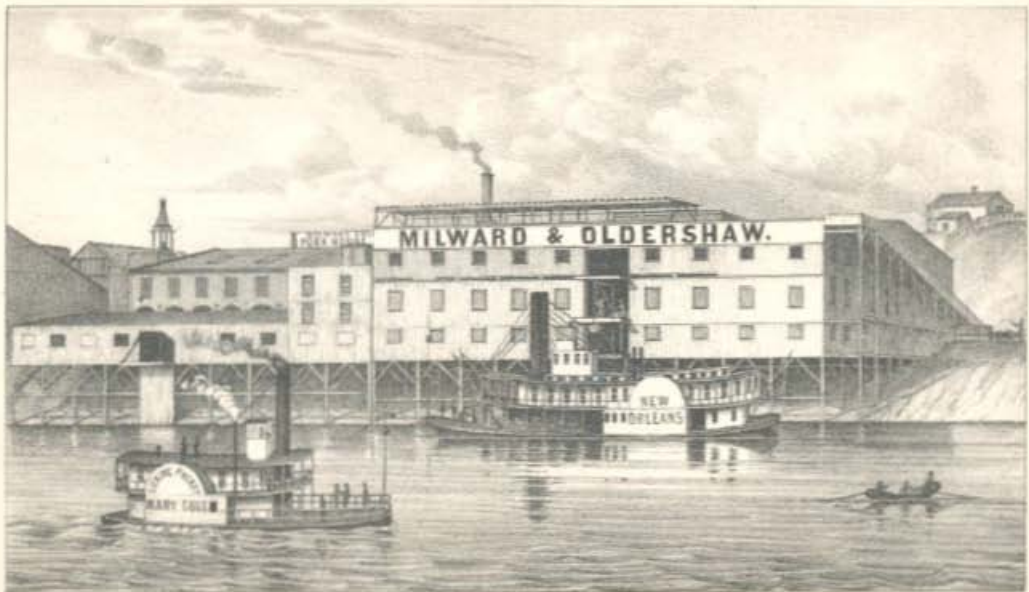


THOMPSON DEAN Sidewheeler built at Cincinnati in 1872 and was dismantled in 1882 with her cabin and machinery going to the newly built WILL S.HAYS. Operated in the Ohio and Mississippi trade.

She once carried a load of 5,000 bales of cotton, 10,000 sacks of cotton seed and 2,000 bushels of coal. Each bale of cotton was 5 ft long, 3 ft wide and weighed 500 pounds. Each sack of seed was about the size of a sack of flour and weighed 120 pounds. The bales were stacked 12 tiers high with the river being visible only from the top deck and the pilot house. She must have looked very similar to the picture post card shown above.



RED RIVER



Reynolds & Co. Lithography, N.Y.



P. DALMAU. Operated in the New Orleans - Red River trade during the 1850's. Cover was carried from Alexandria May 27th to New Orleans where it entered the mails on May 31, 1852.

THE WESTERN MAILS



AMARANTH. This was a sidewheeler of 293 tons, built at Saint Louis in 1846. Operated on the upper and lower Mississippi as well as the lower Missouri. Lost in 1852. Cover used November 9, 1849, probably from New Orleans to Saint Louis, where it entered the mails as per the STEAM 10 marking.

DUB & ST PAUL R. MAIL SEP 22 - no year date but letter was dated 1869. A rare route agent marking of DUBUQUE & ST. PAUL RIVER MAIL. See Civil War letters of W. D. Hale in Risvold collection.



ON BOARD

Northern Line Packet Co's

STR. MINNESOTA

JAS. WARD, MASTER.

D. V. DAWLEY, CLERK.

Tuesday, July 12th 1870.

My darling Brother -

You will probably not object to knowing where we are to be. Listen awhile and I will tell you in the fewest words possible.

we are on the river and from our stay in Dubuque, but to you see and would

friends that we a paper with this, we came to the conclusion

MINNESOTA. Side-wheeler of 482 tons. Built at Wheeling, West Virginia in 1866 for the Northern Line Packet Company. Lost in 1886.

The cover shown was post-marked at Dubuque, Iowa on July 14, 1870.



The letter shown above describes a trip up river from Saint Louis to Dubuque and was written on board the boat July 12, 1870. The following is from the letter: "We are landed on a rock in the rapids above Davenport...left St. Louis on the steamer TOM JASPER, reached Keokuk Sunday night." Here they changed to a smaller boat to take them over the Keokuk rapids, because of low water, and then they were transferred to the MINNESOTA at Nauvoo, Illinois.

THE WESTERN MAILS



GREAT LAKES STEAMBOAT MAIL

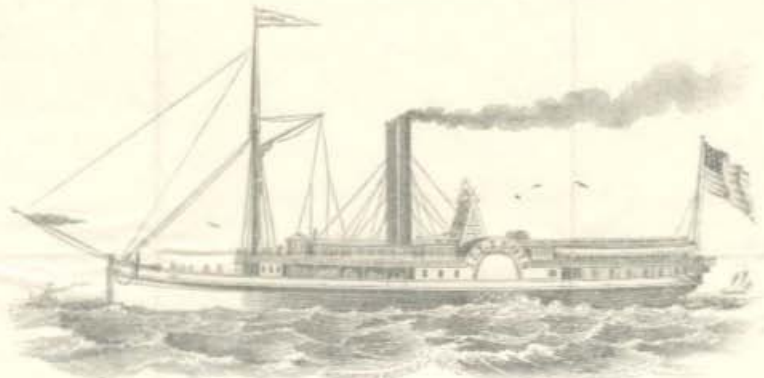
Cover bearing corner card of D.W.WHITING originated at Buffalo, N.Y. and was carried by steamboat to DETROIT/ Mich/SEP 23 (1853) where it entered the mails and was forwarded to Mt. Sterling, Illinois.

Cover below was carried by the STEAMER METEOR to DETROIT where it entered the mails on Aug. 26, 1864.

The METEOR was a screw propelled steamboat of 729 tons, built at Cleveland, Ohio in 1863. Burned in 1875 and was rigged as a schooner in 1882.



BUFFALO AND CHICAGO



STEAM PACKET ILLINOIS,
C. BLAKE, MASTER.

Milwaukee Nov 7/44

My dear friend Mary,
 in accordance with your request I will now give you some account of myself since I left Buffalo. Doubtless you all know that I felt rather childish at the time you left me on the Boat, & why should I meet you & your father were the last friends I had to extend the parting hand. I well know it is a




ILLINOIS. Side-wheeler of 755 tons. Built at Detroit, Michigan in 1838. Operated in the Great Lakes trade until she was lost in 1868. Cover was postmarked at Milwaukee, Wisconsin Territory on November 7, 1844. It bears the red postmark of that Post Office.

a wish should I find but a gent. & lady of Milwaukee (beginning traces of mine) returning from a visit at the Coast, I was delighted as you must know to meet them, they took a room

THE WESTERN MAILS

1863 CLEVELAND, DETROIT AND LAKE SUPERIOR, 1863

The Splendid Steam Packets "METEOR" and "ILLINOIS," will leave Cleveland and Detroit for Lake Superior, as follows:

METEOR,  **ILLINOIS,**

R. S. RYDELL, Master,

JOHN ROBERTSON, Master.

LEAVES DETROIT,

LEAVES DETROIT.

| | | | |
|----------------------------|----------------------------|----------------------------|-----------------------------|
| Tuesday, at 10 A.M. Apr 28 | Monday, at 10 A.M. July 21 | Saturday, at 10 A.M. May 7 | Tuesday, at 10 A.M. July 29 |
| Wednesday, " May 9 | Tuesday, " Aug. 4 | Thursday, " 14 | Saturday, " Aug. 6 |
| Thursday, " 21 | Wednesday, " 18 | Wednesday, " 21 | Thursday, " 20 |
| Wednesday, " June 4 | Thursday, " 27 | Tuesday, " 28 | Wednesday, " Sept. 3 |
| Tuesday, " 16 | Monday, " Sept. 9 | Saturday, " 29 | Tuesday, " 11 |
| Monday, " 27 | Tuesday, " 21 | Thursday, " July 3 | Saturday, " 26 |
| Thursday, " July 7 | Monday, " Oct. 2 | Wednesday, " 12 | Thursday, " Oct. 9 |

Leaving CLEVELAND the day previous at 3 P. M., calling at Port Huron and passing the straits of leaving Detroit.

During the months of July and August, the above Steamers will make

GRAND PLEASURE EXCURSIONS,

Leaving Cleveland on their regular days. On these trips they will carry good BEARD AND STEVENS BRANDS, and every effort will be made to secure the comfort and convenience of passengers. Each point of interest on the route will be visited, giving passengers a rare opportunity to fully enjoy the finest, most beautiful, and instructive trip on the Continent.

For further information, regarding Freight and Passage, address,

H. GARRETSON & CO., Agents,

WILLIAMS & CO., Agents,

No. 1 River Street, Cleveland, Ohio.

Foot of First Street, Detroit, Mich.

J. T. WHITING & CO., Managers, DETROIT, MICH.



GREAT LAKES STEAMBOAT

ILLINOIS was a side-wheeler of 926 tons built at Detroit in 1853. The boat was abandoned in 1869. The handstamp is similar to and was used as a postmark, giving the name of the port where the cover was picked up, as indicated by the two covers. The illustration is from the reverse of the lower cover.

THE WESTERN MAILS



OREGON. A sidewheeler of 235 tons, built at Marietta, Ohio in 1827. It was the first of 11 steamboats to bear the name. Lost in 1832. Cover above originated at Saint Louis October 18, 1827.



PAWNEE, This steamboat was a sidewheeler of 198 tons, built at Pittsburgh in 1835. It was abandoned in 1843. Cover originated at St. Louis May 26, 1836 and was stamped STEAM and rated "25" cents when it entered the mails at New Orleans.

THE WESTERN MAILS



EXPLOSION OF THE STEAMER LOUISIANA.



Postmarked at NEW ORLEANS La Nov 19 (1849. Rated
10 cents to Warren, Maine. All marks in red.

The folded letter above describes in great detail the eye-witness account of the explosion of the Steamboat LOUISIANA on the evening of November 15, 1849. Just as the boat was backing away from the wharf her boilers let go and the concussion from the explosion shook the surrounding buildings and almost destroyed the steamers BOSTONA and STORM which were lying near by. Although the writer states that 300 lives were lost, the official count as given by LLOYDS STEAMBOAT DIRECTORY is 86. There may have been more but the actual count will never be known. Otherwise the writers description is fairly accurate for one persons observation of the tragedy. See opposite page for the content of the letter.

The LOUISIANA was a side-wheeler of 376 tons built at Jeffersonville, Indiana in 1848.

THE WESTERN MAILS

EXPLOSION OF THE LOUISIANA

Algiers (ship?) No.18th 1849.

Dear parents.....We arrived hear (New Orleans) from New York after a short and pleasant passage of 12 days - we also to an anchor 2 days of(f) the Island of great and took of(f) some pasengers from the Island that escaped from the wreck of the Bark Elijah Swift - they had been on the Island 3 days without any provisions except some raw beef and pork, and no water - one of the passengers that we took on board had two of his ribs broke and was bruised a good deal otherwise. The beach was lined with Merchandise of all sorts such as

Cloths and furniture of all sorts - The wind blowing fresh we could bring nothing of(f) the vessle. There were thirteen lives lost - Most of whom was passengers.

I was witness to a horid scean last thursday at about sun down of the explosion of the Steamboat Louisiana.(Louisiana). I had ben on (the) New Orleans side (of his ship Algiers) to work on a mast and was a coming down from my days work and had gon within about a quarter of a mile of the boat (Louisiana) when she exploded and I was down there in some ten or fifteen minuts after she was blown up - The fragments were hurled in every direction - some peices of the boiler were thrown some two hundred feet which weighed over one thousand pounds - The boat's top works were all blown of(f) clean to the lower deck - but what was more sad to see (was) the human beings a lying in ever(y) direction on the levy - some with their heads and arms blown of(f)..There was some two hundred passengers on the Louisiana bound for St. Louis all of whome with the exception of two or three which was a standing on the after part of the boat were launched into Eternity. The los(s) of life is estimated at not less than three hundred souls - indeed one could hardly move without seeing some part of the human body on the levy (levee) - one man was killed by a piece of the boiler that was thrown some 200 feet - it struck him as he was along side of a bale of cotton and he was ground all to between the cotton and the piece of boiler - and there among the dead and wounded was thief and robbery a going on - some were rifelling the pockets of the dead and wounded - Others were taking the rings of(f) of their fingers. The after cabin or rather the ladies cabin was blown all clear of the hull out into the water. It was towed over on this side and left in charge of the man I am to work for, Mr Robberson. There was a great many ladies dresses hooked up out of it and of all kinds clothing - There is supposed to be several bodies in it. I suppose you have the full details of this disaster ere this time. but I never wish too be an eye witness too such a havoch around my fellowbeings again. Day before yesterday there was another boat blown up - There was however but a small loss of life only four killed and several wounded..... Yours Alden Watts.

ST. LOUIS AND ST. PAUL PACKET CO.'S

FINE
SIDE-WHEEL



PASSENGER
STEAMER.

WAR EAGLE

Leaves St. Louis July 11th 12th and 27th

For HANNIBAL, QUINCY, KEOKUK, BURLINGTON, MUSCATINE, ROCK ISLAND,
DAVENPORT, CLINTON, DUBUQUE, LA CROSSE, ST. PAUL
and MINNEAPOLIS.

STEAMER GEM CITY

LEAVES TUESDAYS, THURSDAYS AND SATURDAYS AT 4 P. M.
For CLARKSVILLE, LOUISIANA, HANNIBAL, QUINCY, LA GRANGE, CANTON,
ALEXANDRIA, WARSAW and KEOKUK.

WHARF BOAT FOOT OF OLIVE STREET.

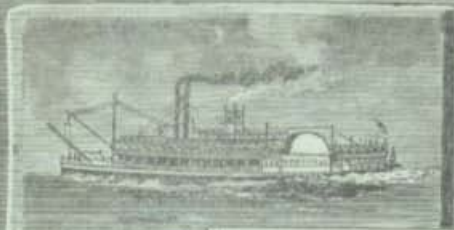
TELEPHONE 1609.

Presented by

1895

T.S. PARVIN
JUN 18 1884
COMM. 1732

St. Louis And St. Paul PACKET CO.



SIDE WHEEL
PASSENGER STEAMERS

W. F. DAVIDSON,
Pres., St. Paul.
F. L. JOHNSTON,
Sup. & Treas., St. Louis, Mo.

JNO. F. BAKER,
Gen'l Frt. Agt., St. Louis, Mo.
R. A. SNOWDON,
Gen'l Pass. Agt., St. Louis, Mo.

ST. LOUIS AND ST. PAUL PACKET COMPANY.

THE STEAMERS OF THE
ST. LOUIS & ST. PAUL PACKET CO.

Are now Prepared to Administer to the Wants of
Tourists and Pleasure Seekers
DURING THE

SUMMER SEASON OF 1884.

Having Heretofore Enjoyed the Unbounded
Confidence of the

TRAVELING PUBLIC,
FOR
SPEED, COMFORT AND SAFETY.

The Steamers of this Company are unrivalled, and will
maintain their well earned reputation to the entire
satisfaction of all.

COURTEOUS AND COMPETENT OFFICERS.

POLITENESS AND ATTENTION
TO THE WANTS OF PASSENGERS.

Persons wishing to leave the City
during the hot Summer months will find
that this Company offers Cheaper Rates,
Better Accommodations and Finer Scenery
than any other Line running out of St.
Louis.

Remember

You can engage your Stateroom two weeks
in advance by remitting your passage money
to the General Ticket Office at St. Louis.

THE WESTERN MAILS



J. L. HASBROUCK [Listed as **JOHN L. Hasbrouck**] .This was a screw steamer of 685 ton, built at Brooklyn, N.Y. 1864. Operated on the Hudson River. Had a long carrier in the New York area, being abandoned in 1918. Cover postmarked **POUGHKEEPSIE, N.Y.** = no year date but late 1860's.
LAKE CHAMPLAIN. Mourning cover postmarked **LAKE CHAMPLAIN S.B. SEP 5.** Three cent stamp canceled and tied by **STEAMBOAT** .Pencil notation indicates use in 1868.



OHIO & MISSISSIPPI RIVERS

| | |
|---|--|
| <p><i>The Cabin Accommodations</i> OF THE NEW STEAMER, GOLDEN CROWN Are of superior order, her State-rooms being extra large and comfortable, and her wide guards afford unequalled capacity for STOCK AND FURNITURE.</p> <p><i>Particular Attention</i> IS GIVEN TO THE Comfort and Convenience OF WOOD SHIPPERS.</p> | <p>REGULAR Cincinnati and New Orleans PASSENGER PACKET. THE NEW AND ELEGANT STEAMER.</p>  <p>GOLDEN CROWN H. H. DROWN, Master. EUGENE L. SHINKLE, Clerk.</p> <p>Mr. <i>J. B. ...</i> Has paid ONE Cabin Passage To <i>Paducah Ark</i> Trip No. <i>...</i></p> |
|---|--|

GOLDEN CROWN. Stern-wheeler built at Cincinnati in 1877 for the Ohio-Mississippi trade. She was sold in 1888 and rebuilt and renamed the DE SOTO. On January 28, 1890 she was destroyed by fire with no loss of life.

CINCINNATI, VEVAY & CARROLLTON PACKET.

✕ **LOUIS A. SHIRLEY,** ✕

RAM'L F. HILDRETH, Master. JAS. F. BROWNSKI, Clerk.




*Capt Harry H. Sheets,
1038 North Illinois St
Indianapolis Ind*

LOUIS A. SHIRLEY. Stern-wheeler built at Madison, Indiana in 1876. She operated on the Ohio River for the U.S. Mail Line Company until dismantled in 1890.

ADMINISTRATOR'S SALE.

I WILL SELL TO THE HIGHEST BIDDER, FOR CASH, THE

One-eighth part



of the Steamboat

IONE,

On THURSDAY, the 28th inst., at 10 A.M.,
OF THAT DAY,

In front of the Store of Messrs. McCalister & Co.,
ON WATER STREET,

Being the interest in said boat belonging to the Estate of
Matthew Hogan, deceased.

SAINT LOUIS, March 6, 1844.

M. BLAIR, Administrator.

UPPER MISSISSIPPI RIVER

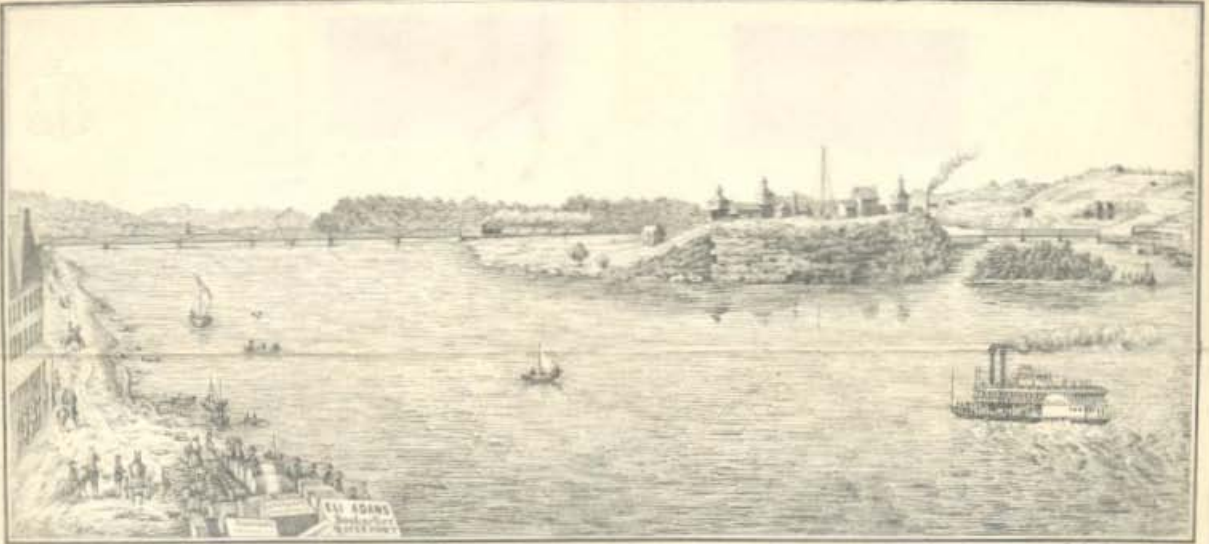


JEANNIE DEANS. Side-wheeler of 485 tons. Built at Mc Keesport, Pa. in 1852. She burned at Carondelet, Missouri in 1866.

The folded letter shown above is a Price Current news-letter from St. Louis May 2, 1856. The 1c stamp is canceled with a blue Route Agent marking "St.Ls.& Kk.STEAMERS" (St.Louis & KEOKUK).



DIE VERNON. Side-wheeler of 578 tons. Built at Madison, Indiana in 1859 for the Keokuk Packet Company. The boat was lost in 1867. Cover is postmarked at Alton, Illinois, on the Mississippi, on June 9, 1862. Contains letter written on board the boat 6½ miles above Alton.



PUBLISHED BY ELI ADAMS AT THE BOOK STORES N° 36 BROAD STREET DOORS NORTH OF THE NEW POST OFFICE, DAVENPORT, IOWA

MISSISSIPPI RAIL ROAD BRIDGE BETWEEN ROCK ISLAND AND DAVENPORT.

Davenport Iowa
 Mar 31st /57

Prof Lemie Peck
 New Haven Conn.

Gentlemen

Please send
 to express to care of Sheldon Blakeman & Co 115 N. Main

Illustrated letterhead showing the Mississippi River with Davenport, Iowa on the left side and Fort Armstrong in right center. The steamboat is the WILSON and the railroad bridge in left center is the bridge that sank the GREY EAGLE in 1861.

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Respect
 Eli Adams
 Jr

MISSISSIPPI RIVER



PRINCESS No.3. Side-wheeler of 687 tons. Built at Jeffersonville, Indiana in 1852 for the famous Captain Thomas P. Leathers. Ran in the New Orleans-Vicksburg trade. This was the third boat in a series to bear the name. The boats most notable passenger was Zachary Taylor when he was enroute, from his plantation, to his inauguration in 1849. Cover was picked up, as per WAY 6, at New Hope and carried to New Orleans where it was placed in the Post Office on June 28, 1852. The boat was dismantled in 1854.



SYDONIA. Side-wheeler of 235 tons. Built at Cincinnati in 1851 for the New Orleans trade. She was lost in 1857. No date on this cover.



The new boat KEOKUK.

Less than two months after the loss of the steamer KEOKUK, another, commanded by Capt. Heaight, was to take her place. This boat was to remain in service until abandoned in 1879. The photo shows her at a shore landing on the upper Mississippi river.

The newspaper account was published in THE GATE CITY June 18 1858.

The New Boat Keokuk.

Our friend Capt. Elias Heaight 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 5 1/2 feet stroke; 3 boilers 40 inches in diameter, 26 feet long; wheels, 27 feet in diameter, with 5 1/2 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. Heaight 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.

New Arrangement.
 On and after Monday, August 9, 1858,
 The Keokuk & Burlington
 PACKET COMPANY'S
 NEW and fast running Steamer KEOKUK will make regular double
 daily trips, Sundays excepted, between
 MONTROSE and BURLINGTON.
 Leaving Montrose at 12:30 and 11:20 p. m.
 Arriving at Burlington at 8 a. m. and 5 a. m.
 Leaving Burlington at 1 and 11:20 p. m.
 Arriving at Keokuk at 1 and 11:20 p. m.
 Thus making reliable and prompt connections
 with the Keokuk and Montrose, the Burlington and
 Missouri River and the Chicago and Burlington
 and Minnesota Railroad morning and evening
 trains; also, with the boats of the Keokuk and
 St. Louis Packet Co.
 For tickets and further information apply on
 board, or to Company's Agents at Keokuk and
 Burlington.
 H. W. SAMPLE,
 President

1858. SUMMER ARRANGEMENT!! 1858.
Fare Reduced.
 To All Northern and Eastern cities!
 SPEED INCREASED.
 Through to Chicago in 14 Hours!
 The NEW and FAST running
STEAMER KEOKUK
 MAKES SURE CONNECTIONS
 With the Evening and Morning Trains of Burling-
 ton.
 200 Passengers and Java Keokuk at 11:30
 A. M. and 10:30 P. M.

THE WESTERN MAILS



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PADUCAH & WATERLOO RIVER MAIL ROUTE. This route ran from Paducah, Kentucky, on the Tennessee river, to Waterloo, Iowa via the Tennessee, Ohio, Mississippi, Iowa and Cedar rivers as per map above. The cover is postmarked by the Route Agent's handstamp and the 3c stamp is canceled by five "A"s in the form of a cross. There is no point of origination, only the destination - Florence, Alabama on the Tennessee river. The Route Agent is the Post Office Department representative on board the steamboat and handles all the mail picked up and delivered enroute. Very similar to that of a railroad mail clerk. Cover postmarked "Feb/23/1882 in a bluish green ink. A very unusual route on five rivers.



CINCINNATI,

Salisbury Centre Jan. 3rd 1852

Dear Ashton

We received
yours of the 1st Inst last night. Your father
brought the letters in after dark, one from you
& one from Olive; and after reading the letters
breaking my supper I spun 5 knots doubled
& twisted it & secured it out & it will be
all ready to commence your stockings tomor-
row morning. I wish you would write &
let me know whether you prefer to have
them colored or sent white, for I shall
send the stockings if the box is not sent
as I can send them by mail. There has
been a box of things sent by Mr Lamberson.

help you as you think best
my opinion is that this
Religion will be put down
in three or 4 months and the
end of the war ^{or} the end of 3 years
either of them is the end of your
time if you stay 3 years the longer
the pile for I shall reply my
Self safe and holy. untill we
meet again your Mother is
niting on your stockings and I
shall send the box. I. Every
well lookt on I will add a few
more lines & say good bye.

Moses writes that you had a
merry Christmas. he filled four
pages of foolscap with the particu-
lars, so I am informed. I have not
seen the letter. May God bless

and keep you from all
harm is the constant
prayer of your Parents

I. H. H. Every

VPD SHEET PROTECTOR MV-11

VPD SHEET PROTECTOR MV-11