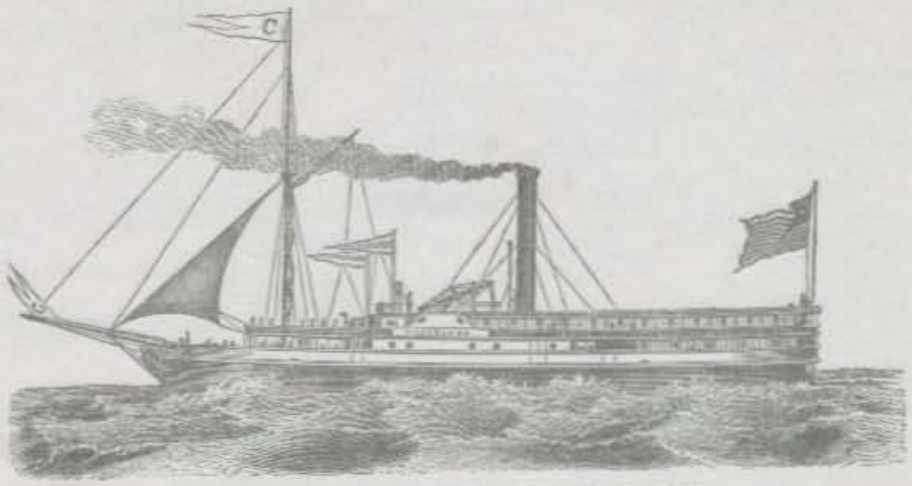
BUFFALO & CHICAGO STEAM-PACKET



Capt. A. E. HARP.

Cleveland March 14th 1845

Messrs Maw & Brown

Gents

Your favor of the 8th ult came duly to hand in my absence to Cincinnati and in reply would say that I intend to be at your place in the first of April - and also that no correspondence has passed between plffs and myself in relation to the cause now pending. All the evidence they have to bring against

CLEVELAND. Side-wheeler of 579 tons. Built at Huron, Ohio in 1837 for the Great Lakes trade. Lost in 1854. Cover is postmarked at Cleveland, Ohio on March 16, 1845.

as I ha

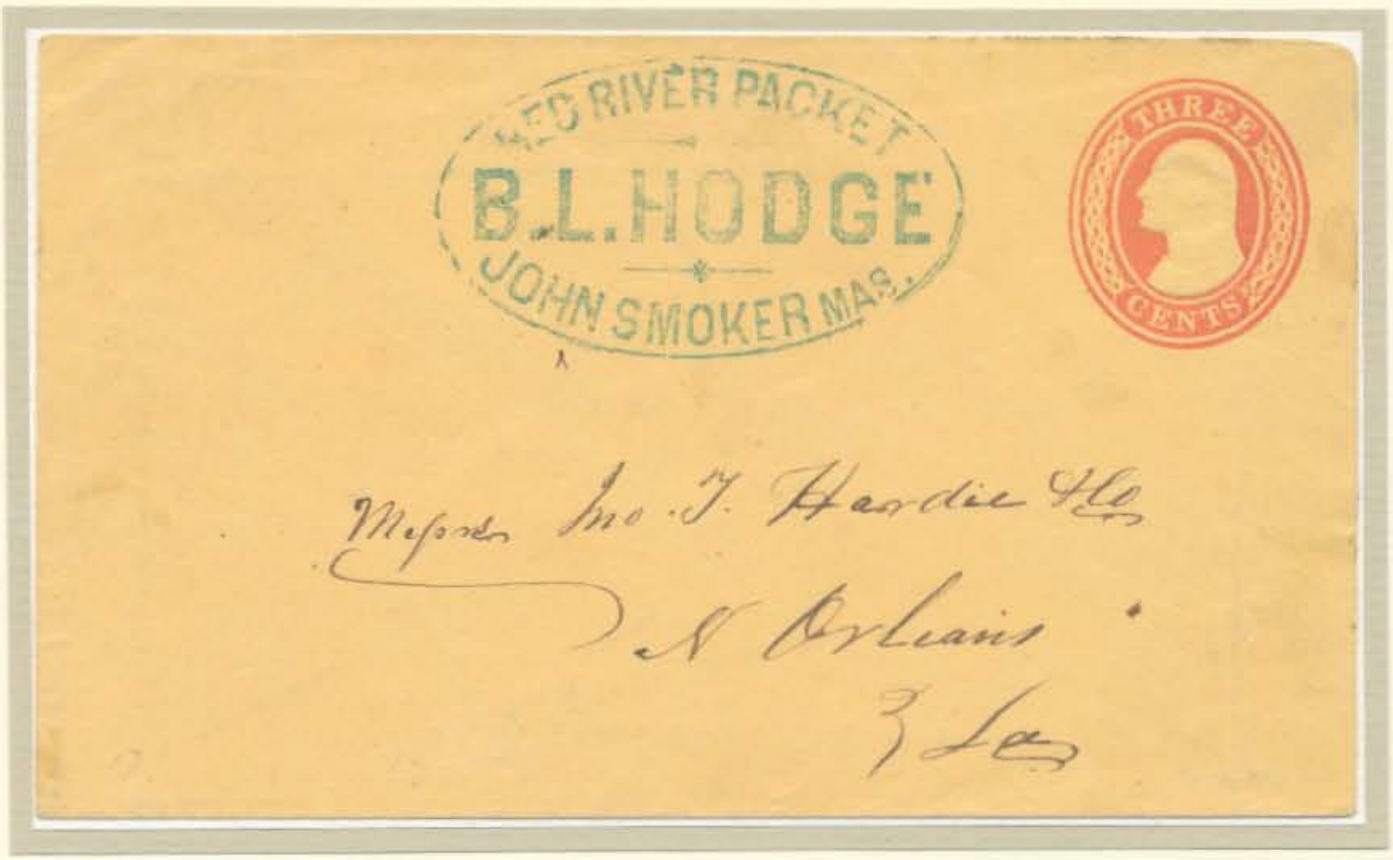
at the time of trial if it would do any good. but my faith in the matter is small.

Respectfully Your Obt. Servt.

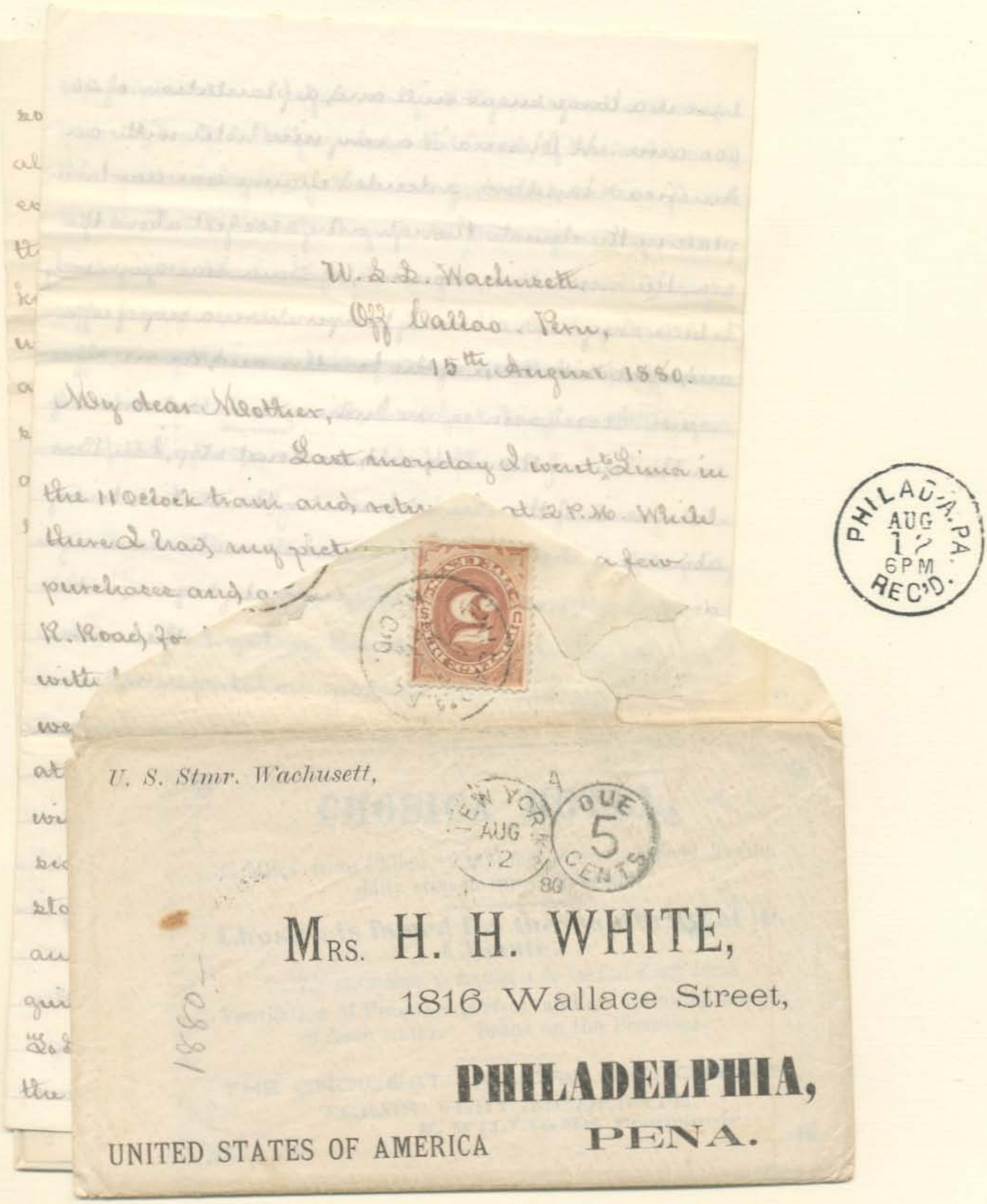
Saml. Hastings

OVER

HECLA. Side-wheeler of 285 tons. Built at New Albany, Indiana in 1847. Operated in the New Orleans trade until abandoned in 1857. Cover was carried from Alexandria, Louisiana on the Red River to New Orleans December 31, 1850.



B.L.HODGE. Side-wheeler of 289 tons. Built at New Albany, Indiana in 1857 for the New Orleans-Red River trade. She was lost in 1868.



GEORGE H.WHITE,Chief Engineer,U.S.Steamer WACHUSETT,writes a long letter describing his train ride over the **CALLAO,LIMA, AND OROYA RAILROAD,**one of the highest railroads in the world.Cover was probably carried by a naval ship to New York where it entered the mails on AUG 12"DUE 5 CENTS"At Philadelphia a postage due stamp was added and 5 cents collected on delivery.SEE content of letter on the following pages.

CALLAO, LIMA;

And Oroya Railroad.

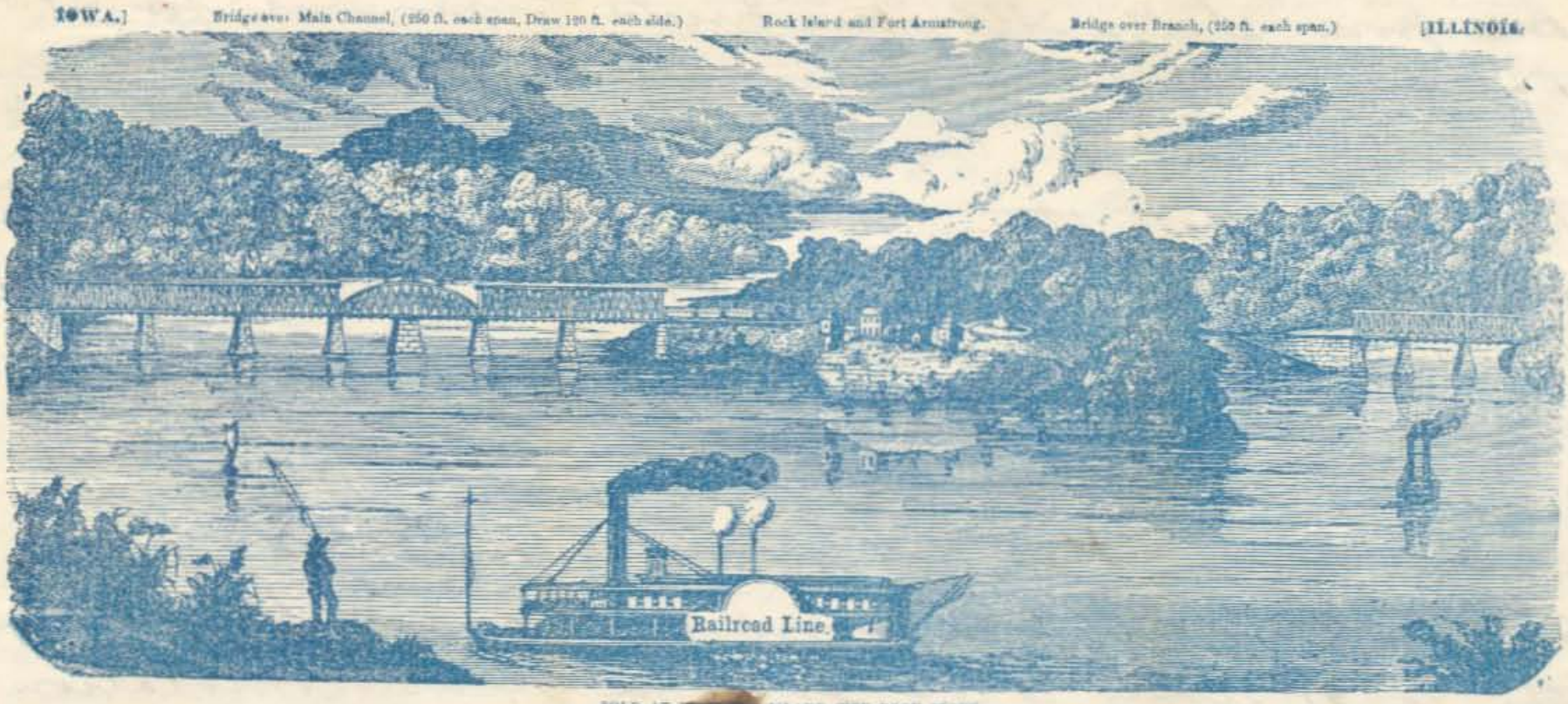
DISTANCE FROM CALLAO IN MILES.	STATIONS.	ELEVATION IN FEET.
0	Callao	0
7½	Lima	448
18½	Santa Clara	1312
33½	Chosica [Hotel]	2800
44¾	Cocachacra	4588
46¾	San Bartolome	4905
51¾	Viaducto Agua de Verrugas	5840
55¾	Surco	6655
62¾	Matucana	7788
69	Tambo de Viso	8870
74¾	Tamboraque	9843
77½	San Mateo	10530
79¾	Puente del Infiernillo	10923
81¾	Puente de Anchi	11200
83	Rio Blanco	11543
86½	Chicla	12220
104½	Summit Tunnel	15645
119	Yauli	13420
136	Oroya	12168

and has a very picturesque look, on all sides rise the mountains while all around the place are cultivated fields and pastures green, the Rimac tumbling over its rocky bed winds through the place scattering its fertalizing influence on every hand; the sides of the mountain are terrased for some distance up and small fields are laid off with fences, at this season of the year the lower ones are cultivated the others being dry and barren, as the rains come on they are planted, and the place furnishes continuous crops of potatoes and other vegetables for the Lima market. There is no attempt at architecture at any of these places, the houses consisting of four walls of sun dryed bricke(adobe) laid in mud and a thick straw roof, the inevitable church aspires to more style being larger with a more peaked gable and a bell tower. We are now persueing a most serpentine course and shoot through tunnels every few minutes, at Puente del Infiernillo(Bridge off the little Hell) you come out of a tunnel directly onto a bridge over a deep chasm and at its other end dive into another hole, just a dash of light and all is dark again. At Puente de Anchi(Bridge of the Ranch of the horse) you enter a tunnel about ½ a mile long and makes a complete curve the shape of a U. Rio Blanco(White River) is only a station where goods are received and delivered from and for the interior towns - the carrying be done with pack donkeys and Lamas or South American Camel. At 1:10 we arrive at Chicla having traveled 86½ miles by the road and assending 12220 feet, at this point the road stops, from here to Oroya the road bed is nearly graded and ready for the rails, the tunnels are cut and only a comparatively small amount is needed to finish it, but Peru is short of cash and her credit is poor so the work is stopped. The rarified air at this elevation has an unpleasant effect on some persons causing head ache, palpitation of the heart and shortness of breath. Soroche it is called, one of our party had a little trouble but the rest of us got along all right, here we have sandwhiches and then walk through the Indian town. The Indian women of Peru have a curious custom of still wearing mourning for Atahaullpa the last of the Incas, who was strangled by Pazarro after he had filled the room with silver in 1535, it consists of a kind of black apron worn on the left side and is an indispensible part of the full dress toilet. There is not much to see, so we return to the station, take another look at the pack donkeys and start on our return at 2:10. Now when one thinks of the decent that is to be made he is apt to feel a little uneasy and our engineer has examined the brakes before starting, but after the start you soon get over it and enjoy the motion and changing scene, no steam is used except to control the brakes, on you go dashing around curves and skiming along the edges of precipices hundreds of feet high, a projecting rock is seen, a corner is turned and into a tunnel we dive and in a few seconds dash over a bridge. At Tamboraque the train of 5 cars that left Lima at 8:40 passes us, the engine is from Patterson N.J. and has a hard pull to get up. They burn 12 tons of coal going up and 1 ton going down. We stop several times to examine the various points of interest as we go along, at several places we look down on three lines of track and in one place you go through two tunnels the one nearly over the other, you see the ends of both as you come down, the road follows the valley of the Rimac which tumbles over its rockey bed till it is all of a foam, the mountains are vast piles of rock, bare of vegitation of all kinds and devoid of intrest save for vastness. After leav-

ing Chosica we come to a straighter road and dash along at the rate of nearly a mile a minute. I never went faster, even with steam or horse power. at 5:55 we reach Lima just about the time the up train arrives at Chicla. The construction of this road is one of the most wonderfull pieces of Engineering in the world, between Lima and Chicla there are 40 tunnels and nearly as many bridges, whole sides of the mountain has been cut away and the road is but a shelf on the side of a precipice 600 feet high, all the iron and wood had to be imported, (fire wood is worth a cent per lb, in Lima) in order to bridge many of the chasms the work during construction had to be suspended from wire cables, the lines by which they were hauled across having been fired across from a morter; at one place a tunnel has been cut through the mountain for the river to run through the road taking a part of the old bed. The head spirit of this gigantic enterprise was Henry Meiggs an American who contracted with the government for its construction and through whose energy the necessary funds were raised, had he lived there is no doubt but what the road would have been completed, he died 3 years ago, the preliminary surveys were made by a Polish Engineer in the employ of the government but the laying out and construction was done by Americans. As thee looks at the card I enclose and recalls the discription of the place thee will no doubt wonder wherein consisted the necessity for such a road, the main idea is to develope a belt of very fertile country some 300 miles wide laying beyond Oroya, there are also silver mines on the other slope of the Andies and ecentually to connect with the water of the Amazon [river] thus connecting Peru with a wooded country. I donot know when I have spent a more enjoyable day, going up I sat in the Engineers seat and could see ahead and all around, coming back I stood up nearly all the way so as to miss nothing, we were tired out on our return and three of us went to bed in one room at10 oclock, we sprinkled the sheets with flea powder but I very much doubt if we would have been disturbed by them. The next morning we arrived on board [ship] at 11:30 just as breakfast is ready, having had a good time from the start and at a total cost of $2.70 each. I am up early to write this as we are under orders to go some where, but not even the Captain knows our destination. I suppose we are waiting orders from our Minister at Lima, steam is up and we are all ready, we had expected to go to Chimbote on friday, but something else seems to be in the wind. I am quite well and hope to hear the same good report from you all in a day or two. With much love..Geo.H.White"
2 P.M. We are expecting to start in about an hour, but dont know where we are going and shall leave our mail on board the Lackawana. Good by."

****

At the time of Geo.White's train ride the railroad had not been completed. Later it was completed to Oroya, crossing the the Western Cordillera of the Andes at 15,800 feet. It is the highest standard-guage railway in the world. In 1532 Francisco Pizaro conquered the Incas and after the emperor, Atahualpa, declined to accept Spanish domination and the Christian religion he was seized. Although a fabulous ransom in gold and silver was paid for his freedom, he was executed by strangulation on Aug.29,1533 Although Atahualpa did accept the Catholic faith through baptism, after being promised that his body would not be burned, it was burned, to prevent it from becoming a shrine to the natives. Today Peru is over 90 percent Roman Catholic in spite of the ruthless treatment by the Spaniards and as stated in White's letter the people still mourn the memory of Atahualpa!



SOLD AT [redacted] ISLAND CITY BOOK STORE.

RAILROAD BRIDGE OVER THE MISSISSIPPI, CONNECTING ROCK ISLAND, ILLINOIS, WITH DAVENPORT, IOWA.

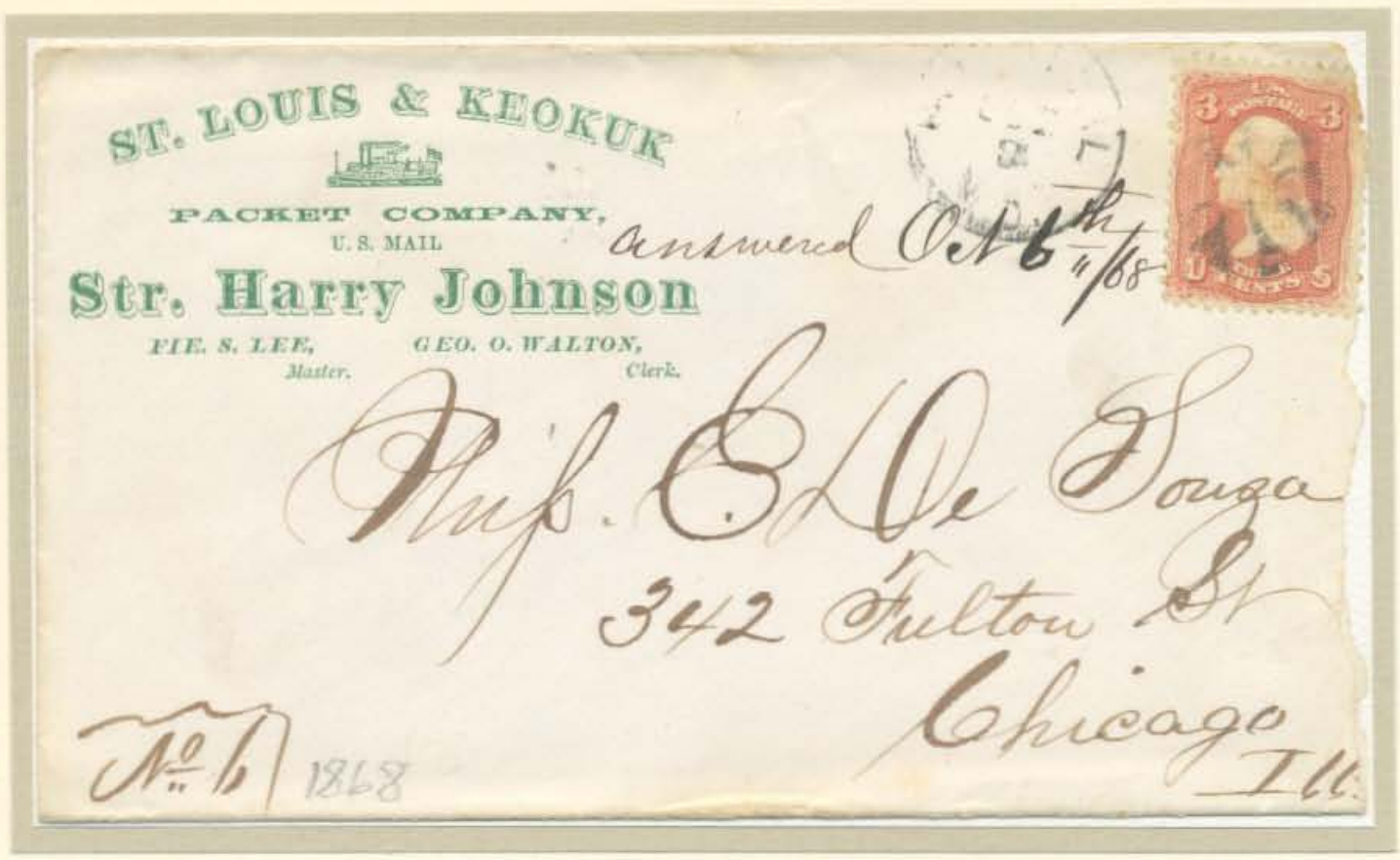
(City of Rock Island) Dubuque Iowa 5th 1856

My precious wife

Here I am all alone at the Julien House Dubuque, the rest of the party have started out in a hack ~~for~~ to see the lead mines & smelting of lead, but I concluded to forgo the pleasure to have a few lonely moments with thee, I last wrote from Davenport, since then we have been to Iowa City & Back same day, but crossed over the Miss. to ~~Dubuque~~ Rock Island where we remained until next day, took boat for Galena we had a very pleasant but tedious trip of 100 miles in 24 hours, we were very anxious to get to Dubuque for here we expected to get lots of letters & papers, but I must confess I was disappointed & have been a little crosy ever since, I found on my arrival that 3 letters ~~of~~ mine were advertised I was in high glee, but upon getting them ~~then~~ Charlie was for

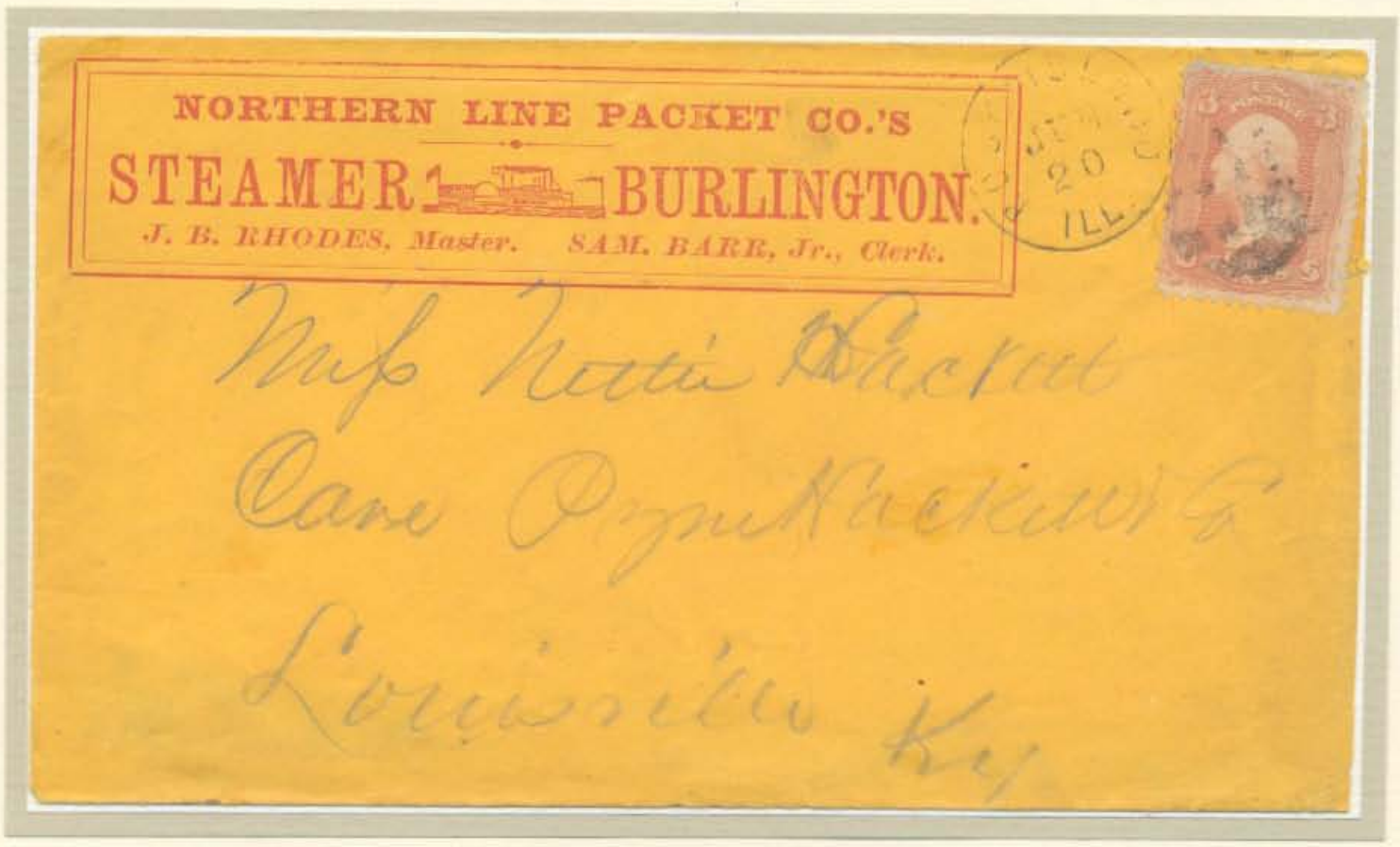
~~William~~

UPPER MISSISSIPPI RIVER



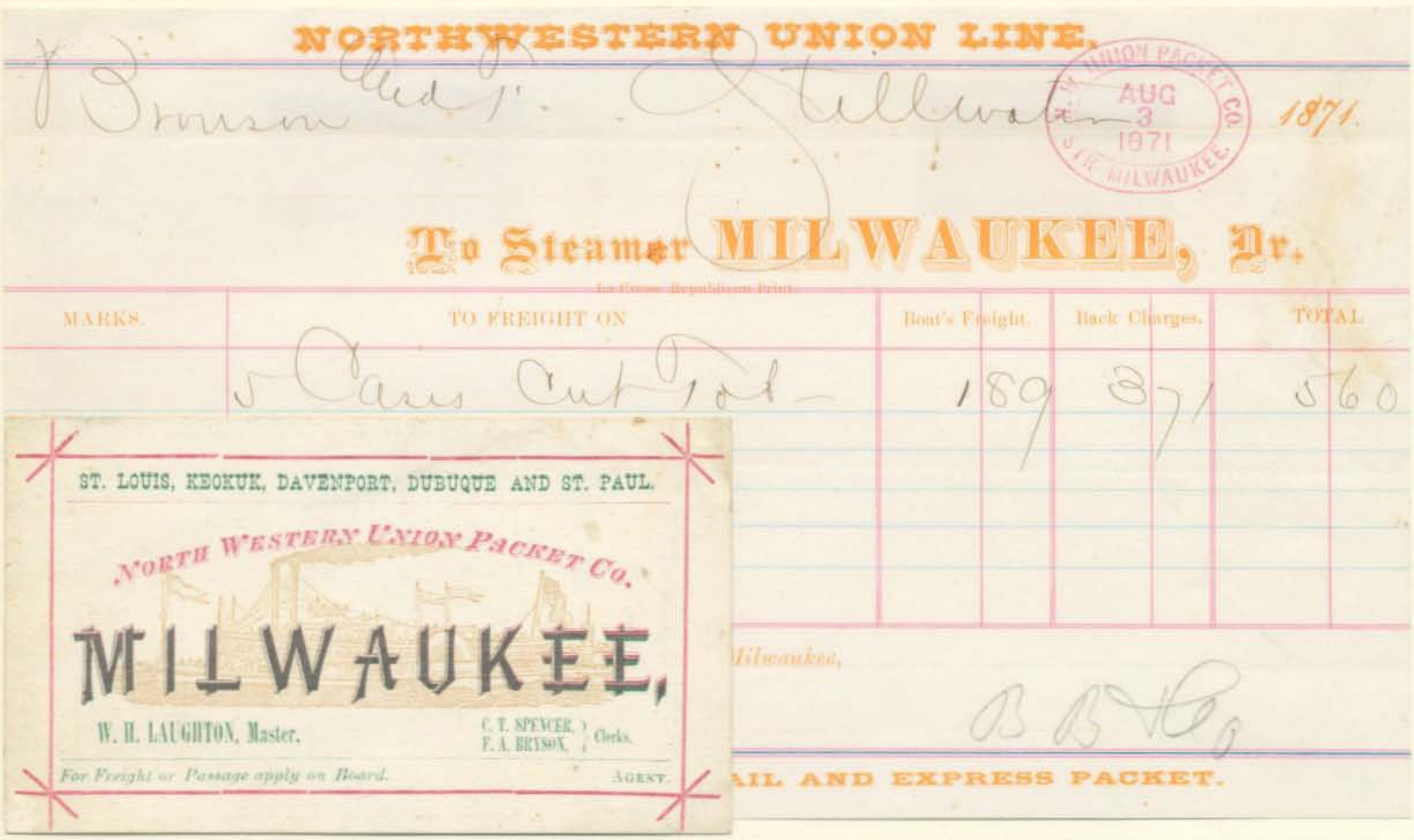
HARRY JOHNSON. Side-wheeler of about 800 tons. She was a sister boat to the ANDY JOHNSON. Operated in the Upper Mississippi trade for the Keokuk Packet Company. Cover was postmarked at Hanbal,Missouri,on the Mississippi, on October 3,1868.

BURLINGTON. Side-wheeler of 359 tons. Built at Cincinnati in 1864 for the Northern Line Packet Company. Sank one mile above Wabasha after hitting a snag on September 7,1867. Both covers are postmarked at towns on the Mississippi - La Crosse Wis. and Rock Island, Illinois.



THE WESTERN MAILS

Cover above probably originated onboard the Steamboat MILWAUKEE and entered the U.S.mails,as per postmark, at"HANNIBAL MO JUL 6"(1869). Hannibal is 144 miles up river from St.Louis.



MILWAUKEE. Side-wheeler of 402 tons. Built at Cincinnati in 1857 for the Upper Mississippi trade. Operated by the Northwestern Union Packet Company until abandoned in 1874.

REGULAR SATURDAY EVENING INDEPENDENT PACKET.

Mr Thos Seay July 3 1872

To Steamer **PRAIRIE STATE**, Dr.

FRANK STONE, Captain; WOODDIE STONE, Clerk.

1 Axes		50	
1 Bundle		50	
3 Boxes	3		4.00
5# Paid M M May			
by Mr T J Seay 6th Feb 1872			

PASSENGER STEAMER,

REINDEER,

Capt. J. H. STONE, Master,

Capt. TIM. MATHEWS, Clerk.

Feby 20 1872

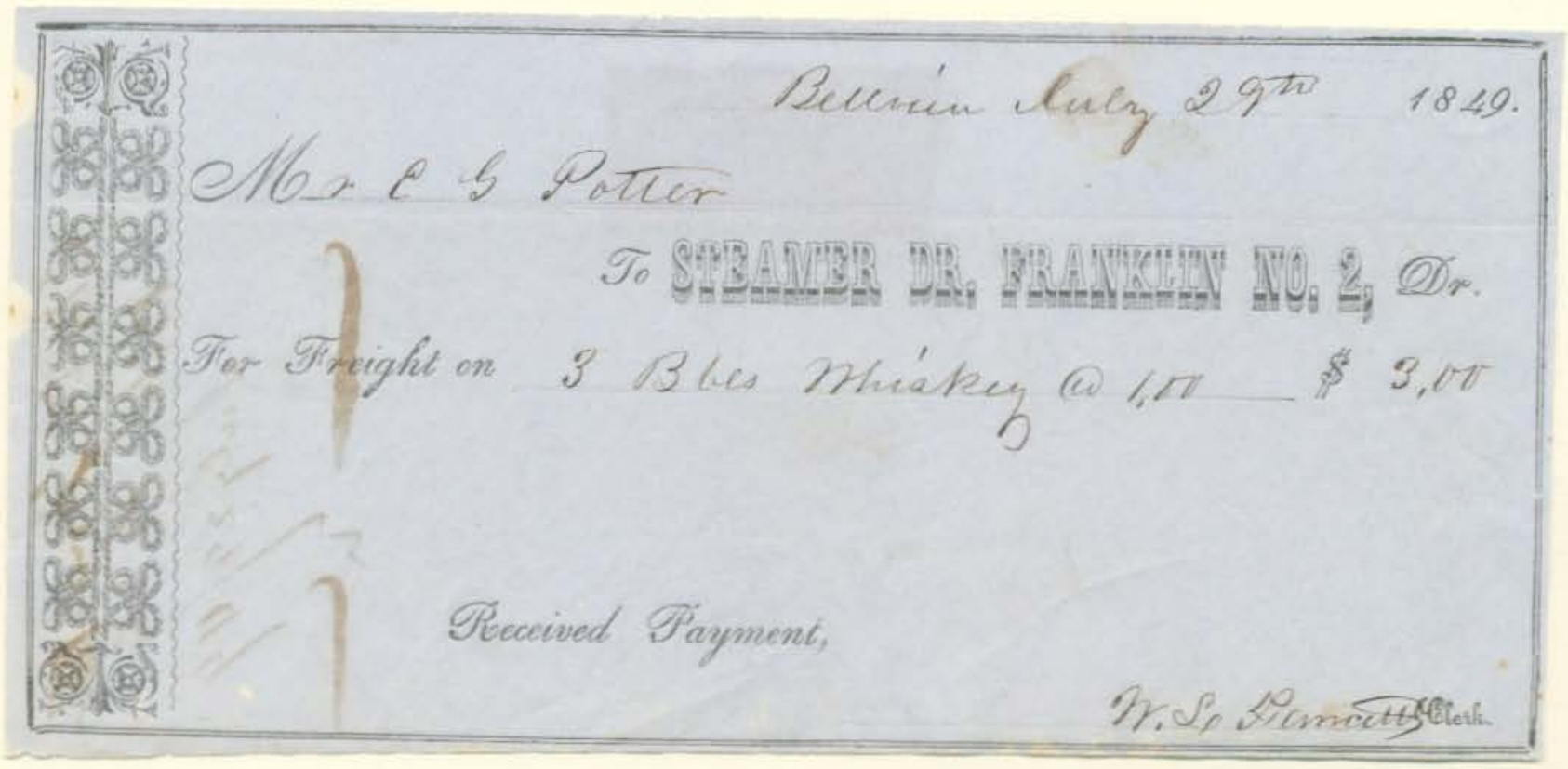
Mr B. J. Harrison Gen Store

Trip No. 6

To Steamer **REINDEER**, Dr.

To Freight on 1 Bro Hams	2	00	
1 Keg Butter		60	
1 Bbl Molasses	1	50	
Mch 8th 1872 Paid			4 00
H. S. Rourke			

Dr.FRANKLIN No.2. A side-wheeler of 189 tons.Built at Wheeling,West Virginia in 1848 and sold to Captain D.Smith Harris for the Upper Mississippi trade.Lost August 22,1852 with the loss of 32 passengers. The cover shown above was carried by the boat from St.Louis on May 23, 1849 to Bloomington,Iowa,where it was placed in the Post Office and forwarded on May 28th to Iowa City.



UPPER MISSISSIPPI RIVER

PHIL SHERIDAN. Side-wheeler of 700 tons. Built at Cincinnati in 1866 for the Ohio River trade. Later, the same year, she was sold to the Northwestern Union Packet Company to operate in the Upper Mississippi trade. She sank at La Crosse in 1876. Cover is postmarked at Minneapolis, Minnesota September 29 in the early 1870's.

DUNCAN S.CARTER. Side wheeler of 428 tons,built at St.Louis in 1858. Operated on the Missouri River until she was lost in 1859.
KATE HOWARD. Sidewheeler of 504 tons,built at Jeffersonville,Indiana in 1857.Operated on the Missouri until lost in 1859.Letter placed in the Post Office at JEFFERSON CITY MO / APR 12. No year date on cover. J.S.Nanson was captain and M.Millard the clerk.

B.L.HODGE NO.2. Sidewheeler of 700 tons,built at Louisville,Ky. in 1867 for the New Orleans trade. Rebuilt as the SOUTHERN BELLE in 1876.Destroyed by fire the same year on October 12th.
CHAS.MORGAN. Sidewheeler built at Cincinnati in 1873 and burned at the levee at Cincinnati Dec.4,1886.No tonnage give but was a very large boat.

WHOLESALE GROCERS, COMMISSION AND FORWARDING MERCHANTS,

NO. 20 WATER STREET, ST. LOUIS, MO.

Shipped, IN GOOD ORDER AND WELL CONDITIONED, BY **HELFENSTEIN & GO**, on account and risk of whom it may concern, on board the good steamboat called the Timour #2 whereof Dix is Master for the present voyage, now lying at the Port of ST. LOUIS, and bound for Fort Leavenworth the following packages or articles, marked or numbered as below, which are to be delivered, without delay, in like good order, at the said Port, (unavoidable dangers of the river and fire, only, excepted,) unto Wm Rich or to his assigns, ~~he or they~~ paying freight for said goods at the rate of 40 cts per 100 lb Wet Bbl 1,00 Hef Bbls Molasses 62½ cts — Sack Salt 60 cts

IN WITNESS WHEREOF, The Owner, Master, or Clerk of said Steamboat hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. Dated at St. Louis, this 25th day of Aug 1852

MARKS.	ARTICLES.			W'T.
	22 Boxes Smoky Tobacco	748		
	6 " Scalfalatte	180	1 Case Hats	50
	8 Hef Bbls Syrup Molasses	—	3 " do	159
Ft Laramie	1 Bbl. Tal	220	1 " Merch	140
	½ Sacks G. a. Salt	—	4 boxes Ink	72
	½ Cask Porter	636	15 Bdls Paper	225
	1 Case Sumons	753	12 Boxes Tobacco	1700
	5 Boxes Tobacco.	694	½ Bbl Brandy	200
				70
				260
				335
				910
				1158
	8 Boxes Soap	360	72 pr Casting	
	6" Saleratus	504	1 " E B Steel	
	12" Lem Syrup	08	1 " C. Do	.365
	10 " Mo Tobacco	39	1 " Spring Do	
	8 " Rice	160	8 Pairs Boots Shoes	720
				360
				25
				60
				70

Wm Rich Esqr
Ft Leavenworth
Timour #2
1852

STEAMER TIMOUR No2

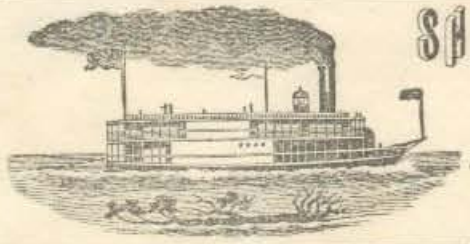
TIMOUR No 2 . "The Lytle List" of steamboats records only one boat with the name TIMOUR, a side wheeler of 232 tons, built at Saint Louis in 1849 and lost in 1854. Lloyds steamboat Directory list of steamboats destroyed in the great steamboat fire of 1849, includes the steamboat TIMOUR. Milgram states it was badly damaged and rebuilt and probably named TIMOUR NO 2. So only one boat!

ROUTE AGENTS POSTMARKS used on steamboat mail on the Ohio River between Wheeling and Parkersburgh, West Virginia in the 1850's. See map for route.

WHEELING & PARK RIVER MAIL.

C. W. CROZIER,

COMMISSION AND FORWARDING MERCHANT,—*LOUISVILLE, KY.*



Printed by Morton & Griswold, Louisville Bookstore.

SHIPPED IN GOOD ORDER AND WELL CONDITIONED,

BY C. W. CROZIER,

on account and risk of whom it may concern, on board the good Steam Boat, called the Planet *whereof* Elliott *is Master for the present voyage, now lying in the Ohio River, and bound for* St Louis *the following packages or articles, being Marked and Numbered as below; and are to be delivered, without delay, in like good order and condition, at the Port of* St Louis *(the dangers of the River and unavoidable accidents only excepted,) unto* Henry Chouteau *or to his assigns; he or they paying freight on the same, at the rate of* 1 25/100 *per* 100 lbs *privilege of reshipping on same good St Pt at mouth of Ohio* Charges 25 66/100

In witness whereof, *the Master or Clerk of said Steam Boat, hath affirmed to 3 Bills of Lading, all of this tenor and date; one of which being accomplished, the others to be void.*

Dated at Louisville, this 9 *day of* November *1839*

MARKS:		
M. P. Revelley	6 Cask Mdse	620
La Grange	" " "	630
Mo	" " "	590
		235
		440
	1 Bbl Loaf Sugar	361
	1 Bbl Sundries	108
	2 Boxes Mdse	188
	1 Key Mdse	379
		376
		25
		3952

For George Elliott
B M Jacobson

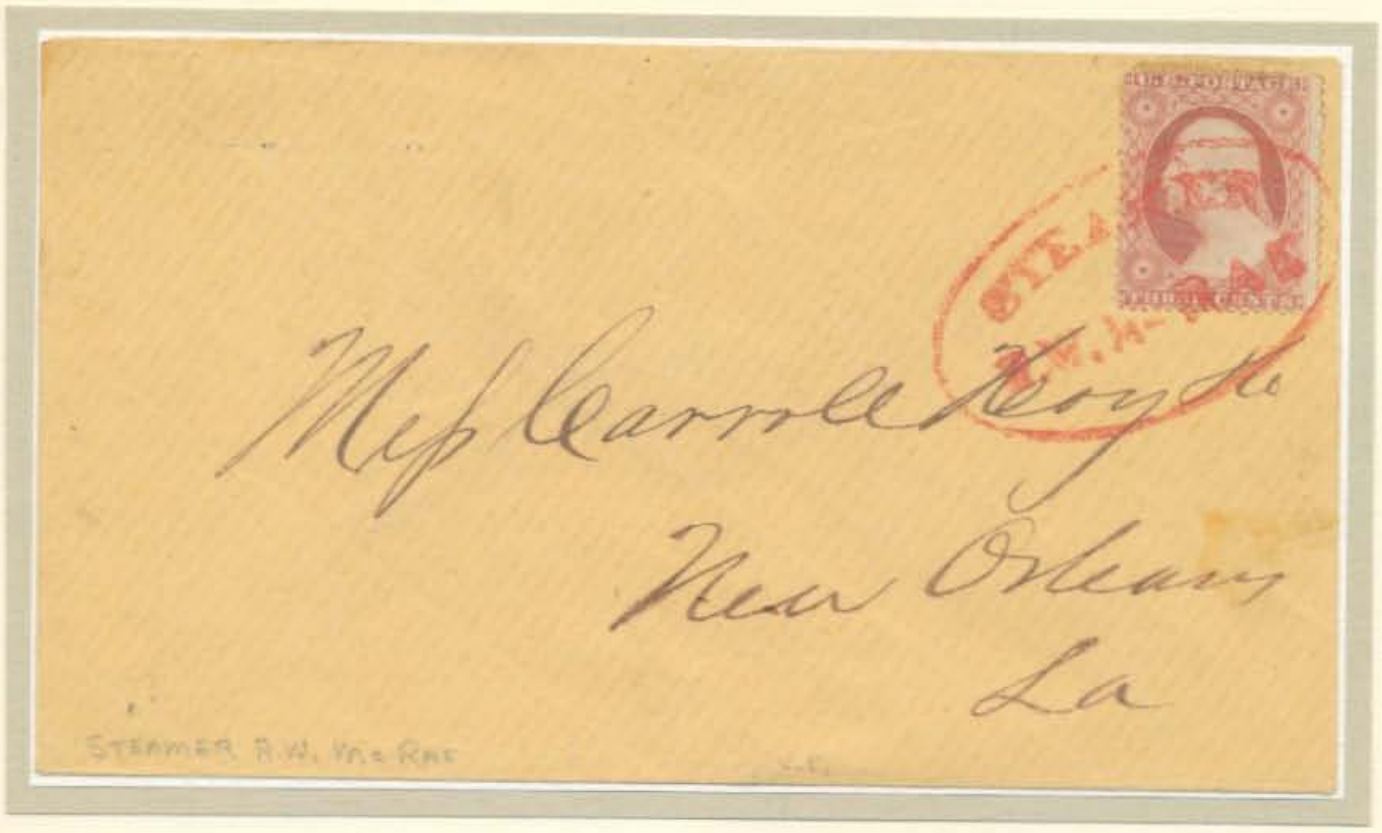
3952
98 8
4 9 4 0
4 9 4 . 6 6
2 5 . 6 6
7 5 . 0

B/L. Hell Boat Glaucus
Louisville Ky
M. O. Revely & Co
9 Nov 1839

1289

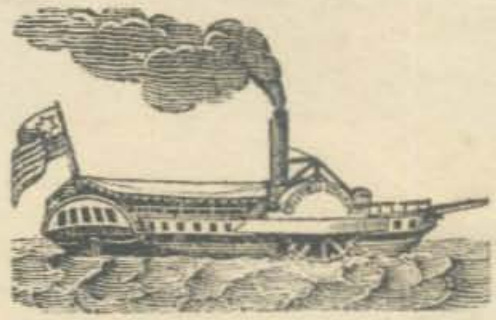
Mr Henry Chouteau
St Louis
Mo

J.M.RELF. Side-wheeler of 157 tons. Built at Louisville in 1851 for the New Orleans trade.Abandoned in 1855. Cover above was carried by the Relf to New Orleans where it was placed in the mails on March 22,1859.



R.W.Mc REA. Side-wheeler of 323 tons. Built at Louisville in 1853 for the New Orleans trade.Passed to Confederate control in 1861.

MIAMI PACKET COMPANY. Operated the five boats listed on on this cover between Saint Louis and Kansas City.Cover from St.Louis in the 1870 period.



PACKAGE.	WEIGHTS.
M & V. 10 Bbls Whiskey	

SHIPPED IN GOOD ORDER, BY James Hicks Jr

For account and risk of — the Consignee

in and upon the good Steamboat

called the New Companion *whereof is Master for the present voyage, now lying in the* Ohio *River, and bound for* Kaskaskia

TO SAY

Ten Barrel Whiskey

Being marked and numbered as in the margin, and are to be delivered, without delay, in like good order and well conditioned, (the dangers of the Rivers and unavoidable accidents only excepted,) at the port of Kaskaskia Ill. *unto* Maynard & Voly *or to* their *assigns, he or they paying freight for the said goods at the rate of* One Dollar pr Barrel

IN WITNESS WHEREOF, *the Master or Clerk of the said* Steam *Boat hath affirmed to* three *bills of lading, all of this tenor and date, one of which being accomplished, the others to stand void.*

Dated at Cincinnati *the* 26th *day of* June 1834 S D Edwards Clk

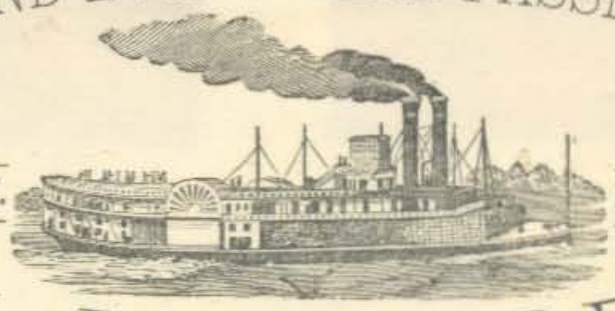
NEW COMPANION. No listing for this steamboat. The Bill of lading is dated at Cincinnati the 26th of June 1834. It is for a consignment of 10 barrels of whiskey - one of the staples of frontier American - for delivery at Kaskaskia, Illinois on the Mississippi.

JNO.W.THOMPSON No data on this boat but it operated on the Atlantic coast. Stamp is tied by the handstamp of the boat - STEAMER/JUL 22 1878/JNO.W.THOMPSON.

NEW MARY HOUSTON Sidewheeler built at Jeffersonville, Indiana in 1877. Operated on the Ohio River and was damaged in the ice at Cincinnati in January of 1893. The same year she was dismantled and converted into a barge.Cover postmarked at LOUISVILLE,KY in early 1880's.

NASHVILLE AND EVANSVILLE PASSENGER PACKET,

Leaves Nashville Wednesday at 12 M. Leaves Evansville Saturday at 4 P.M.



W. H. CHERRY,

JOLLY HARD, Clerk. FRANC. CARELL, MASTER. DAVE ATCHISON, 2d Clerk.

Feby 9th 1885.
On Cumberland River, Ky.

Dear Goodness and Goodies: We will arrive at Dover, Penn, at about supper time where we will remain until the Cherry returns from Nashville. We had intended to go to N., then stop on our return [illegible] could we make [illegible] boats without [illegible]ng. We will [illegible]t and if the [illegible]ably work up [illegible] have to post-

Nashville, Paducah and Cairo U. S. Mail Steamer.
Leaves Nashville Tuesday at 4 P. M.
Leaves Paducah Every Saturday at 10 A. M.
Leaves Cairo Friday at 10 A. M.

STEAMER W. H. CHERRY,

WILLIAM STRONG, MASTER. | FELIX GRASTY, CLERK.

Mrs. W. H. Bates,
Lock Box 154
Pekin,
Tazewell County. Ill's.

[illegible]day evening if [illegible] prevents. The steamers are not quite as large as the Gilbert, but accommodations about the same. Will bring home all the mementoes I can secure.

Yours affectionately,

W. H. Bates.

P.S.—This will be mailed from Nashville.

B.

New Orleans & Vicksburg

Regular Tuesday Packet

Steamer Katie,

WM. CAMPBELL, Commander. A. McVAY, Clerk.

HOURS FOR MEALS:

Breakfast, 7 to 10. Dinner at 2. Tea 7 o'clock

Wednesday, February 26, 1873.

Soup.

Ox-Tail, a la Jardiniere

Fish.

Barbecued Snapper, Bordelaise Sauce

Boiled Sheephead, Sauce Aurora

Boiled.

Leg of Mutton, Caper Sauce Corned Beef
Tongue Ham

Roast.

Beef Mutton Pork Turkey ~~Pig~~

Relishes.

Olives Mushroom Catsup Walnut Catsup Tomato Catsup
Cold Slaugh Red Currant Jelly Cheese Pickles
Horse Radish French Mustard Assorted Sauces

Entrees.

Calf's Feet, Fried with Italian Sauce
Currie of Giblets, with Rice
Braised Hog's Head, Sauce Piquant
Macaroni au Gratin, with Cream

Vegetables.

Mashed Potatoes Cabbage Rice Hominy
Sweet Potatoes Beets Tomatoes

Pudding.

Pound, Brandy Sauce Tapioca Soufle, Lemon Sauce

Pies and Tarts.

Apple Peach Whortleberry Pastry Turnovers
Strawberry Puffs

Cakes.

Pound Fruit Lady Jelly Cocoanut Macaroons
Chocolate Biscuit Almond Goffers Egg Kisses

Creams and Jellies.

Vanilla Cream English Cream
Anisette and Maraschino Jelly

Miscellaneous.

Nepolitan Cake, a la Chantilly
Almond Nougat
Vol au Vent of Strawberry a la Cream

Fruits.

Cream Nuts Prunes Almonds Raisins Pecans
Figs Filberts Oranges Bananas ~~Pineapples~~

COFFEE.

Superior Wines and Liquors to be had at the Bar

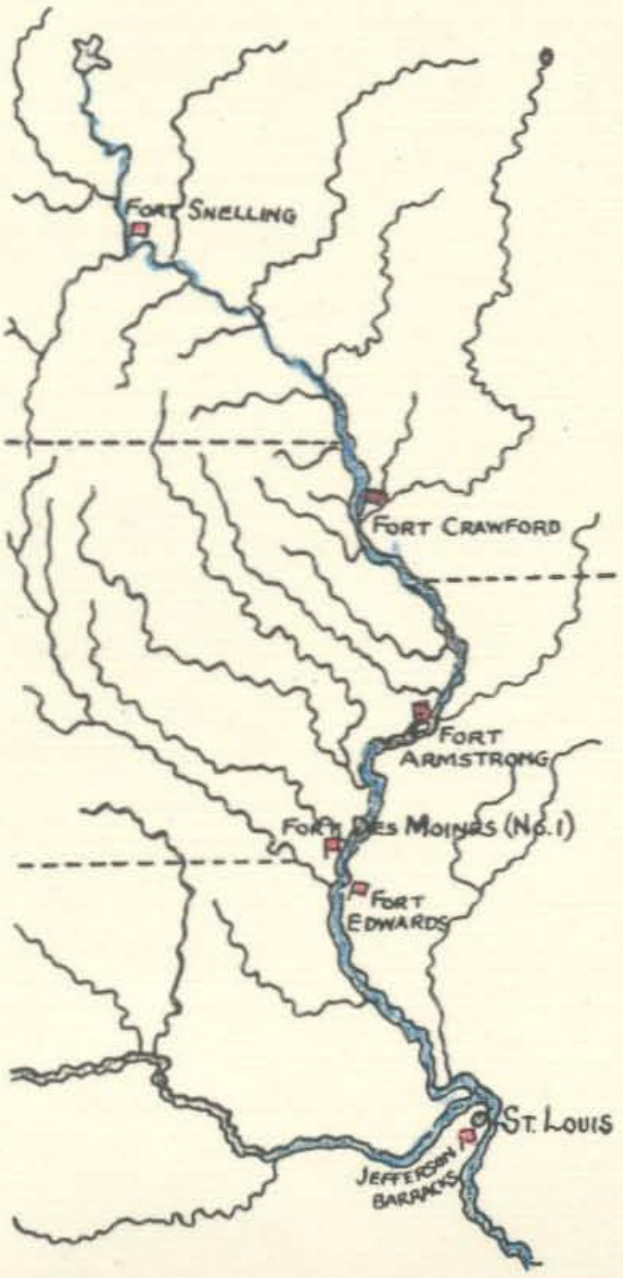
MAGIC PRESS PRINT, 77 MAGAZINE ST.

The Robert E. Lee & The Katie

The ROBERT E. LEE was the first of five steamboats to bear the name. She was built in 1866 at New Albany, Indiana and was abandoned in 1876. The LEE was a large sidewheeler of 1,467 tons. She was the boat that ran the race with the NATCHEZ, which is immortalized in steamboat history.

The KATIE was also a large sidewheeler built in 1871 at Jeffersonville, Indiana and dismantled in 1878.

The above is an unusual combination of the letterhead of the LEE and the envelope of the KATIE. It was written by Captain Wm. Campbell, the commander listed on both the cover and the letter. Cover is postmarked at Vicksburg, February 28, 1873. See also the menu of the KATIE in this exhibit.



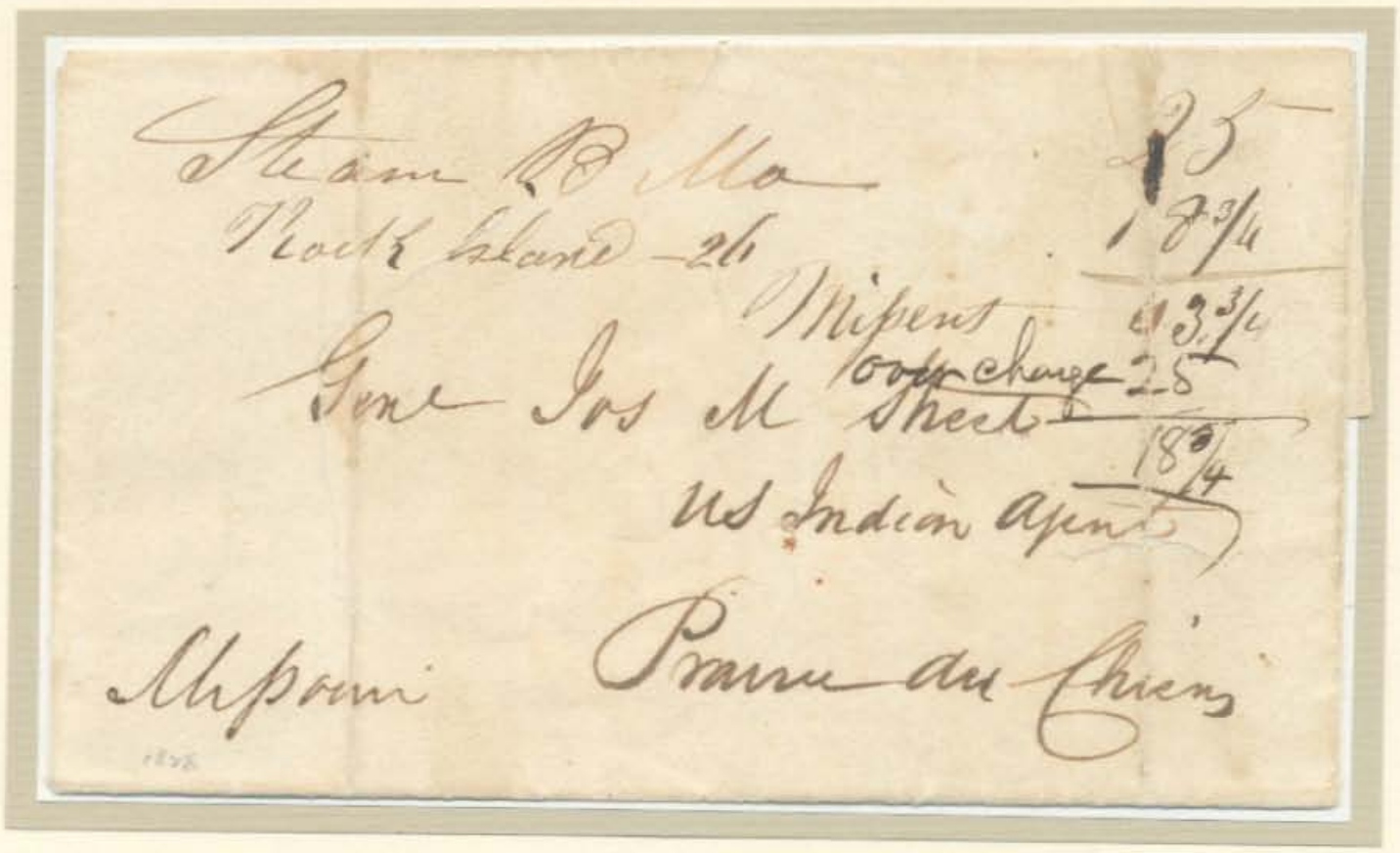
EARLY STEAMBOAT MAIL

Rivers have always been important arteries for transportation in the development of a country. The steamboat was a potent factor in the conquest of the Mississippi-valley.

The "Virginia" was the first steamer to stem the Upper Mississippi, reaching Fort Snelling on May 10, 1823. This voyage established the practicability of navigating this river above the rapids near Keokuk. After this the government did not hesitate to utilize this quicker and more reliable way of moving troops and supplies. Huge quantities of lead and furs were shipped, down to St. Louis, and great waves of immigrants moved steadily northward.

This letter was posted June 27, 1828 on the "Steamboat Missouri" bound for Prairie du Chien, among the earliest steamer-mail on the Upper Mississippi. The writer refers to "ready communications" between St. Louis and "the prairie" and of his proposed visit at the "mines" in the Summer.

Note cancellation by the Rock Island P. M. "Missent" and final corrections of the postage rates by the Prairie du Chien P.M.



D.R.CARROLL. Side-wheeler of 300 tons. Built at Louisville in 1858 for the New Orleans-Red River trade. She passed to Confederate control in 1861.

COMPROMISE. Side-wheeler of 270 tons. Built at Monongahela, Pennsylvania in 1851. Operated in the New Orleans-Red River trade until she was abandoned in 1860.

DANUBE Sidewheel steamboat of 156 tons. Built at Brownsville, Pennsylvania in 1847. She operated on the Upper Mississippi River until she was lost in 1852.

NEW BOSTON A stern-wheeler of 234 tons, built at Port Byron, Illinois in 1864, for the Northern Line Packet Company. The boat was abandoned in 1873. The cover probably originated on the NEW BOSTON and placed in the mails as per postmark at BURLINGTON, Iowa - No year date but 1860's. Not clover leaf cancel tying the 3¢ 1861 stamp.


THE U.S. MAIL LINE CO'S. STEAMERS.
BETWEEN
CINCINNATI AND LOUISVILLE.
No. 139.
PASS, for the year 1870, unless otherwise ordered.
Hon. D. M. Kilbourne, Pres't,
Des Moines Valley R. R.
PASS.
Ro. Sherlock TREAS'R.
Per Jas. Turner.

UNITED STATES. Side-wheeler built at Cincinnati for the U.S.Mail Line Company in 1865. She was rammed in a collision with the Steamboat AMERICA on the night of December 4,1868,with the loss of both boats and 74 lives. A second UNITED STATES was built on the salvaged hull of the first.

NATCHEZ. Side-wheeler of 700 tons. Built at Cincinnati in 1854 for Captain Thomas P. Leathers. This was the 4th boat to bear the name of several that were owned and operated by Leathers. It was the 6th boat of the series that lost the race with the ROB'T E. LEE.

The NATCHEZ was awarded the U.S.Mail contract for Route 7309. This contract called for three deliveries a week from New Orleans to Vicksburg at $40,000 annually. She was lost in 1863.

Duplicate

TRUE DELTA.

LES STREET. TERMS--TEN DOLLARS PER ANNUM.

VENING, FEBRUARY 6, 1862.

lations and malignity as anything more se- than electioneering trickery and humbug. cannot, however, dismiss this subject, and e reprobating the London Times for its mess and vulgarity, without again expres- the doubts within us of the decency or riety of making offensive appointments to gn governments; and while far from satis- of the necessity, utility or policy of such ions, as those of Messrs. Mason and Sli- yet if party exigencies compel them, in ame of everything honored and patriotic, nexceptionable and really capable men ken for the posts.

Southern Intelligence.

E BATTLE OF MILL SPRINGS—*The Cause r Defeat.*—A correspondent of the Nash- Banner, connected with Gen. Crittenden's nand, writes a letter to that paper, from h we extract the following:

to the cause of the defeat, I can assign the enemy having a superior force, ied their own ground, and were fresh, our men were unacquainted with the ion, numbers, etc., etc., were very much usted, having marched all night through ud and rain.

e loss of the Mississippi Regiment is ated at near 200. Col. Battle's about

Northern Intelligence.

READY TO SUBMIT TO ANYTHING.—The New York Tribune, commenting on the late foreign news, says:

There is a report afloat from Washington that Great Britain is not so particular about Mason and Slidell's surrender, but wants the north-east corner of Maine ceded to her, in order that she may construct through it a great military railroad from Halifax to the Canadas. This is sensible and practical. We do not care to prompt her, but if there is any thing else that she would like—say Nantucket, Key West or Washington Territory—now is her time to make the suggestion. She has us at a disadvantage, and may not in half a century find another so good an opportunity for having her own way. If her modesty does not stand in the way, she may drive a good business with us for the next few weeks, for if she is refused anything she pleases to demand, it will not be our fault. We propose to give her full swing.

And now, if we still have statesmen or generals who fancy that we can afford to let this civil war run on through a year or two longer, we shall not attempt to set them right. "If [illegible] be persuaded though one rose from the dead."

WE MUST TAX.—Yes, *must* tax! MUST tax! "To put down slavery," which, before the Tribune started or fostered Abolitionism, was pouring its commissioned wealth into our coffers—affording employment for our spindles,

Telegraphed to the True Delta.

From Nashville.

NASHVILLE, Feb. 5.—A private dispatch from Fort Henry to-day says the enemy fired about forty shots, but no damage resulted.

From Knoxville.

KNOXVILLE, Feb. 5.—On Sunday last Lieut. Col. White's Tennessee cavalry encountered a body of Lincoln infantry, in Morgan county, Tennessee, estimated at from 100 to 300 strong, on a mountain side. Colonel White charged the enemy, throwing them into disorder. Capt. Duncan, of the Unionists, rallied his men twice, when he was shot through the head and killed, (by J. Roberts, a lad 15 years old, whose brother had been recently killed by a Kentucky Unionist,) and the enemy, completely routed, fled in confusion. Seven dead Lincolnites were found on the field, and one prisoner was captured.

A free negro attached to Capt. McCleany's company killed one of the Lincolnites.

Home Department.

Died of His Wounds.

We learn that James McCullough, one of the parties to the shooting and stabbing affray

MISSISSIPPI RIVER

VICKSBURG. Side-wheeler of 635 tons. Built at New Albany, Indiana in 1857 for the New Orleans-Memphis trade. Lost in 1863. Original copy of The Evening True Delta, of New Orleans, under date of February 6, 1862. New Orleans was still in Confederate hands and did not fall to the Federals until April 24,1862. This copy was for the use of the passengers and bears the handstamp of the boat. Besides war reports the paper contains Steamboat & River News.

isiting certain politicians who had been d to secession, he had gone to Norfolk he design to cross over the bay to the shore, then and still in the undisputed ion of the enemy. Upon these represen- , he was detained a day or two at Norfolk. quently, however, General Huger, it is tood, was directed to permit him to pass es. Upon landing on the other side of esapeake—we speak now from unques- e information—whilst the persons ac- ayiug him made their escape, CUSTIS *led directly to General* LOCKWOOD'S *arters, and signified his submission to cola government.* The Yankee general d him cordially, furnished him with a rt to his home, and facilitated the rtation of some of Custis' property in

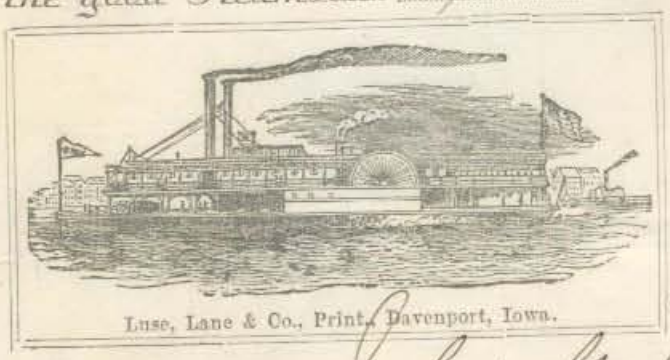
Mr. Grimes, the distinguished senator from Iowa, stated on Tuesday, in his place in the Senate, that he had called upon the president, on official business, and could not even procure his card to be taken to that high functionary by the domestic servants of the White House. If such be the experience of a senator, it is not difficult to calculate the chance which a private citizen has of getting audience. It is just none at all. To be sure, there are personal friends who can obtain access at any time, but all others who get beyond the unpleasant purlieus of the private secretary from Illinois are most fortunate. There was never any president so inaccessible to his fellow-citizens as Mr. Lincoln, and it is to be feared that he may, from this cause, be kept in ignorance of the real state of popular

the Herald mean? The sentence is liable to two constructions. The Herald is either preparing the minds of its readers for the recognition of the Confederacy which cannot long be delayed, and advising the Federal government to prepare for a war with the European powers in consequence; or it is advising the government to preclude the necessity of another backdown by recognising the Confederacy and raising the blockade before England and France can do so. We think that the former opinion will prove to be the correct one.

The Savannah Republican also refers to this matter. It says:

The proposition of the New York Herald to anticipate England and France by raising the blockade is worthy of the infamous source

[illegible], In good order and condition, by N B Baker, Ag. on board the good Steamboat Keithsburg whereof is Master, now lying at Davenport the following Articles, to be delivered in like good order at the Port of Burlington unavoidable damages of the River and Fire only excepted, unto John G. Foote or assigns, he or they paying freight for the same at the rate of with privilege of lighting, towing, and re-shipping.



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 Davenport this 12 day of November 1864

Marks.	Articles.	Weight.	Charges.
(F.)	148 Boxes Austrian Rifles		40500
	78 " Accouterments		16242
	1 " Appendages		143
	50 " Cartridges		4100
	277		60985

Rec'd the above
John G. Foote