

P.M. Radford, pinx.

DAVENPORT, (Iowa.)

Lith. of E. J. Mearns, Chicago.

Davenport July 15th 1856

Messrs Shepard & Morgan
New York.

Dear Sir

We are distressed

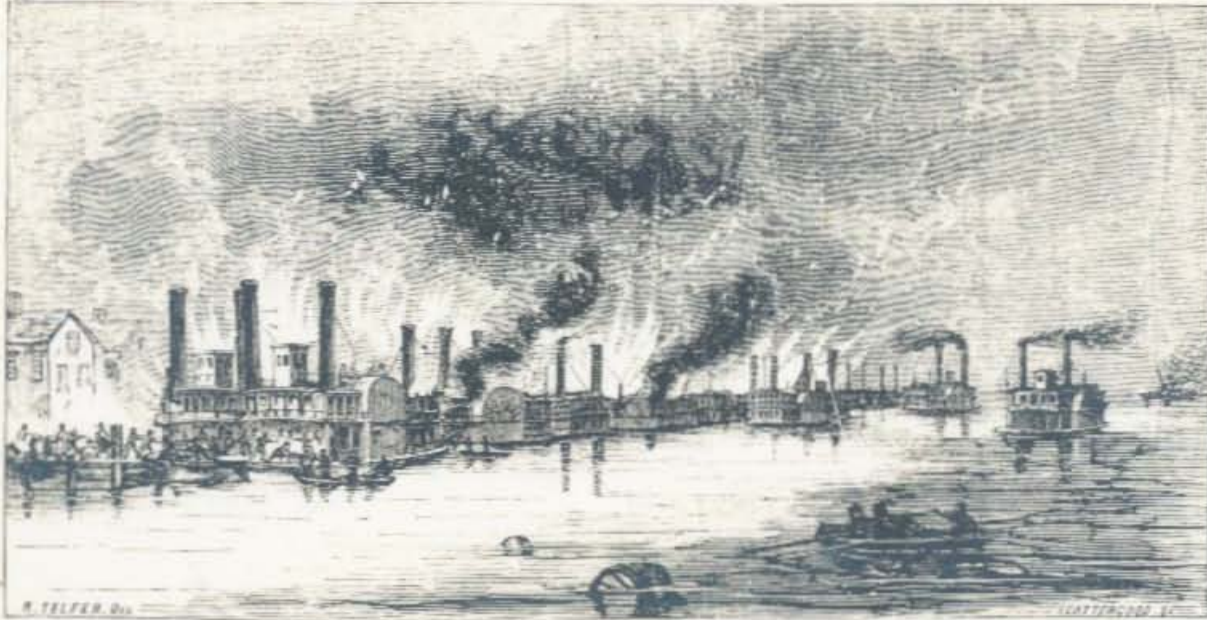
of your favor since our reports at Irish.

Be pleased to ascertain if any of the Steam-
ship Cos, between N Y and N Orleans, will contract
to carry flour in lots 500 Bbls & at what rates -
Lake navigation does not open until the last of
April, which is rather long to wait -

Very truly Yours
Bentley Thompson & Co

" Find our date of departure from N.Y. "

THE WESTERN MAILS



BURNING OF TWENTY-THREE STEAMERS AT ST. LOUIS.



RED WING. Stern-wheeler of 142 tons. Built at Cincinnati in 1846 for the Upper Mississippi trade. This is the first of three steamboats to bear the name and operate on the Mississippi. The cover shown is a Bill of Lading for shipment of 10 pigs of lead from Galena to the Sutler at Saint Peter (Fort Snelling) on July 10, 1846.

On the night of May 17, 1849 the RED WING, along with a Ferry boat and 21 other steamboats, met a tragic end at Saint Louis. For an eye-witness account of the GREAT STEAMBOAT FIRE see letter on next page.

THE WESTERN MAILS

(1849)

Saint Louis Fryday evening 7 O'clock

Dear Brother

I write this letter to let you know that I am in the land of the living yet and enjoying verry good health

You have heard of the Great Fire that occured here last night I expect.

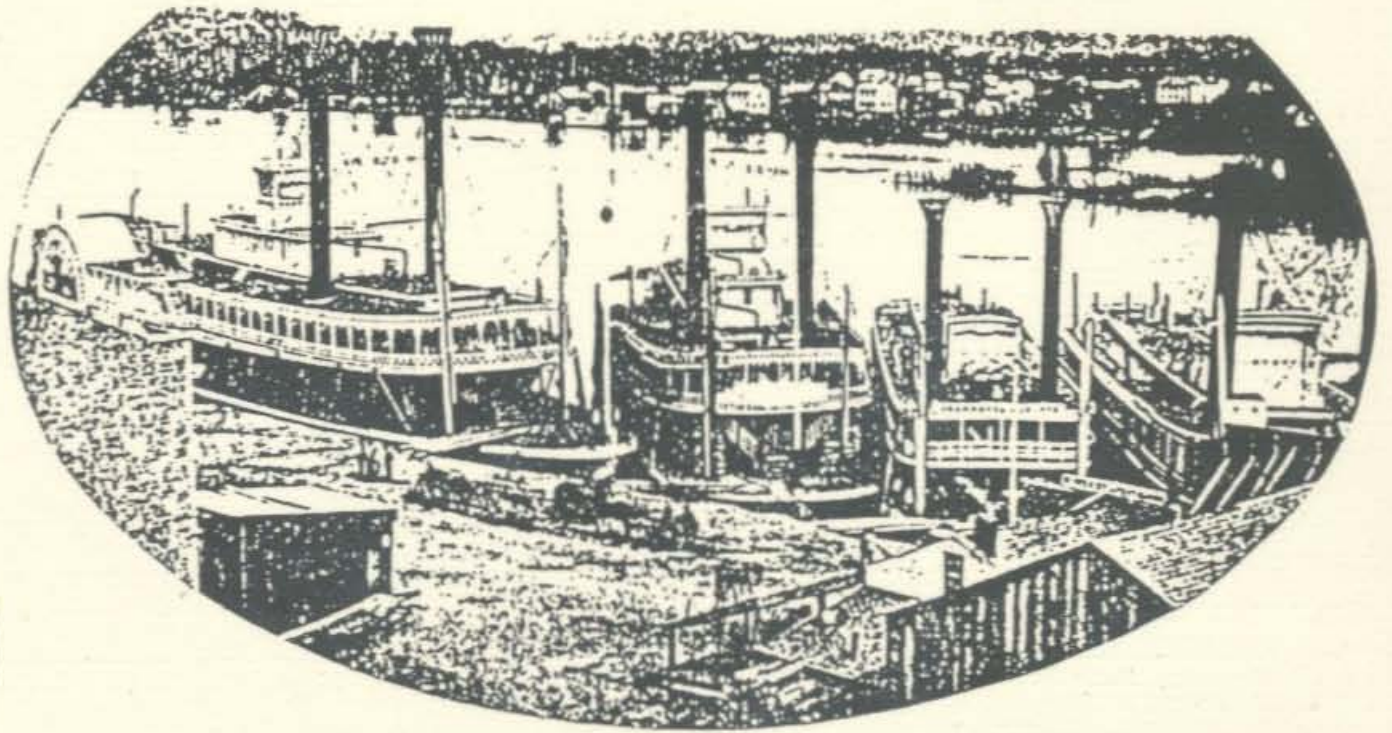
I can not give you many of the particulars It was about 10 O'clock last night when the steamer White Cloud was seen to be on fire I had just gone to bed and heard the Boat Bells ringing so I thought I would go down when

GREAT STEAMBOAT FIRE 1849. Letter written by T.O. Harrison under date of "Fryday evening 7 O'clock" (May 18, 1849) describing the steamboat fire at Saint Louis on May 17, 1849: "You have heard of the Great Fire that occured here last night I expect. It was about 10 O'clock last night when the steamer **White Cloud** was seen to be on fire - I had just gone to bed and heard the Boat Bells ringing - so I thought I would go down - when I got there **Ed Bates** was on fire to and when she got to Burning pretty well she Broke loose and floating down the warf she fired all the Boats - about 36* in number - the Levy caught fire above Locust Street and swept every thing down to the Old market except the Block of Building where Wiggins store is - the fire also Broke out just below Pages mill and went Back as far as Between 2n & 3 - the fire in the upper part of the city spread and swept every thing from locust street down to market and as far back as 2n - all the offices of the paper are destroyed except the Union - The Insurance offices are most all burnt down - Benwares office among the rest is destroyed - There is no telling how many lives are lost - some Burnt - some drowned and some Blown to pieces with Powder - there has been seven Bodes dug out of the ruins - some with there heads and legs & arms all Blown off - They undertook to Blow up some Building to stop the fire but it did no good - one man carried a keg of powder in the Musick store of Phillips and he had not been in the house ½ minute until it exploded - he has not been seen or heard of since - the explosions from powder killed 3 or 4 persons - Broke out al the glas in that part of the city - Everybody as far back as 4th street were moveing out - we did not move out but was ready... did not go to bed at all - The loss is estimated at \$5,000,000."

*23 boats including a Ferry boat. Everything else stated above is fairly accurate. The letter is postmarked at St. Louis May 19, 1849.

except the ~~Union~~ Insurance offices are most all burnt down, Benwares office

The Minnesota Territory



The Levee at Saint Paul, Minnesota Territory.
The GREY EAGLE is the boat on the left. 1859.



GREY EAGLE. Side-wheeler of 382 tons. Built at Cincinnati in 1857 for the Minnesota Packet Company. She was commanded by Captain D. Smith Harris in the Upper Mississippi trade. On May 9, 1861 she struck the Rock Island Bridge and was a total loss. Six or seven people were drowned including an insane man who had been chained to the lower deck. The Grey Eagle was one of the most famous steamboats to ply the upper river. Cover is postmarked at Hastings, Minnesota Territory on September 18, 1857.

THE WESTERN MAILS



FIRST STEAMBOAT TO FORT SNELLING

VIRGINIA. This was a small boat of 109 tons, built at Wheeling, Va., in 1819. She was a sidewheeler 120 feet long and 22 feet wide, and was the first steamboat to ascend the upper Mississippi river to Fort Snelling. The VIRGINIA left St. Louis, with supplies for the fort, on April 21, 1823. This epochal voyage of 683 miles was made in 20 days, arriving at the fort on May 10th. Among her passengers was the U.S. Indian Agent Laurence Talliaferro.

The historic letter shown above reports the sinking of the VIRGINIA "St. Louis Sep. 27th 1823....The purchase I made in Louisville amt about \$300 was entirely lost in the St. Bt. Virginia - She sunk at the Grand Tower on the Mississippi a few days ago...."

The Grand Tower was a large rock formation projecting about 50 feet above the surface of the river about half way between Saint Louis and the mouth of the Ohio river. Because of the swift current it was one of the most dangerous points of navigation.

THE WESTERN MAILS



"Sawyers".



MISSISSIPPI RIVER

HENRY M. SHREVE. Side-wheeler of 567 tons. Built at Jeffersonville, Indiana in 1867. She was lost in 1872.

It was named for Henry Miller Shreve, famous steamboat captain, who invented and built the first steam snag-boat. A steamboat especially constructed and adaptable to removing snags and obstructions in the rivers. A major development in river navigation.

Snags or "sawyers" were caused by the ever changing current, which undermined immense trees along the banks, and tumbled them into the river. The trees floated with the current until their roots, the heaviest part, after dragging, became anchored in the bottom of the river. There they remained solidly fastened, some extending above the water and others below, thus becoming one of the main causes for steamboat disasters. If hit they could rip the bottom of a boat wide open.

THE WESTERN MAILS



Steamboat advertizing used in a return address and in the postmark of WINDSOR - LOCKS CT. April 8 [1844]



STEAMBOAT MARKINGS
MEMPHIS, TENNESSEE



February 3, 1847, letter from New Orleans received from the steamboat *Sultana* at Memphis, Tennessee

The letter above was received into the mail at Memphis where the postmaster struck it with his "STEAM" accounting marking and rated it due "10", the 1845 rate for over 300 miles. Only two examples of this fancy steam marking have been recorded.

Lot: **85**

Sale No. 13

Apr 26-28, 2002

Memphis May 2nd 1865

NB Baker Adjt Genl of Iowa

Dr Sir

I just recd
your dispatch of the 29th ult -

And can say that I am quite sure
there were none of our men on the Sultana.

The order was for all Iowa men
at Paroled Camp to go on the Henry Ames.

I was at Camp, and went in on the Cars
with them, and am certain none were left.

This was on the 20th ult.

The Baltic Steamer
took a part of our Sick on the 16th ult,
and the R. C. Wood took the balance of such
on the 15th, from both the Hospital at
Camp, and the Hospitals in the City.

The above facts I thought
I had conveyed in substance in my reports
to you, or I would have wrote you sooner.

There were four of our
men on duty at Paroled Prison Hospital

Memphis Tenn. May 3rd 1865

Dear Mother

I wrote you yesterday saying that there were no more men on the Sutano.

This I stated in view of the fact before my eyes at Nicksburg. As I ~~stated~~ before, the sick were sent up on hospital carts.

At the camp on the morning of the 20th

Illness, Malaria, Dysentery, Fever and Rheumatism, were among the principal, to be in fact, the cause of the loss.

At noon all were sent for the camp. At one o'clock were on board the Steamer Henry King. Our

men were arranged in companies, and Capt West in command of the whole. As the

capt on board the boat after we were

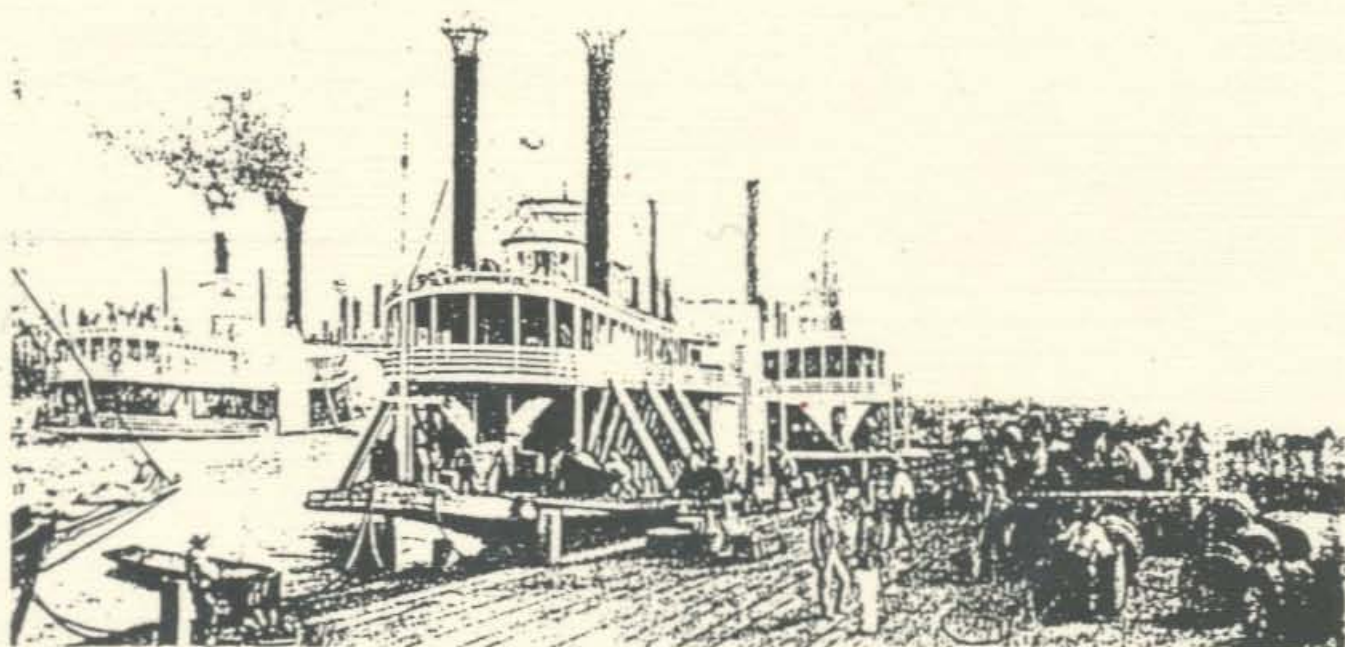
arranged, and he ~~stated~~ that all our men were

gone yesterday after working hard & (formed by the Register of Adams (Hospital) that

3rd James Co. Co. 12, were admitted from the

Sutano - the former to be by soldiers that

THE WESTERN MAILS



THE LEVEE AT NEW ORLEANS

ALINE A sternwheeler of 175 tons. Built in 1858 at Jeffersonville, Indiana for the Mississippi trade. It was taken over by the Confederates during the Civil War in 1861.

Cover shown originated in Havre, France on May 10, 1859 where it was placed in the French mails and carried to New Orleans via the Steamship Vanderbilt. On delivery May 29th, to Monsieur Ulrick, it was forwarded, probably outside the mails, to Washington, Louisiana via the Steamboat Aline.



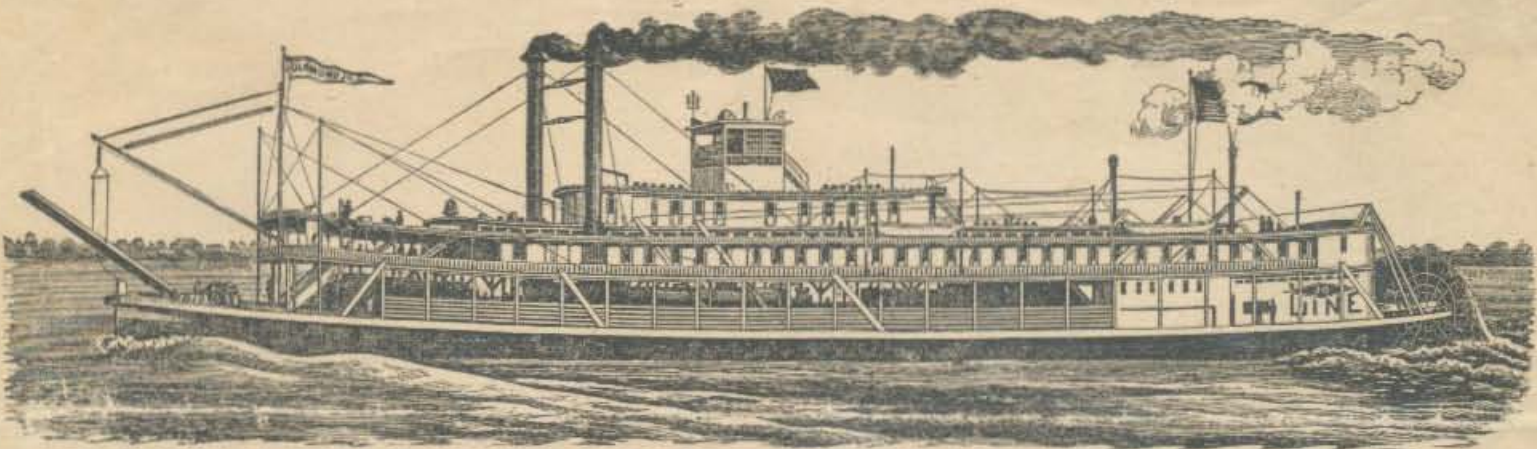
UPPER MISSISSIPPI



Cabin of Diamond Jo Line Steamer.

Unusual sketch of the boats cabin showing the office where the boats mail and other business was handled.

DIAMOND JO. Stern-wheeler built at Prairie du Chien in 1863 for Diamond Jo Reynold's line of Upper Mississippi steamboats. She operated between Saint Louis and Saint Paul until she was dismantled at Dubuque in 1883. Cover pictures the boat as she probably looked in her hey-day.



DIAMOND * JO * LINE * STEAMERS

The Popular Packet Line of the Upper Mississippi

BEST AND CHEAPEST ROUTE TO ALL POINTS NORTH AND SOUTH.
Excursion Tickets—Low Rates—Send for Circulars and Route Lists.

FRED A. BILL, GENERAL PASSENGER AGENT, DUBUQUE, IOWA.



Wm Jackson
City



City of Louisville

New York: D. Appleton & Co.

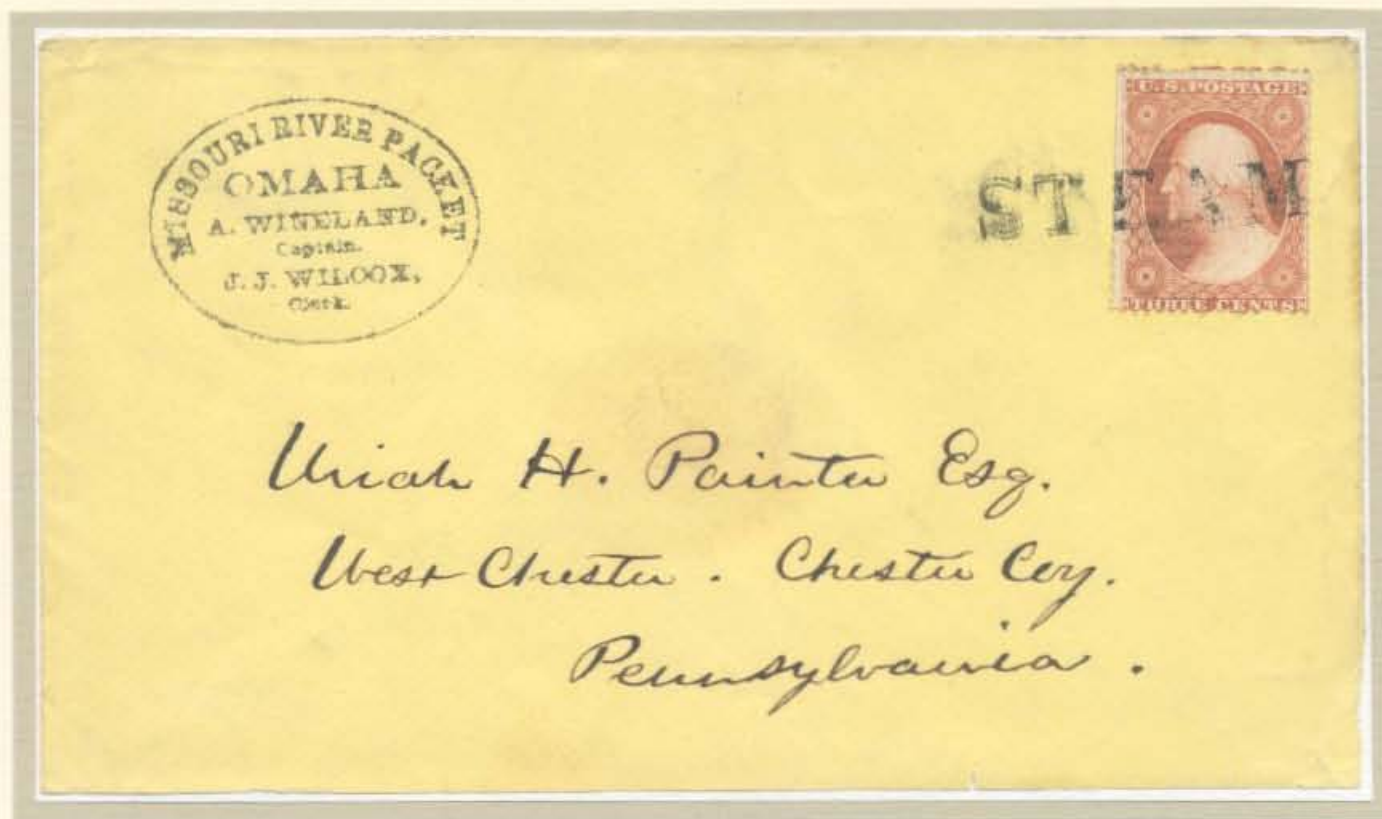
048-NW-5

71

MISSOURI RIVER



MORNING STAR. Side-wheeler of 465 tons. Built at Elizabeth, Pa. in 1856 for the Missouri and Kansas River trade. She was called a "floating palace - no more elegant steamer ever floated on the Missouri River." She caught fire and burned at Bissell's Point on the Mississippi River, just above Saint Louis, in 1859.



OMAHA. Side-wheeler of 307 tons. Built at Louisville in 1856 for the Ohio River trade and then went to the Missouri. She was crushed in the ice at Saint Louis in 1865.

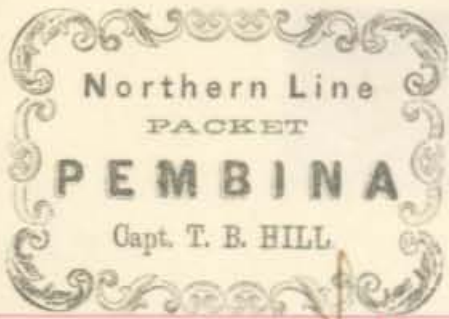
THE WESTERN MAILS



GLADIOLA Red River Packet operating on the RED River of the South. NAT. PUCKETTE Master. About 1870.



THE WESTERN MAILS



Davenport Aug 8 1867

M. L. G. Palmer

Trip 2:1 To Steamer **PEMBINA** Dr.

To Freight on 13 Boxes O Stoves 2720 @ 25 12 65

*Rec'd Payment
R. M. Putnam*



*Rec'd Payment
Carroll*

J. C. BUCHER,
STORAGE, FORWARDING & COMMISSION,

On the Levee, and Track Chicago and North-Western R. R.
CLINTON, : : : : : IOWA.



Shipped, In good order and condition by **J. C. BUCHER,**
on account and risk of whom it may concern, on board the good Steam-
boat _____

whereof _____ is Master, now
lying at Clinton, the following articles, to be delivered without delay, in
like good order at the Port of *Gettysburg* (unavoidable dangers of the river and fire only excepted,)
unto *Capt. D. C. Baker* or assigns, he or they paying freight for the same at the
rate of _____ and charges *100*

In Testimony Whereof, the Owner, Master or Clerk of said Boat hath affirmed to three Bills of Lading of this tenor and date, one of which being
accomplished, the others to stand void.

Dated at Clinton, Iowa, this the _____ day of *April* 186*6*

MARKS.	ARTICLES.	WEIGHT.
<i>Capt D C Baker Gettysburg Iowa</i>	<i>3 Boxes Axes</i>	





Entrance of the Nemadji River. Bay of Superior. Minnesota Point. North Shore of Minnesota.
CITY OF SUPERIOR, LAKE SUPERIOR.

Terminus of Ocean Navigation, and of the Northern Pacific, St. Croix and Lake Superior, Milwaukee and Horicon, and other Railroads.

1859 FOR LAKE SUPERIOR 1859

CLEVELAND, OHIO.

**STEAMER
NORTHERN LIGHT**
JOHN SPALDING, MASTER.

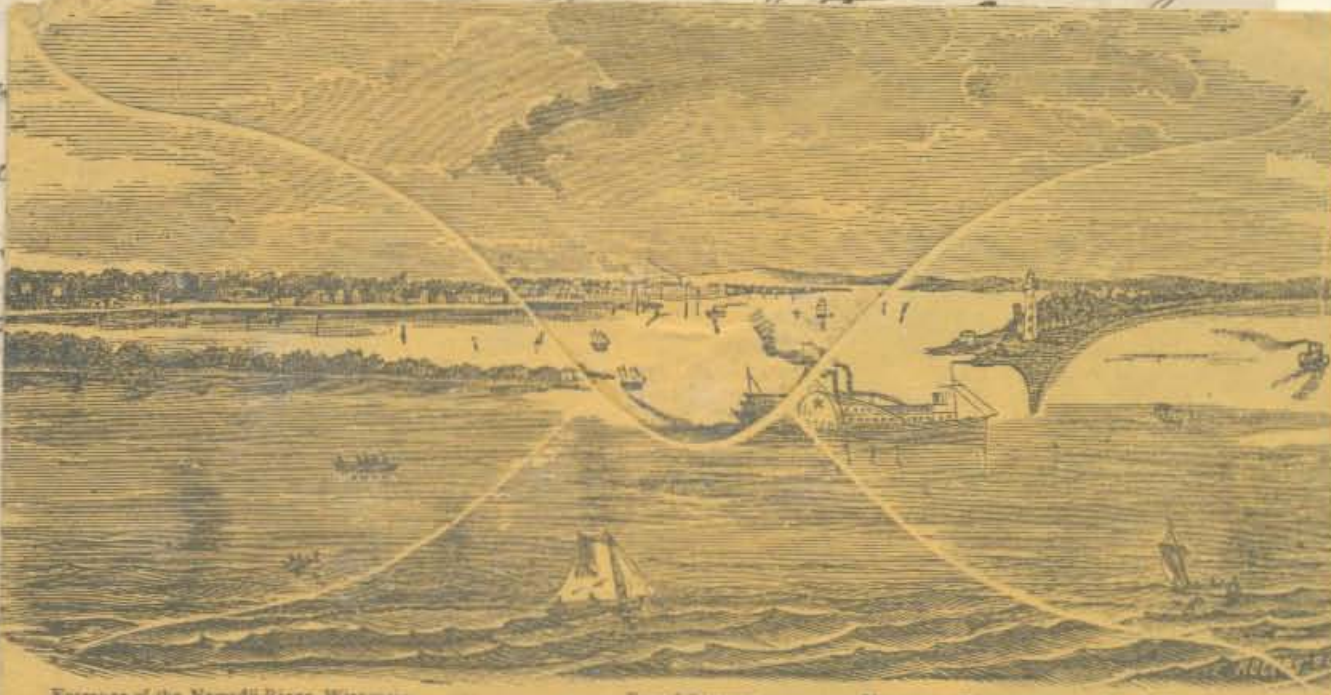
April 15th 1859 }

LEAVES CLEVELAND, AS FOLLOWS, At 5 o'clock, P. M.
LEAVES DETROIT, AS FOLLOWS, At 10 o'clock, A. M.

Dear Sir

Tuesday, April 13	Wednesday, April 20
Monday, May 2	Tuesday, May 3
Friday, " 12	Saturday, " 14
Thursday, " 24	Wednesday, " 27
Monday, June 6	Tuesday, June 7
Friday, " 17	Saturday, " 15
Monday, " 27	Tuesday, " 29
Friday, July 8	Saturday, July 9
Tuesday, " 19	Wednesday, " 20
Monday, Aug. 1	Tuesday, Aug. 2
Friday, " 12	Saturday, " 13
Tuesday, " 23	Wednesday, " 24
Monday, Sept. 5	Tuesday, Sept. 6
Friday, " 16	Saturday, " 17
Tuesday, " 27	Wednesday, " 29
Monday, Oct. 10	Tuesday, Oct. 11
Friday, " 21	Saturday, " 22
Tuesday, Nov. 1	Wednesday, Nov. 2

For Freight or Passage, address
HANNA, GARRETTSON & CO.,
Cleveland, O.
Agents Lake Superior Line of Steamers,
Wholesale Grocers and Commission Merchants. Pay particular attention to filling orders for Lake Superior.



Entrance of the Nemadji River, Wisconsin. Bay of Superior. Minnesota Point. North Shore of Minnesota.
Stages to St. Paul. CITY OF SUPERIOR, LAKE SUPERIOR. SUPERIOR HOUSE.—Yachting, Trout Fishing, &c.
Steamboats from Cleveland, Detroit and Chicago. J. S. Ritchie, Atty-at-Law, Douglas Co., Wis.

*To be having
world has
a run of d
And you - w
ben traveling for your health. You John*

NORTHERN LIGHT, Screw steamer of 744 tons. Built at Cleveland in 1858 for the Great Lakes trade. Converted to a barge in 1873.

impendent - and that piece of 'furniture'

THE WESTERN MAILS

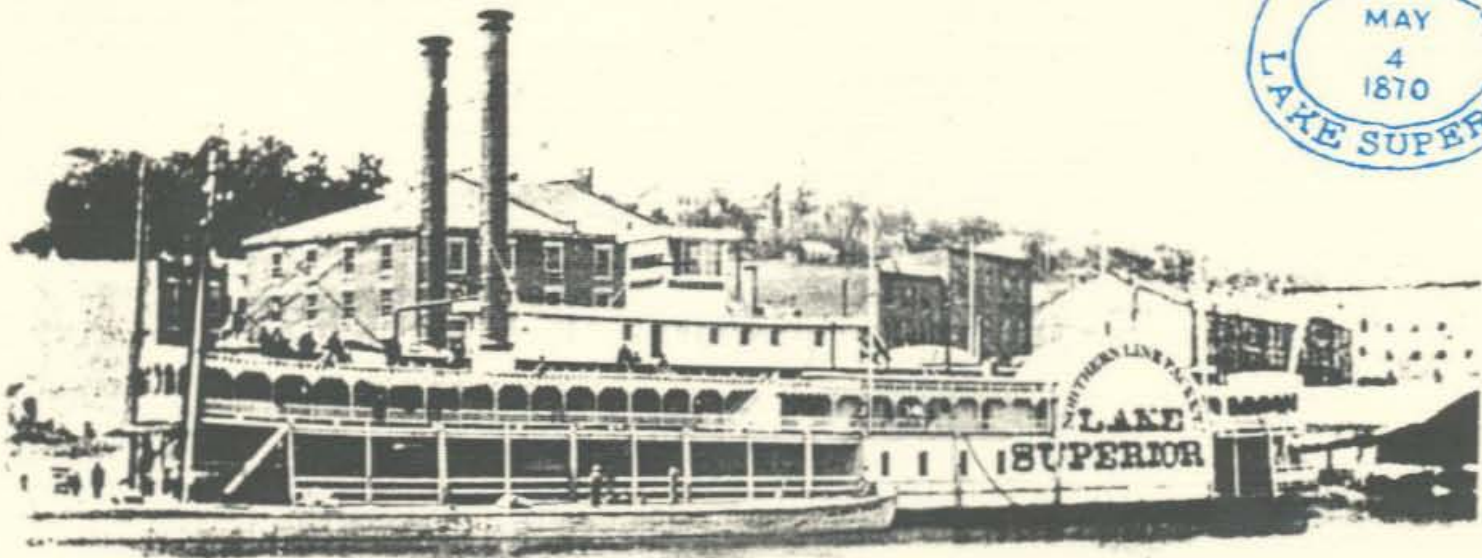


St LOUIS & KEOKUK Steam OCT 7 [1856]. A route agent marking on mail carried by steamboats between Saint Louis and Keokuk, Iowa on the Mississippi River.

K & D S B Rt/Sept 17/62. [Keokuk & Davenport Steam Boat Route] Manuscript Route agent marking - 1862.

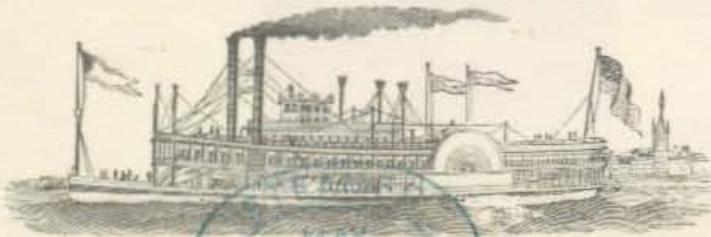


UPPER MISSISSIPPI RIVER



LAKE SUPERIOR. Side-wheeler built for the Northern Line at Wheeling, West Virginia in 1870. This was a large boat as the picture shows. She burned at the Alton Slough in the winter of 1879.

BILL OF LADING---Western Union Railroad Line.



The Company will not hold themselves or their Boats responsible for loss occasioned by unavoidable delays; insufficient packing or cooerage; breakage of Glassware, Wrought Marble or frail fabrics; or for the condition of hidden contents of Packages
 All Claims for Loss, Damage, or otherwise, must POSITIVELY be made within two weeks after the date of this Bill of Lading.

SHIPPED, *In apparent good order, or condition noted, by the WESTERN UNION RAILROAD CO., on board the good Steamer* LAKE SUPERIOR *and Barges, whereof*
is Master, now lying at the Port of Savanna and bound for *the*
articles marked or numbered as below, which are to be delivered in like order, (the dangers of the River and Fire, Explosion and Collision only excepted,) at the port of Stellwater
unto *or assigns, he or they paying freight as below and*
charges, \$ *, with the privilege of Lighting, Towing and Re-shipping.*

IN WITNESS WHEREOF, the Master or Clerk of said Boat has affirmed to two Bills of Lading, both of this tenor and date, one of which being accomplished the other to stand void.

Dated at Savanna, Ill., this day of May, 1870.

Marks.	Articles.	Weight.	R. R. Charges.	BOATS PRO. Per 100 lbs.
<u>Brouson & Holman</u>	<u>Stellwater</u>	<u>24 Boxes St. Paper</u>	<u>1000</u>	<u>300</u>
<u>Miner</u>				<u>30</u>



BALTIC. Side-wheeler of 593 tons. Built at New Albany, Indiana in 1857 for the Louisville-New Orleans trade. Ran a historic race with the DIANA in March 1858 which she won. Note Wharf Boat Agent's marking. Cover is postmarked at Cairo on the Mississippi April 27, 1858, the month following the race. She was dismantled in 1867 and her engines went into the BISMARCK. See below.



BISMARCK. Side-wheeler of 1,450 tons. Built at Carondelet, Missouri in 1867. Her engines were taken from the BALTIC (See above). She operated in the St. Louis & New Orleans trade. Was lost in 1877. Cover is postmarked at New Orleans in the 1870's.

THE WESTERN MAILS

The **DIAMOND LO LINE** was organized by Joseph "Diamond Jo" Reynolds in 1867. It operated in the Upper Mississippi trade until 1911, when it was acquired by the **STRECKFUS LINE**. Reynolds was born in 1819 and died at his Arizona gold mine in 1891.

The **MARY MORTON** was a 456 ton stern-wheeler built at Dubuque in 1880. The boat was named for Reynold's wife whose maiden name was Mary Morton. In 1896 while plying between St. Louis and Memphis the **MARY MORTON** struck a snag near the Grand Tower and became a total loss.



JOSEPH REYNOLDS



The **DIAMOND JO** was a 242 ton stern-wheeler built at Woodman on the Wisconsin River in 1863. About 1880 her machinery was removed and placed in the 244 ton **JOSEPHINE** thus ending her days on the Mississippi.

The handstamps of the two boats on the two freight bills of lading are not known on covers.

JO REYNOLDS, PRES. AND GEN. MGR.
 FRED. A. BILL, ASST. GEN. FRT. AGENT.
 GENERAL OFFICE,
 ISAAC P. LUSH, GENERAL AGENT, ST. LOUIS.

E. M. DICKEY, SUPT. & GEN. FRT. AGENT.
 DUBUQUE, IOWA.



Trip No. 11
 B.L. No. 300

WABASE
 July 16 1888

SPECIAL NOTICE—In case of OVERCHARGE, or DAMAGE, consignee will please send claim immediately, accompanied by RECEIPTED FREIGHT BILL and ORIGINAL BILL-LADING to the undersigned, who will promptly adjust the same.
 E. M. DICKEY, General Freight Agent, Dubuque, Iowa.

Received for Shipment, from CAMPBELL & McLEAN, (as agent or owner) in apparent good order or condition noted, on board the good Steamboat Bull Run and barges, the following articles, contents unknown, marked as below, which are to be delivered in like order, (the dangers of Navigation, Bridges, and all other known or unknown obstructions, Fire, Explosion and Collision excepted,) unto consignee as below, or unto an Agent or Forwarder at the port of Bull Run with the privilege of substituting any other Steamboat, and of Lighting, Towing and Reshipping.

The responsibility of this Line as a common carrier under this Bill of Lading shall terminate when the goods are delivered to consignee or to next carrier. If the goods are destined to points beyond this line, it is understood that they are received subject to the conditions of the charters and freight regulations of the lines over which they must pass to reach their destination and that this line is liable only for rate of freight when freight rate is named on this Bill of Lading to points beyond this line. And it is further especially understood that for all loss or damage occurring in transit of said property, the legal remedy shall be against the particular carrier or forwarder only in whose custody the said property may actually be at the time of the happening thereof, it being understood that the **DIAMOND JO LINE STEAMERS** assumes responsibility for safe carriage over its own Line only. All property will be subject to charges for re-coopage if necessary. Freight as specified below to be paid on actual gross weight.

IN WITNESS WHEREOF, the Owner, Master, Clerk or Agent of said Boat, hath affirmed unto four Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

For WARASHA ROLLER MILL CO. (Consignee) A. J. Dorchester

Printed by McNaull & Co., Printers, Chicago.

NOTICE TO SHIPPERS

Possessing the natural advantages of the shortest possible rail line to the Mississippi River, and without transfer as is the case with competing routes, this Line can move freight at the lowest rates, and make quickest time.
 Shippers will consult their own interests by applying to the Agents of this Line before contracting via other routes.

JO REYNOLDS, General Manager,
 FULTON, ILL.

SPECIAL NOTICE.

In case of OVERCHARGE or DAMAGE, consignees will please send claim immediately, accompanied by their BILL-LADING and this FREIGHT BILL, to the undersigned, who will promptly adjust the same.

W. G. WOOD, Gen'l Freight Agent,
 FULTON, ILL.

L. D. RICHARDSON, Agent, Chicago.
 K. WATSON, Agent, New York.

Mark and Consign Goods care C. & N.-W. R'y and **JO** Line, via FULTON.



A FREIGHT ROUTE between CHICAGO and the NORTH-WEST, via C. & N.-W. Ry's AIR LINE to FULTON and MISSISSIPPI RIVER.

Wm. Brownson & Co. } Dr.
Stillwater



MARKS.	For FREIGHT and CHARGES as per BILL-LADING.	Boat's Freight.	Back Charges.	TOTAL.
	<u>12 Brels Twigaw</u>	<u>900</u>		<u>900</u>
				<u>50</u>
				<u>950</u>

Trip No. _____ Received Payment. Dutton Gray Clerk.

Upper Mississippi River



Steamer Dubuque at Quincy, Ill.

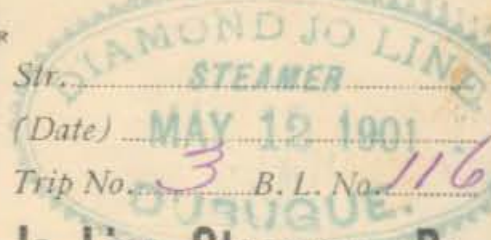


DUBUQUE. Large stern-wheeler originally built at Cincinnati in 1879 as the PITTSBURGH. Her superstructure was destroyed by a tornado at St. Louis in 1896. The hull was purchased by the Diamond Jo Line, taken to an Upper Mississippi yard, and rebuilt and renamed DUBUQUE. In 1919 she was converted to an excursion boat and thus ended her days.

JAY MORTON, President.
JOHN KILLEEN, Superintendent.
General Office, ST. LOUIS.
ISAAC P. LUSK, Gen. Freight Agent.



THE OLD RELIABLE
BETWEEN
St. Louis and St. Paul.



M *W. J. Young & Co.*
Columbia Packet Co.
Clinton, Mo.

To Diamond Jo Line Steamers, Dr.

MARKS.

For Freight and Charges as per Bill-Lading.

2 Box Books

Col. Packet Co

5/14/01

Weight	Rate	Boat's Freight
<i>100</i>	<i>32</i>	<i>25</i>
Chgs. Advanced		<i>25</i>
TOTAL		<i>75</i>

SPECIAL NOTICE.—In case of OVERCHARGE or DAMAGE, consignee will please send claim immediately, accompanied by RECEIPTED FREIGHT BILL and ORIGINAL BILL-LADING to the undersigned, who will promptly adjust the same.
ISAAC P. LUSK, General Freight Agent, St. Louis, Mo.

Rec'd Payment *Smith & Co* Agt.

UPPER MISSISSIPPI RIVER




SHENANDOAH. Side-wheeler of 179 tons. Built at Brownsville, Pa. in 1848. Both items shown are Bills of Lading used in 1854. The Shenandoah was lost in 1856.



Bellevue Iowa
1854

27th

UPPER MISSISSIPPI PACKET.


HENRY WHITE, MASTER.

Co Steamer SHENANDOAH, Dr.

To Freight on	<i>Sundries 1680 @ 20¢</i>	<i>331</i>
	<i>Charges</i>	<i>2946</i>
		<i>\$3182</i>
	<i>Matthews Lumber 1560 @ 20¢</i>	<i>312</i>
	<i>Charges</i>	<i>3238</i>
	<i>McCraw Lumber</i>	<i>150</i>
	<i>Charges</i>	<i>291</i>
	<i>Received Payment,</i>	<i>770.72</i>
		<i>780 Clerk.</i>
		<i>78.5 1/2</i>
		<i>784 8</i>

Matthews 844 Coal

CA

Printed by Keomle & Hager, Olive Street, near Main.

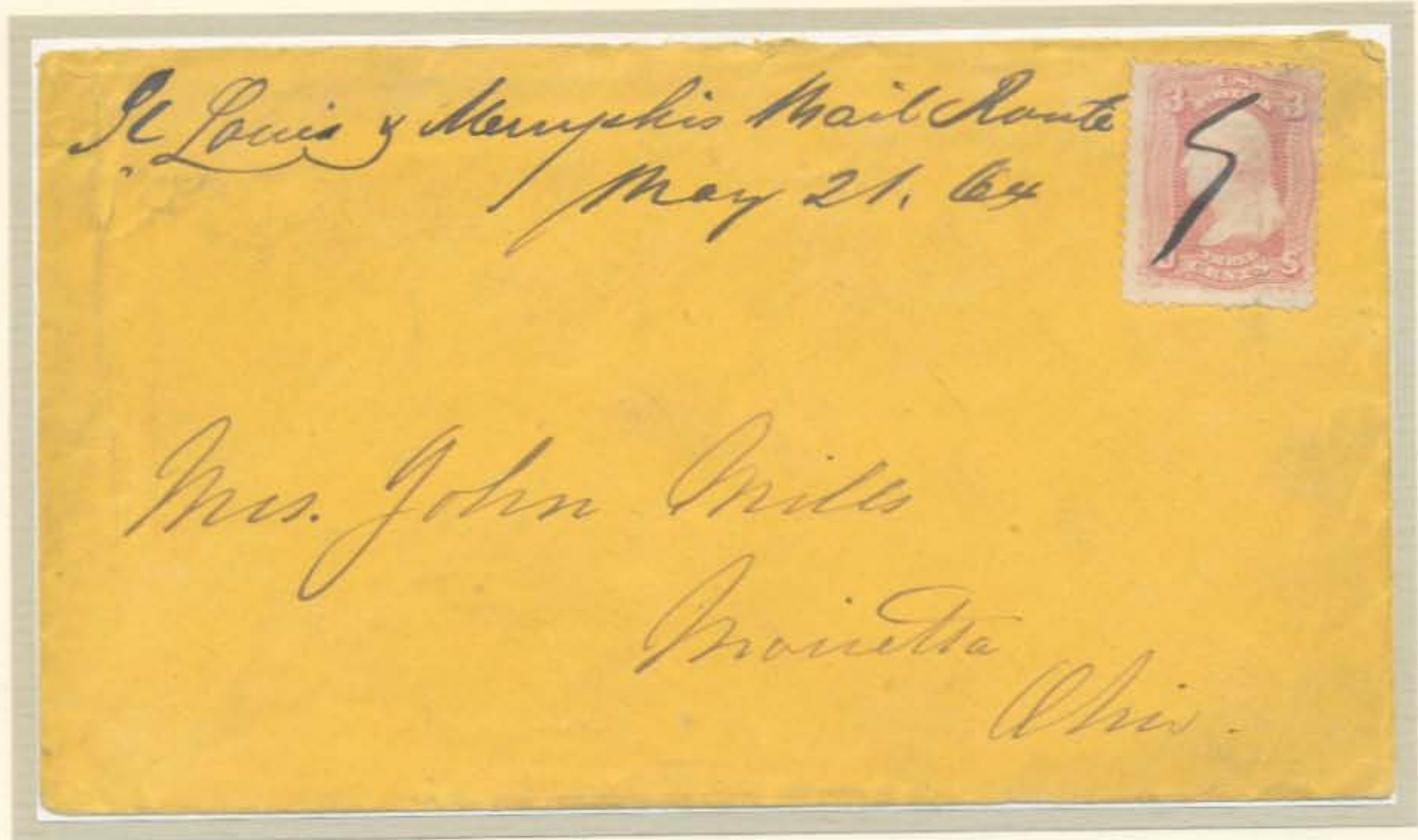
UPPER MISSISSIPPI RIVER



MONSOON. Side-wheeler of 171 tons. Built at Cincinnati in 1839 for the Mississippi trade. She was abandoned in 1842. The cover shown was carried by the MONSOON from Louisiana, Missouri, on the Upper Mississippi, to Saint Louis. Letter is dated August 15, 1839 and was received on the 20th.



STEAMBOAT ROUTE AGENT MARKINGS

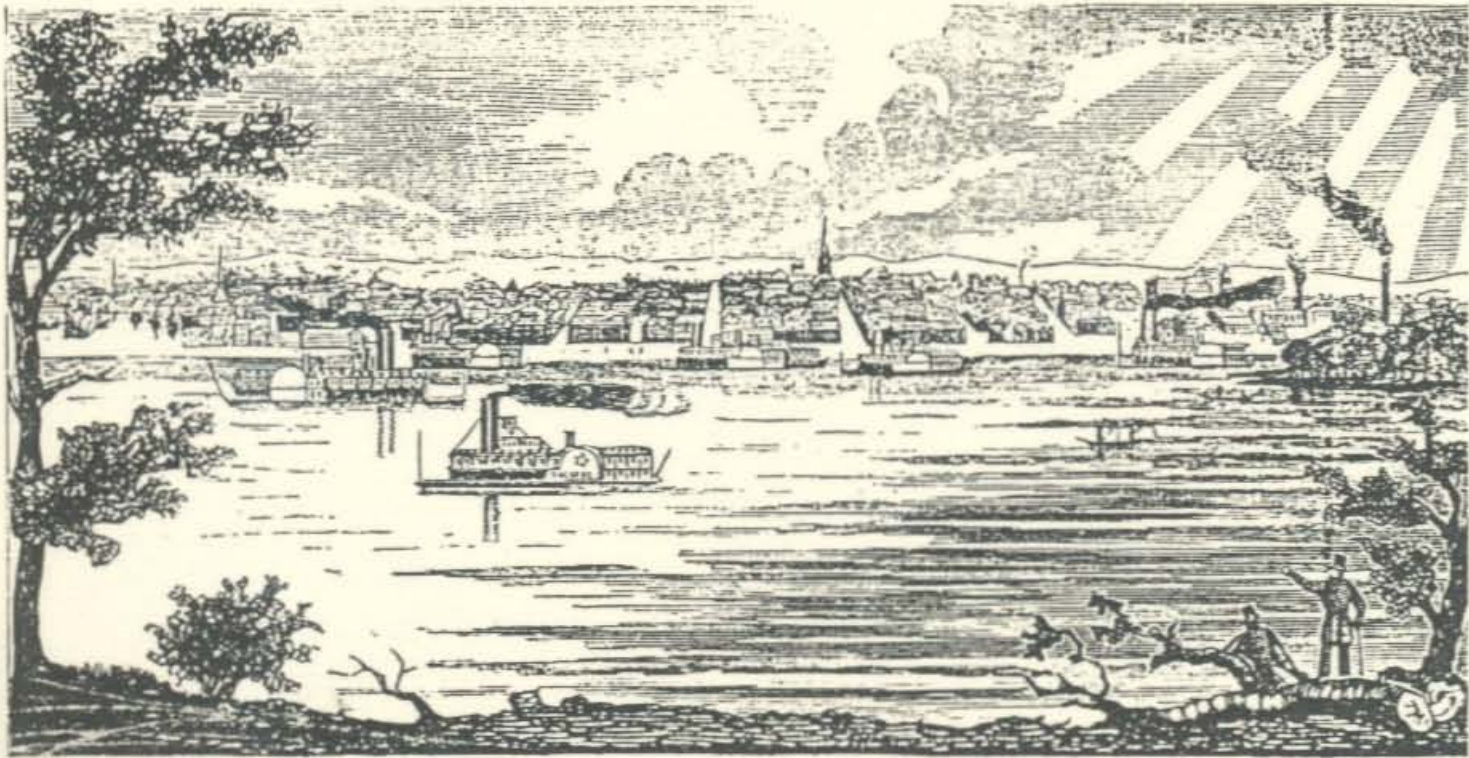


St. Louis & Memphis Mail Route May 21, 1864



VICKSBURG & NEW ORLEANS MAIL LINE RIVER ROUTE
May 21, 1873

OHIO & MISSISSIPPI RIVERS



VIEW OF LOUISVILLE.



INDIANA. Side-wheeler of 1,527 tons. Built at Madison, Indiana in 1865 Cincinnati-New Orleans trade. She was rebuilt in 1874 and sank the following year on September 7, 1875. Cover was postmarked at Cairo June 2, 1869. Stamp has been moved in order to show the imprint of the boat.

UPPER MISSISSIPPI RIVER



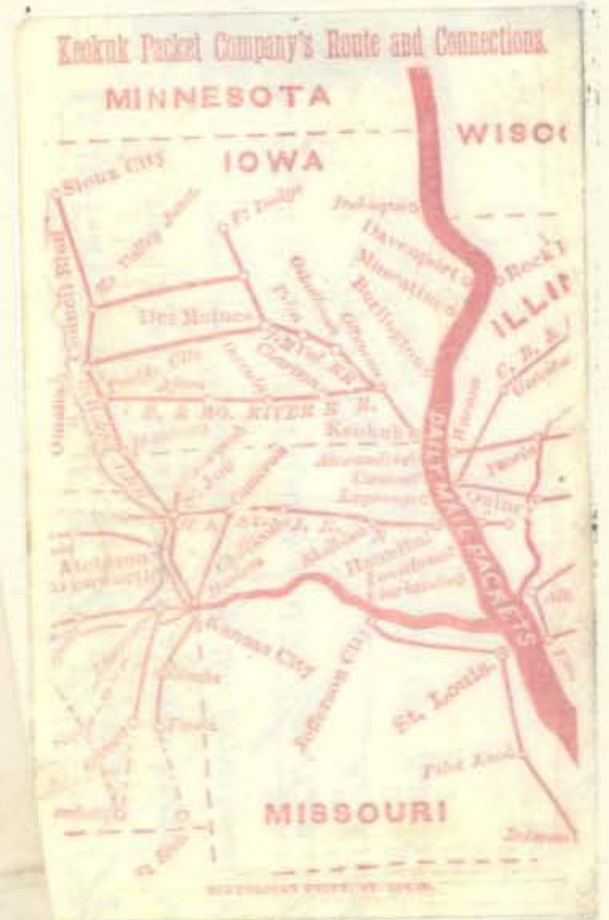
BOREAS No.2. Side-wheeler of 222 tons. Built at Pittsburgh in 1845 Operated out of St.Louis, in the Upper Mississippi trade, until she was abandoned in 1847. Cover carried from St.Louis April 5, 1845 to Keosauqua, Iowa Territory.



EXPRESS. Side-wheeler of 192 tons. Built at West Elizabeth, Pa. in 1850. Operated in the Upper Mississippi trade until she was lost in 1855. Item shown is a folded Bill of Lading, for "Five Kegs of Liqueor" and other merchandise, dated at St.Louis May 31, 1851.

UPPER MISSISSIPPI RIVER

KEOKUK PACKET COMPANY. Letter written by John S. Mc Clune the president of the company. Dated at Saint Louis on June 10, 1872.



Reverse side of pass in red.

KEOKUK PACKET COMPANY



GENERAL OFFICE
112 NORTH COMMERCIAL ST.

Saint Louis, June 10th 1872

J. O. Crosby

Dear Sir,
I am
your welcome
draft for \$1000
received on Saturday
too late to answer
day, consequently
of two days, I
breath, I believe

Keokuk Packet Co.

COMPLIMENTARY

Pass *Nov. 20. W. Kilbourne*

Account of *Presid. Dec. 20. V. A. R.*

1870 Until December 31, 1870.

W. Mullik

KEOKUK PACKET COMPANY
DAILY
U. S. MAIL AND EXPRESS LINE,
General Office, 112 N. Commercial Street,
SAINT LOUIS, MO.

*Receipt of \$1000
June 18/72.*

*James O. Crosby Esq
Garnaville,
Iowa*



OHIO & MISSISSIPPI RIVERS



PACIFIC. Side-wheeler of 603 tons. Built at New Albany, Indiana in 1857. Operated in the New Orleans-Louisville trade. Lost in 1860. Cover is used from Cairo, Illinois on the Mississippi in the late 1850 period.



PACIFIC Side-wheeler of 572 tons. Built at Elizabeth, Pa. in 1850. Operated in the St. Louis and New Orleans trade. Lost in 1854.

UPPER MISSISSIPPI & St. CROIX RIVERS



WAR EAGLE. Side-wheeler of 155 tons. Built at Cincinnati in 1845 for the Upper Mississippi and St. Croix River trade. She was converted to a barge in 1851. Cover shown is a folded Bill of Lading, dated at Saint Louis on April 7, 1846, for merchandise to be delivered at the Port of Stillwater on the St. Croix. The delivery was made just 10 days up river from Saint Louis. At the time Stillwater, Minnesota was in Wisconsin Territory. Minnesota Territory was not formed until 1849



PEMBINAW. Side-wheeler of 237 tons. Built at Brownsville, Pa. in 1857 for the Northern Line Packet Company. She operated in the Upper Mississippi and St. Croix River trade. Converted to a barge in 1867. Cover is post-marked at Quincy, Ill. on March 26, 1860. Named after the town of Pembina, North Dakota, which is pronounced PEMBINAW. She is carried on boat registration lists as PEMBINA.



UPPER MISSISSIPPI RIVER



STELLA WHIPPLE. Stern-wheeler of 90 tons. Built at Eau Claire, Wisconsin on the Chippewa River. Owned and operated for the La Crosse & St. Paul Packet Company on the Upper Mississippi & Chippewa Rivers until abandoned in 1868.



Saint Paul Sept. 6. 1865.

Wm. P. Benson & Co.

To Steamer **STELLA WHIPPLE, Jr.**

DEM. PRINT, La Crosse

Capt. J. WEBBER.

MARKS

TO FREIGHT ON

*Jos. Wellman 117
St Paul*

*U. S. Files
Ship*

188

4 23 1 11

Received Payment

Leahfield

Clerk.

PER STEAMER
[Stamp plainly.]



DAILY U. S. MAIL AND EXPRESS LINE.

For July 9th 1873
No Reynolds & Co
To Keokuk Packet Company, Dr.

MARKS.

TO FREIGHT ON

Weight.

Rate.

To Wheelbarrows c 15

4571

Paid :

F. J. Guy

Clerk.



FAST PACKET LINE.

The Keokuk Northern Line Packets

War Eagle

—AND—

Rob Roy.

Will leave Keokuk for St. Louis Daily at 7 a. m.

The Rob Roy 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. on Tuesdays, Wednesdays, Thursdays and Fridays.

A. M. HUTCHINSON, Agent.

Depot foot of Johnson Street.

JOHN T. PERKINS,



UNDETAKER,

Keeps every thing necessary to care for and bury the dead. Open day and night. Funerals promptly attended to.

No. 15, Third Street. KEOKUK, IOWA

Packet Co.

K. Felt



1865

Steamer **WAR EAGLE, Dr.**

and Charges as per Bill Lading,

Boat's Freight.

Back Charges.

Total.

110

334

ment Tax, 2½ pr. ct. on Boats' Freight,

Received Payment,

Clerk.

CENTRE MARKET

Buy and Deliver
Beef or Stock Cattle
by the head or by
gross weight

ON STEAMBOATS
at Benton or any other
point on the Mis-
souri River,
At Lowest Rates.

MAIN STREET.

Benton, Montana, May 22nd 1882

to Steamer Helena

BOUGHT OF

JOHN S. KENNEDY, & Co

Wholesale and Retail Dealers in

BEEF, PORK, MUTTON, GAME,

POULTRY, FISH AND COUNTRY PRODUCE.

BENTON
LINEN
AUG
21
1882
STEAMER
HELENA

60m 3 1686L 1865

Head Quarters 16th Army Corps
Harrisburg Pa Dec 1865.

OATH OF IDENTITY.

To be Discharged



By order of

MAJOR GENERAL A. J. SMITH

Assistant Adjutant General



Steamer Key City
B. Cincinnati, Ohio
1865 - Abandoned
Bot Tom side wheel
Hoyle Park Debaque
Iowa
N. West Pack Co.

W. R. Champlin
Co. B 4th Mass. Inf.

of the town of

County of in the State of

On this day of in the

one thousand eight hundred and sixty personally appe

before me, the undersigned, a Justice of the Peace for the co

and above mentioned

who, being duly sworn according to law, declares that he is

identical who

in the company commande

Captain in the regim

commanded by

that he enlisted on the day of

for the term of and was dischar

at on the

by reason of

Sworn and subscribed to before me this day and year above written.

I certify that before

whom the above affidavit purports to have been made, is a Justice

he Peace duly authorized to administer oaths, and that the above

his signature.

In witness whereof, I have hereunto set my hand and affixed m

official seal, this day of

in the year

at in the State of

Clerk of the

To all whom it may

Concern.



Know ye, That William R. Champlin a
 Private of Captain William Grant's
 Company, (1st,) 6th Regiment of Minnesota Infantry
 VOLUNTEERS who was enrolled on the Twenty Seventh day of February
 one thousand eight hundred and Sixty Four to serve Three years or
 during the war, is hereby **Discharged** from the service of the United States,
 this Twelfth day of June, 1865, at Montgomery
Alabama by reason of Surgeon's Certificate of disability
 (~~No objection to his being re-enlisted is known to exist.~~)

Said Private William R. Champlin was born in Peter County
 in the State of New York, is 38 years of age,
Five feet Seven 1/4 inches high, Dark complexion, Blue eyes,
Dark hair, and by occupation, when enrolled, a Farmer

Given at Montgomery Ala this Twelfth day of
June 1865.

Wm Grant
 Senior, Col 1st Minn
 Vol Inf, ~~Commanding the Regt~~
Comd'g Regt.

* This sentence will be erased should there be anything
 in the conduct or physical condition of the soldier
 rendering him unfit for the Army.

COMPANY.

6/2

North Western Packet Co.

1871

1865

1869

REGULAR FREIGHT AND PASSENGER PACKET.

McClellan

McClellan & Co. 1869

To Steamer **ST. MARYS, Dr.**

T. W. Hillman & Co. Stationers, 76 Camp Street, N. O.

J. R. W. in

Bellevue June 22 1853

STEAMER
GREEK SLAVE,
LOUISVILLE
AND
TENNESSEE RIVER
PACKET.

To Steamer **GREEK SLAVE, Dr.**

M. E. & G. Patton

Freight on

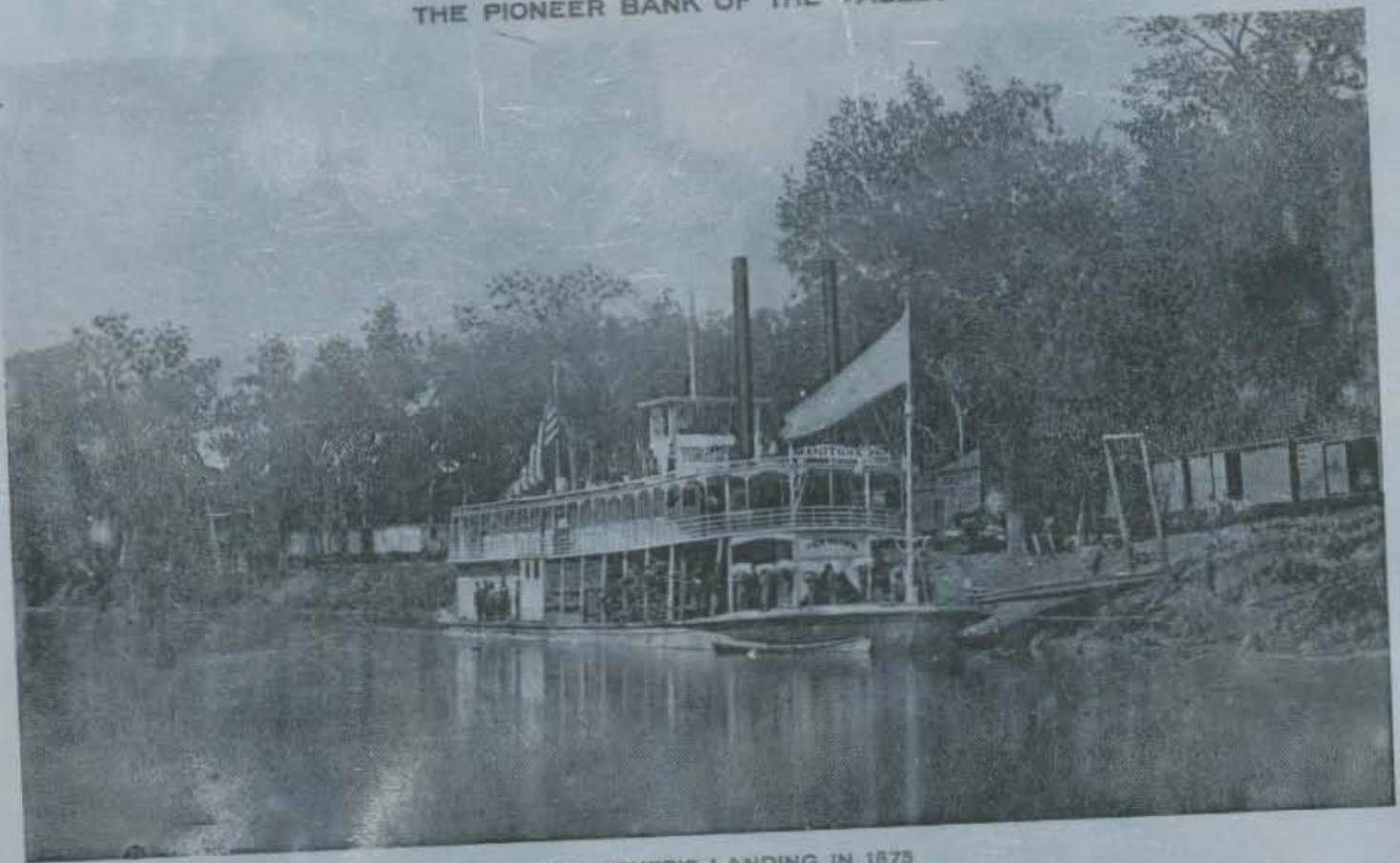
146 Sacks. 278 Buss Wheat 6

Wheat by mure. Made by G. Patton

Total.	243
	17
	960
	35
	995

1050
1500
2000
2500
3000

BANK OF FISHER, FISHER, MINNESOTA
ESTABLISHED 1875
THE PIONEER BANK OF THE VALLEY



OLD FISHER'S LANDING IN 1875

Dr. Peabody

Saint Louis July 8th 1841

Dear Sir

I have sent you on board the steamer
Chipawa the horse I promised to send you in case
I did not sell him I have furnished the boat with
feed for him, and the charges ~~for him~~ on the
Boat for his passage will be ^{four} ~~five~~ Dollars. The Captain
promised to take good care of him while on the boat.
You will return with him a saddle Bridle Martingale
- gals and an old Blanket. In case the horse should
suit you you can have the whole establishment for
one hundred and seventy five Dollars which I
think there is no doubt of the works being kind and
gentle in double harness and has been worked in
single harness I believe although I have never seen him
if you should put him in single harness please have some
careful hand do it. although I do not apprehend any
difficulty, either my brother D. B. Anderson who owns the
horse or myself will be in your city in October next
and can talk the matter over. It is my impression
now that we shall come to your city prepared to put
up a Steam Flouring Mill, ^{in the fall} Dr Putney left this city last
evening for Virginia and I shall leave tomorrow

Respectfully your obedient servant
Col. William Rip

W. B. Anderson

One Horse saddle Bridle Harness and Blanket

Charges on Horse to Boat 4.00
for passage up to Burlington
To pay these

Robt William Pop
Register Land Office

Burlington City
Iowa Territory
U.S. Chippewa
Sarah Ann

S.W. Savath Apr 7 112 Tons
B. P.H.S. 1841
P. 1845 STONE
S.W. Chippewa 707 Tons
B. P.H.S. 1843
P. 1843

Blowers Power
Landed in Quina 1841
Linn and "Sack Ann"

W. G. Anderson
Hoboken
July 8. 1841



MINNESOTA

MINNESOTA RIVER

95410
16195
79215

St. Paul May 4th 1865

B & C



To Str **MOLLIE MOELLER, Jr.**

MARKS.

Ullman

TO FREIGHT ON

As per B. L. 133 & Aides

10 00

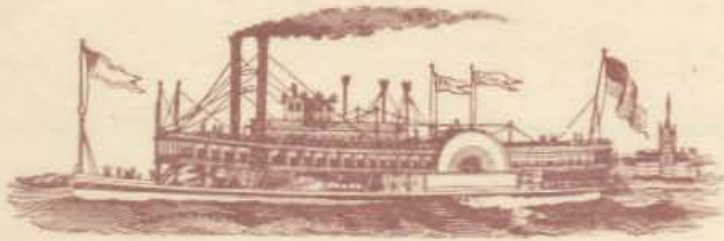
To Adv. Charges.

Gov. Tax on Am't Fr't 2 1-2 per cent.

25

10 25

MINNESOTA RIVER.



Office of the St. Paul Press Co.

St. Paul Sept 20th 1865

M. J. Ullman

To Str **OTTER, Jr.**

C. BISSON, Captain.

MARKS.

TO FREIGHT ON

MINNESOTA RIVER.



Office of the St. Paul Press Co.

St. Paul May 11 1865

M. J. Ullman
Messrs. Pump & Chauplin

To Str **ARIEL, Jr.**

H. W. HOLMES, Captain.

MARKS

TO FREIGHT ON

From
St. Louis
For
Gray Marshall & Co
Chicago

As per B. L.

10 00

To Adv. Charges.

Gov. Tax on Am't Fr't 2 1-2 per cent.

25

10 25

Received Payment

Holmes

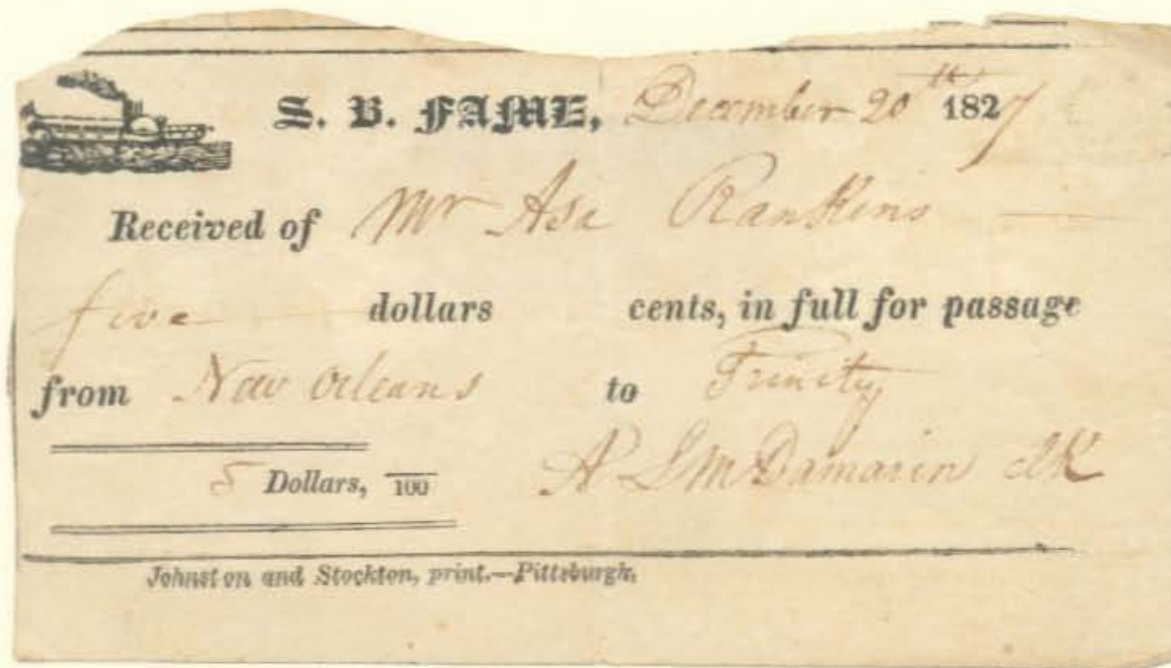
Clerk.

MISSISSIPPI RIVER



VICKBURG. Side-wheeler of 635 tons. Built at New Albany, Indiana in 1857. Operated in the New Orleans trade until she was lost. The Lytle List reports the boat as being lost in 1863, but the cover shown above indicates that the boat was still in operation in 1864.

STEAMBOAT ROUTE AGENT MARKINGS



FAME. Side-wheeler of 285 tons. Built at Pittsburgh in 1827 for the New Orleans trade. She was abandoned in 1831. Item shown is a steamboat ticket for passage from New Orleans to Trinity on December 20, 1827.



OHIO RIVER ROUTE AGENT MARKING. Letter is dated at Louisville on June 8, 1852.

THE WESTERN MAILS



St. ANGE. Side-wheeler of 254 tons. Built at Saint Louis in 1849 for Captain Joseph La Barge for the Upper Missouri trade. She was at Saint Louis at the time of the great steamboat fire of May 17, 1849, but was able to avoid the disaster. In 1850/52 she was in the employ of the American Fur Company. She was lost in 1854.

Letter written on board the St. Ange, under date of "Missouri River April 12th, 1849", by a west-bound Forty-Niner. He writes to his wife: "One can hardly form an idea of the immense *rush* to California. Every boat is loaded to the waters edge . . . There is gambling a plenty of it on board all these western - at any rate the Missouri boats. 13th They stop runing nights on account of the immense quantity of driftwood. We have just stoped to bury a man who died on board. 16th We are now most arrived at St. Joseph." He goes on to report the death of his fellow townsman of the Cholera and asks his wife to break the sad news to Luther's wife. "St. Joseph April 17th We have just arrived . . . At this place and Independence (there are) 5 or 6000 teams." The writer, J.A. Gooding, did get to California overland, and later he returned to his family in Illinois, via Panama.

UPPER MISSISSIPPI RIVER



MINNEAPOLIS. Side-wheeler of 650 tons built at Pittsburgh for the Northern Line Packet Company in 1869. Both covers were postmarked at towns along the Mississippi - Hannibal, Missouri and Reeds Landing, Minnesota about 1869-70 period. The Minneapolis was wrecked in the ice gorge at St. Louis on January 30, 1884.



OHIO RIVER



ANDREW JACKSON. Side-wheeler of 229 tons. Built at Cincinnati in 1845 for the Ohio River trade. She was lost in 1850.



OLD HICKORY. Side-wheeler of 445 tons. Built at Louisville in 1845 for the Ohio River trade. Abandoned in 1850. She was given the nickname of President Andrew Jackson.

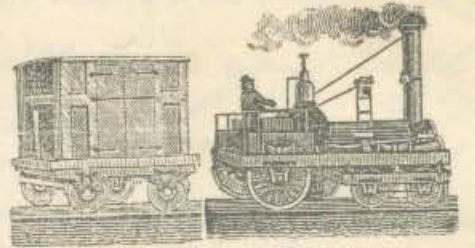
MISSISSIPPI RIVER



CHAMPION. Side-wheeler of 676 tons. Built at Cincinnati in 1858. Operated in the New Orleans-St. LOUIS trade until lost in 1863.



Young, Printer, Black Horse Alley, Philad'a.



MARKS & NUMBERS.

1 Pkage
Silas Pease & Co
Boston
Mass

J. B. PECK'S
NEW PACKAGE EXPRESS LINE,

For Baltimore, Washington, Richmond, &c.

For the conveyance of Bank Notes, Specie, and Packages of every description.

Office at Philadelphia, No. 81 Dock Street.
" " Baltimore, No. 135 Market Street.

Baltimore, Oct 24 1842
RECEIVED from Messrs Strohan & Co

marked and numbered as per margin, which I promise to forward
(loss by fire excepted) and deliver to Silas Pease & Co

Boston

in Philadelphia, upon presenting this receipt at my office and paying
charges and freight therefor.

Aug W Griswold

Baltimore 24th Oct. 1842.
Messrs Silas Pease & Co,
Boston

Gentl^{ms} We have received your esteemed favor of 22nd and try to answer out it as much as time will allow. - We have you above a receipt of a small Package containing a Sample of Simons of a lot of 5 to 600 Bags for which \$38 is asked, Cash, as you require, \$34 & 4/10ths, it is the only lot in market and that is the reason, that we hasten to send you a sample of it. - All the other parcels have been sent to New York, your prompt attention to it will be required as we think it is a cheap lot and the quality

APD SHEET PROTECTOR WY-11

APD SHEET PROTECTOR WY-11

J. B. Thomas Jr

October 2



Boston

Misses Pillsbury, Prince & Co



Single



Faint, mostly illegible cursive handwriting covering the majority of the page.