

Listing of Steamboats Operating on the Missouri River

from

History of Steamboating on the Missouri River

By: Phillip E. Chappell

1855-'56. **A. B. Chambers (No. 1)**. Alex Gilham, master. Sunk near Atchison, Kan. in 1856. See, also, "The Kansas River - its Navigation." by A. R. Greene, in this volume; also 7 . .

1860. **A. B. Chambers (No.2)**. Sunk near St. Charles on her first trip. September 24, 1860. Both of these boats were named for the editor of the Missouri Republican.

---- **A. C. Bacon**. Sunk in the Missouri river. 7.

1870-'75. **A. C. Bird**. Captain. Burriss. A small boat. Sunk at Liberty Landing, below the mouth of the Kaw. See, also, 7.

1854-'57. **A. C. Goddin**. Jack Ivers, master. A popular boat in her day. She -Bunk at Bonhomme Island, above St. Charles, April 20, 1857.

1845-'47. **Admiral (No.1)**. Sunk near Weston, Mo. See, also, 6.

1853-'58. **Admiral (No.2)**. Another boat of the same name. Brooks, master. Both of these boats were side-wheelers, in the lower river.

1860-'65. **Admiral (No.3)**. C. K. Baker, master. Sunk by the ice at St. Louis. December 16, 1865.

1880-'85. **Aggie**. Perren Kay and Alex Stewart, masters. Sunk at Kansas City in 1885. 1866. Agnes. 2.

1857. **Aleonia**. Made one trip, in 1857. 1835-'40. Alert. Sunk in Alert bend, above Fisher's Landing, near Hermann, Mo., in 1840.

1860-'66. **Alex Majors**. Built in 1860, and then called "Mink." on account of her color, which was brown. She was afterwards painted white, and her name was changed. Sunk at Grand river, in 1866; raised, and burned at St. Louis. See "The Kansas River- its Navigation." by A. R. Greene, in this volume.

1847-'49. **Algoma**. Miller, master. Sunk below Lexington, Mo, in 1849.

----. **Algomar**. 7.

1845-'49. **Alice (No.1)**. Lower-river packet. Burned at St Louis, May 17,1849.

1862 -'65. **Alice (No.2)**. Built for Joe Kinney; ran the lower river.

1870-'75. **Alice Gray**. A small boat. Exploded her boiler and sunk at Rocheport. Mo., December 16, 1875. The captain's wife, who was an expert swimmer, jumped overboard and swam ashore.

1855. Alma. Was on the river in 1855. Tonnage, 311. 1.

1888-'89. **A. L. Mason**. One of the three boats built by the Kansas City Packet Company in the last effort to restore navigation on the river; she was lost on the lower Mississippi, below Memphis.

1864. **Alone**. This was one of the boats sent into the Yellowstone by General Sully with rations and material for a new post which it was proposed to establish at the mouth of the Powder river. 2.

1856-'63. **Alonzo Child**. J. B. Holland, master . . . A large side-wheel passenger packet on the lower river. She was taken into the lower' Mississippi in 1859, with many other fine boats. On the fall of Vicksburg, she, with twenty-three other steamers, was taken by the Confederates into the Yazoo river and burned, to prevent them falling into the hands of the Union army. Before she was destroyed. however, her machinery was removed and hauled. overland to Selma, Ala., on the Alabama river. where it was placed in the Confederate gun-- boat Tennessee. This boat was afterward captured by Farragut, at Mobile. Governor Pinch back, governor of the state of Louisiana. during the reconstruction period, was steward of the Alonzo Child when she ran the Missouri river. He was a mulatto. Ex-Gov. George W. Glick and wife came to Kansas on this boat. about March 14, 1R59. 7.

1847. **Alton**. Measurement, 344 tons. Built. for the St. Louis trade. 10.

1850-'53. **Alton**. A transient boat. Nothing known. 1.

1866. Amanda. A small boat in the employ of the War Department, on the upper river. 2.

1837-'47. Amaranth (No. 1). George W. Atchison, master. A lower-river packet. built. in 1837.

1867-'68. **Amaranth (No.2)**. Sunk at Smith's. bar, 1868. Used in upper-river trade. 7, 9.

1842. **Amazon**.

1855-'56. **Amazon**. McLean, master. Sunk. at mouth of Missouri in 1856.

1855-'62. **A. McDowell**. Edds. master. A fine side-wheel boat; she sank at Murdock's, below Washington, Mo. The A. McDowell. 'Wm. Wilcox. then commander) was one of the three steamboats that were sent up the river' to Jefferson City, a day or two before the capture of Camp Jackson (May 10,1861), loaded with gunpowder for Confederate forces, then. called •• The Missouri State Guard."

This powder was from the firm of Laflin-Rand Powder Company, of St. Louis, and, it has been said, was never paid for. On the arrival of the boats the powder was distributed in the country in wagons, where it was hidden away in old barns and secluded spots until the arrival of Gen. F. P. Blair and the abandonment of the capital by General Price, when the most of it was dumped into the Missouri river, to prevent its falling into the hands of the Union forces. Just before the evacuation of the capital (June 13, 1861) the three steamboats were run across the river to Cedar City and tied up and abandoned by their officers. The writer, in whose care they were left, surrendered them to General Blair on the evening of the 15th.

1846-'49. **Amelia.** Built in St. Louis in 1846, by Emerson, and cost \$12,000. Thomas Miller, master. A side-wheel steamer; measured 150 tons. Sunk near Glasgow, Mo., in 1849. She was owned in Jefferson City, Mo., and named for Miss Amelia Cordell, a belle of that city in her day. Captain Miller used to tell the following story illustrative of one of the peculiarities of the Indian race - their stoical indifference to danger. He said: •• On one trip of the Amelia to the mountains she had on board fifteen or twenty Indians who were returning from Washington city, where they had been to visit their 'great father,' and were on their way to the upper river. They were not allowed in the cabin, nor even on the lower deck, on account of the peculiar odor that always hangs around an Indian, but were required to remain on the hurricane roof, where they could have the full benefit of the breeze. There they sat, perched over the skylight, with their red blankets wrapped around them, from morning till night, like a flock of red birds sitting on a limb. Not a word did they speak to anyone, nor was a word spoken to them, as they sat there seemingly oblivious to what was going on around them. When the boat had ascended the river to about the mouth of the La Mine she caught fire one day in the hold. The cabin was at once filled with smoke and a panic ensued among the passengers, for a fire was always extremely dangerous on a steamboat. The hatches were battened down, the steam turned into the hold, and the fire soon became extinguished. In the meantime, however, as a matter of precaution, the boat was run along shore beside a dense forest and made fast to a tree. The Indians had shown no alarm during all the excitement, but no sooner had the gangplank been run out than an old chief, who seemed to be the leader, jumped up, and with a grunt of disgust •• Ugh,' walked ashore with the others at his heels. Not a word was spoken, but they struck off through the tall timber in single file, and never looked back to see what had become of the boat. They were never heard from afterwards."

1844 **Anawan.** Ascended river to Platte City during flood of 1844. 4.

1835-'36. **Antelope.** An American Fur Company boat.

1847-'51. **Anthony Wayne.** Built for the lower-river trade, in 1847. Sunk at Liberty Landing, below Kansas City, March 25, 1851.

----. **Anthony Wayne.** Sunk near Blair, Neb. 7.

1853-'56. **Arabia.** Captain, John S. Shaw. A side-wheeler. Sunk below Parkville, Mo., August 10, 1856. She was said to have had a cargo of whisky on board, and an effort was made to find the wreck, but failed. Measurement, 222 tons. See, also, 7.

1868. **Arabian.** A stern-wheeler. Sunk near Atchison. May 4, 1868.

----. **Archer.** 7.

1838. **Archimedes**. A government snag boat on the lower river. 2.

1835-'37. **Arrow**. Another early boat, commanded by James McCord. Captain McCord was one of the most prominent of the early steamboat men on the Missouri. He was father of Capt. John T. McCord. of St. Louis, who was blown up on the Gold Dust.

----. **A. Saltzman**. Built at St. Joseph. 7.

1857-'60. **Asa Wilgus**. Ash Hopkins, master. A good side-wheeler. Sunk at Bates's wood-yard, below Hermann, in 1860.

1835-' 40. **A. S. Bennett**. An early fur-company boat, named for the captain of the first Yellowstone.

1832-'35. **Assiniboine**. Captain. Pratt. American Fur Company boat, one of the first to go the Yellowstone. She was burned on the upper river, near Bismarck, Dak .• June 1.1835. Maximilian's Travels in North America, volume 23 of Early Western Travels. Thwaites, page 178, has this note concerning the skin. of a stag: "Unfortunately this fine skin. which, with much trouble. I got to Fort Clarke. was lost when the Assiniboine steamer was burnt. in the summer of 1834." See, also. 8 and 10.New York Tribune, 1849. -The steamer Assiniboine (no doubt another boat), up to a year in the later' 40's, enjoyed the distinction of having reached the highest point ever before made by a steamboat on the Missouri river. The trip made by this boat was quite a noted one in those early days, notwithstanding it proved disastrous to its owners. Unfortunately, the steamer on this trip was frozen in, and before the end of winter entirely broken up, proving a total loss.

1837-'40. **Astoria**. James McCord, master. An early fur-company boat. She was wrecked in Astoria chute, at the mouth of the Blue river, in 1840.

1853-'58. **Australia**. McMullin, master. A large side-wheeler belonging to the Lightning line. Burned at St. Louis, April 1, 1858. Built in 1853. Tonnage, 289.

1848. **Balloon**. John McClay, master. A lower-river. side-wheeler boat. She sunk below Augusta. Mo., in 1848.

1852-'55. **Banner State**. J. S. Nanson. master. A good side-wheeler in the lower river. Sunk in Brick-house bend. below St. Charles. April 11, 1855.

---- **Bartram**. A mountain boat. Sunk above Omaha in 1864. 7.

1849-'52. **Bay State**. Nanson, master. Built. in 1849. A popular boat on the lower river.

1839-'40: **Bedford**. A side-wheel, single-engine boat on the lower river. On April 25. 1840, she struck a snag at the mouth of the Missouri, which knocked a large hole in her, and she sank in about a minute to the hurricane deck. Fourteen passengers were lost. and among them one who had in his trunk \$6000 in gold. The boat was built in 1839.

1855. **Bee**. A boat which came from St. Louis and ran between Kansas City and Fort Riley, on the Kansas river.

1850-'52. **Belle Creole**. A lower-river sidewheeler. The people along the shore called her the "Owl," a corruption of "Creole" or Creowl."

1875-'80. **Belle of St. Louis**. A large sidewheel St. Louis and Kansas City packet-line steamer.

1861. **Bellemont**. A ferry boat. Captain. Walker. Sunk opposite Charles street, St. Joseph, in midriver, in 1861. 7"

1850-'55. **Ben Bolt**. Ran on the lower river in the '50's. She conveyed the survivors of the wreck on the Missouri Pacific railroad, at Gasconade bridge, November 1, 1855. back to St. Louis.

1865-'69. **Ben Johnson**. Ben Johnson, owner. A large side-wheel boat in the St. Louis and Omaha trade. In 1868 she sunk in Sonora chute, near Portland, Mo., but was raised, and on March 29, 1869, burned at the St. Louis wharf.

1851-'55. **Ben West**. A. Reeder, master. A side-wheel boat. Sunk in Augusta bend, below Washington, Mo., August 10, 1855.

1860-'64. **Ben W. Lewis**. A splendid lower river passenger boat. Built by Tom Brierly, in 1860. She was driven out of the river by the railroads and finally blew up on the lower Mississippi, in 1864, and killed twenty-three people, among whom were her commander, Captain Nanson, and clerk, Jack Robinson.

1852. **Bennett**. A government wrecking boat. Was herself wrecked in 1852, at the mouth of the Kaw, while going to the assistance of the Dacotah, near Peru, Neb.

1869. **Benton (No. 1)**. An upper-river boat. She was wrecked near Sioux City, May 19, 1869.:

1875-'77. **Benton (No.2)**. Sunk near Washington, Mo. She was one of Custer's fleet in his expedition against the Sioux on the Yellowstone' in 1876.

1895. **Benton (No.3)**. Sunk near Glasgow, Mo. All three of the Bentons were sternwheel boats.

1868-'72. **Bertha**. Struck a St. Joseph bridge pier and sank in 1872. 7.

1840-'45. **Bertrand**. Yore, master. Sunk in Bertrand bend, at Portage La Force, Neb.

1840--'45: **Big Hatchie**. A large stern-wheel boat; one of the few on the river in her day. On July 25,1845, she exploded her boiler, near Hermann, Mo., causing the loss of many lives.

1841. **Big Horn (No.1)**. An early fur-company boat. Lost on the upper river.

1864-'66. Big Horn (No.2). Sunk by ice in St. Louis in 1866.

1872-'73. **Big Horn (No.3)**. A stern-wheel boat built by Joe La Barge for the mountain trade in 1872. She was wrecked on Bayou Bartholomew, La., in 1873.

1882-'83. **Big Horn (No.4)**. Sunk on upper river, near Poplar river, May 8, 1883.

1865. **Bishop**. Sunk near Peru, Neb., about 1865, several people being drowned. 7.

1867. **Bishop**. Swamped in an eddy caused by new cut-off on the river. 2.

1860-'62. **Black Hawk**. Lower-river side wheeler. Sunk near Weston, Mo., in 1862. -

1850. **Blue Wing**. A small tramp steamer. 1853. Bluff City. Nothing known.

1834-'36. **Boonslick**. Named for the Boonslick settlement, opposite Boonville, Mo., the first Anglo-American settlement on the river (810). Collided with the Missouri Belle, October 24, 1834. See Missouri Belle.

1836-'37. **Boonville**. Sunk in Kaw band, above the mouth of the Kaw, in November, 1837.

1845-'46. **Boreas (No.1)**. Side-wheel lower river boat; double engines. She burned at Hermann, Mo., in 1846, while bound downstream. She had a large amount of Mexican bullion and silver dollars on board, which were lost. The boat was supposed to have been set on fire to cover up the theft of the money.

1847-'49. **Boreas (No.2)**. Bernard, master. Another boat of the same name. Burned at St. Louis, May 17,1849.

1840-' 42. **Bowling Green**. John J. Roe, master. Built in 1840. Sunk in Osage chute, December 12,1842. The wreck can be seen to this day in low water.

1856-'57. **Brazil**. A side-wheeler on the lower river. See, also, •. "The Kansas River its Navigation," by A. R. Greene, in this volume.

1882-'83. **Bright Light**. David Silver, master. A large stern-wheel boat, 250 feet long. She ran the lower river, and was wrecked June 30, 1883, on Boonville bridge.

1854. **Bunker Hill**. Nothing known. --. Caliope. 7.

1862-'65. **Calypso**. A. S. Bryan, master. Sunk at St. Louis, by ice, December 16, 1865. She was a small side-wheeler.

1830-'33. **Cambria**. Nothing known. 1859. Cambridge. 12. 1839. Camden. Side-wheel boat. Sunk at Patton's point, above Washington, Mo., in 1839.

1871-'75. **Capital City**. Shewasa large sidewheel boat, and was one of the eight boats constituting the Missouri River Packet Company, which ran to Kansas City in 1872-'73. In 1872 these boats carried 53,000 tons of freight downstream and 38,000 tons up-stream.

1830-'32. **Car of Commerce**. Reed, master. A single-engine, side-wheel boat. Sunk at Musick's ferry, near the mouth of the river, May 6, 1832.

1850. **Caraway**. A small side-wheeler. Ran the lower river.

1853-'58. **Carrier**. W. C. Postal, master. Small side-wheel boat. Sunk in Penn's bend, above St. Charles, Mo., in 1858. Measurement, ninety-eight tons.

1840. **Carroll (No.1)**. Meath, master. Sunk at the mouth of Grand river in 1840. She was a stern-wheeler - one of the first on the river.

1856. **Castle Garden**. Nothing known. 1851-'57. Cataract. Marshall, master. Built in 1851. Large! side-wheel passenger steamer in the Lightning line. She blew up in 1857 and killed fifteen people. Mrs. Miriam Davis Colt, author of "Went to Kansas," made the journey from St. Louis to Kansas City on this boat in April, 1856. See, also, 6.

1836. **Chariton**. Ramsey, master. A sidewheel, single-engine, one-boiler boat on the lower river, running in the trade from St. Louis to Independence, Mo. She was named for the Chariton river, at the mouth of which a town was laid out about that time, which it was then thought would be the metropolis of Missouri. The boat was ill-fated from the time she was launched. She first sunk at the mouth of the Gasconade, but was raised, and sunk the second time-at Wayne City, the landing for Independence, Mo .. but was again raised. On July 28, 1837, she exploded her boiler while lying at the levee in St. Louis. killing ten or twelve people; but a new boiler was put in and she again started up the river. where she finally sunk, in Euphrasie bend, below Glasgow, Mo., October 12, 1837. Her dimensions were 160 by 25 feet.

1840. **Charles H. Green**. Sunk at Franklin, Mo.:

1832-'36. **Chian**. A fur-company boat. Sunk in Euphrasie bend, below Glasgow, Mo., October 12, 1836, when going down-stream with a valuable cargo of furs. Her name was a corruption of "Cheyenne."

1859. **Chippewa**. Captain Crabtree. owner. A light boat, chartered by the American Fur Company. 2.

1864. **Chippewa Falls**. This was one of the boats sent into the Yellowstone by General Sully with

rations and material for a new post which it was proposed to build on the Yellowstone near the mouth of Powder river. 2.

----. **Chouteau**. 7.

1851-'56. **Clara (No. 1)**. J. Cheever, master. A side-wheel. lower-river passenger boat. Her measurement was 248 tons. Sunk by ice at St. Louis in 1856.

1858-'60. **Clara (No.2)**. Burk, master. A large side-wheel passenger packet belonging to the famous Lightning line. She sunk at Owsley's Landing. above Washington. Mo., May 24, 1860 . .

1858. Clark H. Green. Ferry-boat at Glasgow, Mo. Sunk January 28, 1858.

1853. **Clipper**. Nothing known except name. 1855-'57. Col. Crossman. Captain. Cheever. Large lower-river boat. Exploded at New Madrid, on the lower Mississippi, in the winter of 1857, with terrible loss of life.

1842-'44. **Colonel Woods**. Knox, master. Ascended river to Platte City during flood of 1844. 4.

1863-'64. **Colorado**. A large side-wheel steamer, on the river in 1863-'64.

1878-'80. **Colossal**. Burned at St. Louis wharf.

----. **Colossal**. Captain, Hickman. Burned at Carondelet. 7.

1847-'49. **Columbia (No.1)**. Lower-river boat. Built in 1847. Sunk near the mouth of the Missouri river in 1849.

1867-'69. **Columbia (No.2)**. Draffen, master. Sunk at Napoleon. Mo.

1868-'70. **Columbian**. Barnes, master. A large side-wheeler. Sunk at mouth of Grand river, Missouri, June 23.1870.

1840-'45. **Columbiana**. A single-engine sidewheeler. Sunk at Lexington, Mo .• 1845.

1855. **Commerce**. A side-wheeler. Sunk in Wolf's bend, above Sandy Hook, Mo .• on her first trip up the river, in 1855.

1847-'49. **Consignee**. Built in 1847, and ran the lower river for a year or two.

1847-'48. **Cora**. Was the last boat to touch at Weston during the two years 1847 and 1848. 10.

1850-'51. **Cora (No.1)**. Frank Dozier, master. A lower-river. side-wheel boat. She sunk in Howard's bend, above St. Charles, in the. lower river. April 17, 1851.

1860-'65. **Cora (No.2)** . . Brewster, master. A good stern-wheel boat. After the burning of the Osage and Gasconade bridges by the Confederates. in June. 1861. she ran from Hermann to Jefferson City, and cleared \$40,000 in three months. She sunk, in 1865, near Omaha. She was built by Capt. Joe Kinney, of Boonville. Mo. and named for his daughter.

1868-'69. **Cora (No.3)**. A side-wheel boat in the Fort Benton trade. Sunk in Bellefontaine bend, near the mouth of the river. August 13, 1869. See, also. 4.

1852-'54. **Cornelia (No. 1)**. D. C. Adams, master. A side-wheeler on the lower river in 1852-'54. See, also, 7 . .

1865-'73. **Cornelia (No.2)**. C. K. Baker, master. Large side-wheeler in the Omaha trade. Burned at New Orleans.

1860. **Cornelia**. Sunk by ice above St. Louis in the '60's. 7.

1840-'42. **Corvette**. A side-wheeler. 180 feet long. Ran the lower river. Sunk up to her hurricane roof. near Eureka Landing, below Providence, Mo .• in 1842. and was a total loss.

1857-'59. **Council Bluffs**. Captain, Sam. Lewis. A side-wheel boat in the Council Bluffs trade. Went south in 1859.

1880-'85. **C. R. Suter**. Government snag boat . .

1835-'40. **Cumberland Valley**. Sunk in theKaw bend in 1840. The five last-mentioned boats were among the early boats in the lower river of which but little is known except their names.
1865. Cutter. 2.

1856-'59. **C. W. Sombart**. Sunk at the moutq of the Saline river in 1859. She carried a cargoof merchandise and a large sum of gold and silver money, which was never recovered. She now lies beneath a large farm. This boat was built by C. W. Sombart. a wealthy German miller, Capt. Henry McPherson. Capt. Joseph L. Stephens, father-of ex-Gov. Lon V. Stephens, and other business men of Boonville. Captain McPherson, who commanded the boat, still lives at Boonville. She was a good side-wheel packet and ran on the lower river; never fast, but a. good carrier and money-maker.

1840. **Dacota**. Finch, master. An early fur-company boat.

1848-'52. **Dacotah (No. 1)**. A side-wheeler. Wrecked at Peru, Neb .• in 1852.

1884. **Dacotah (No.2)**. A large sternwheel freight boat in the lower-river trade. She sunk at Providence, Mo., September 17, 1884, but was raised. and went into the lower Mississippi.

----. **D. A. Crawford**. Sunk near Arrow Rock. 7.

1857-'64. **D. A. January**. M. Oldham. master. Same type of boat as the Duncan S. Carter. described below. She sunk at Chester, Ill., on the Mississippi; was raised, and converted into a hospital boat, and her name changed to Ned Tracy. She was finally wrecked on the lower Mississippi.

1876. **Damsel**. A circus boat. Sunk in Onawa bend, near the town of Onawa. Iowa, in 1876.

1852-'58. **Dan Converse**. Built in 1852. A stern-wheel boat in the lower river; she sunk near St. Joseph. Mo., November 15.1858.

----. **Daniel Boone**. Made but one trip on the Missouri river, being too large. 7.

1856-'62. **Daniel G. Taylor**. Reeder. master. A large side-wheel boat, built for the mountain trade. Sunk July 5. 1856. near Rocheport, Mo.; was raised, and finally burned at Louisville, Ky • .

1838. **Dart**. Cleveland. master. A sidewheel boat. Sunk below Glasgow. Mo., in 1838.

----. **D. A. Russell**. 7.

1887. **David R. Powell**. Burned on the Mississippi in 1887. 7.

1855-'60. **David Tatum**. A large side-wheel. lower-river boat; in 1859. she sunk near the mouth of the Gasconade, but was raised. The writer was on board when she sunk. Governor Reeder came up on this boat, May 5, 1856. in four days, from St. Louis.

1872-'78. **De Smet**. A side-wheeler. built for the mountain trade, by Capt. Joe La Barge. in 1872. She was named for the famous Indian missionary. Father De Smet. See St. Ange.

1850-'57. **Delaware**. Captain, Baker. Sunk at Smith's bar, above Atchison, Kan. in 1857. The first two locomotives that ever came up the Missouri river were on this steamer, for the west end of the H. & St. J. R. R. The boat passed the Quindaro landing on the morning of June 9, 1857. The names of the iron steeds were •• Buchanan" and •• St. Joseph." Frank A. Root saw this from the upper story of the Chindowan office, located on the levee, a few rods from the river.

1865. **Denver (No.2)**. Ferry-boat. Sunk by ice at Bismarck, N. Dak. 7.

1860. **Dew Drop**. Burned at the mouth of Osage in 1860.
----. Diadem. 7.

1834-'36. **Diana**. Belonged to the American Fur Company. Sunk in Diana bend, above Rocheport, Mo., October 10, 1836, with a valuable cargo of furs. Had previously sunk below Lexington . .

1877. **Don Cameron**. Stern-wheeler. A government boat built for the Yellowstone. Sunk in the Yellowstone river, May 17, 1877.

1876-'78. **Dugan**, R. W. J. Kinney, master. Sunk at De Witte, Mo., October 21. 1878.

1856-'58. **Duncan S. Carter**. Large sidewheel boat, 221 by 33 feet. in the lower river. She sunk in Augusta bend, below Washington, Mo. John J. Ingalls came to Kansas on this boat, in October, 1858.

1878-'81. **Durfee**, E. H. A large stern, wheel freight boat. Sunk at the mouth of the Gasconade, from being overloaded, May 21, 1881.

1850-'52. **Durock**. John McCloy, master. -Side-wheeler in the lower river. Sunk in St. Charles bend in 1852.

1849--'52. **Eagle**. Built and owned by John Chappell and J. T. Rogers. She sunk near Jefferson City, Mo., in 1852.

1855-'60. **E. A. Ogden**. Baldwin, master; Phil. E. Chappell, clerk. Side-wheel packet in lower river, built in 1855. Sunk in Murray's bend, above Jefferson City, Mo., on February '22, 1860. See, also, 7. 8,

----. **Ebenezer**. A ferry, converted into a gunboat in 1862. 7.

1862. **Ed. F. Dix**. St. Louis and Glasgow ', packet. Large side-wheeler; burned at St. , Louis wharf in 1862.

1853-'59. **Edinburgh**. Blount, master. Built by Dan Abel in 1853. A Lightning line packet. .See., also, 6, 7.

1850. **Editor**. Transient; nothing known. 1840-'42. Edna. Jas. McCord, master. Ran in the packet trade between St. Louis and Glas.gow, Mo. Exploded at the mouth of the river, .July 3.1842. and killed about 100 people, the most of whom were German immigrants. See, also, 4. ,
1849. Edward Bates • . This boat was built at St. Louis, in 1848, and was of 300 tons measurement. Burned at St. Louis, May 17, 1849. 2.

1863-'67. **Effie Deans**. A small steamboat in the Fort Benton trade. In 1864 the Effie 'Deans made the most remarkable voyage of -which there is any record in the annals of .steamboating. She left St. Louis in April and went to Fort Benton and back, a distance of -4500 miles. On her return she was sent down the Mississippi and around the Gulf, and up -the Alabama river to Montgomery. She made ,the return voyage in the same season, and arrived at St. Louis without an accident. The .distance traveled was as follows: From St. Louis to Fort Benton and back, 4500 miles; from :St. Louis to the Gulf of Mexico and back, 2500 ; then across the Gulf to Mobile and back, 600 miles; and from Mobile to Montgomery. Ala., ,and back, 676 miles. The whole distance was about 8276 miles. No other steamboat ever made so long a voyage on inland waters. including a sea voyage, in one season. The Effie Deans belonged to McCune, Jaccard, and LaBarge. and burned at the St. Louis wharf in the spring of 1867.

1850-'65. **EI Paso**. T. H. Brierly, master; John Durack, captain. Dimensions 180 by 28 feet. Went to the mountains in 1850. and reached a point 350 miles above the mouth of the Yellowstone, June 20. 1850. Sunk in the bend below Boonville, April 10, 1855. 2, 10, 11.

1837-'38. **Elk**. A single-engine side-wheeler.
Built by the American Fur Company. She sunk at Massie's wood-yard, below Hermann, Mo., in 1838.

1850-'60. **Elkhorn**. Small upper-river boat in the mountain trade.

1840. **Ella**. An early boat; nothing known. 1849. Ella Stewart. Isaac McKee, master. An early lower-river boat. Burned at St. Louis, May 17, 1849.

1851-'55. **Elvira**. James Dozier. master. A side-wheel boat in the lower river. She was the first of

several fine boats built by the Doziers, a noted family of steamboat men. See, also, 7.

1849. **Embassy**. Built in 1849; transient. 1850-'53. E. M. Clendenin. Smith, master. A fine side-wheel passenger packet, in the lower-river trade. She sunk above St. Charles in 1853.

1842. **Emeline**.

1858-'59. **Emigrant**. Capt. William Terrill, master. A Missouri river packet; large sidewheel boat. Burned at Dozier's Landing, above St. Charles. in 1859. See, also. 6, 7.

1840-'42. **Emilie (No.1)**. Keiser, master. Small side-wheel, single-engine boat, built for the fur trade by Pierre Chouteau and John W. Keiser in 1840, and named for Mrs. Chouteau. She sunk in Emilie bend, above Washington, Mo., in 1842.

1859-'68. **Emilie (No.2)**. Joseph La Barge, master. This boat was one of the most famous on the river; was 225 feet long, 32 feet beam, with a hold six feet deep, and could carry 500 tons. Was a side-wheeler, built on the most-approved lines, and was designed and built by Mr. LaBarge, and set out on her first voyage on October 1,1859. It was named for one of his daughters. The boat was run in the service of the Hannibal & St. Joseph railroad, and made trips as far up as Fort Randall. 2. See, also, 9.

1870-'74. **Emilie La Barge**. Joe La Barge, master. A side-wheel, upper-river boat. Sunk at Sandy Hook, Mo., June 5,1874.

1858. **Emily**. Burke, master. Large lowerriver boat.

1885. **Emily (No.2)**. A government boat; sunk at Atchison. Kan .• in 1885.

1858-'62. **Emma**. Cheever, master. Lowerriver boat. 7,

1855. **Emma Harmon**, A boat used in the Kansas trade. See" The Kansas River - its Navigation," by A. R. Greene, in this volume.

1849--'56. **Empire State**. A lower-river boat. Measurement, 303 tons.

1858-'59. **E. M. Ryland**. Captain Blount, master. A side-wheel boat on the lower river. See, also. 7.

1849. **Endors**. Burned at St. Louis, May 17, 1849. 2.

1825-'30. **Enterprise**. Built in 1825; nothing further known. She was one of the earliest boats on the river.

1857. **Equinox**. Sam. Boyce, master. Transient.

1865-'69. **Estella**. John P. Keiser. master. Large lower-river, side-wheel boat. Burned at St. Louis wharf.

1835-'40. **Euphrasie**. Sunk in Euphrasie bend, below Glasflow, Mo., September 17, 1840. The first of several boats wrecked in this bend.

----. **Eutaw**. Captain, Larzalere. Built for a ferry. Failed to get a license, and was sold and taken away about 1852. 7.

1862-'69. **Evening Star**. Side-wheel, lowerriver boat. Burned at St. Louis wharf, August 24, 1869.

1855-'56. **Excel**. An Osage river boat. Sunk in 1856. See, also, •• "The Kansas River - its Navigation," by A. R. Greene, in this volume; also, 5.

1819. **Expedition**. Captain, Craig. Measurement, 150 tons. She was one of the four boats constituting the Yellowstone expedition of 1819, and was the second steamboat to ascend the river as high up as the Kaw.

1850-'55. **Express**. Sunk near Leavenworth, June 15, 1855. The Ashland colony came to Kansas City on this boat in March, 1855. This colony was composed of about sixty persons, and they located about the mouth of McDowell creek, in Riley county. Henry J. Adams, Franklin G. Adams, Matthew Weightman, and William H. Mackey, sr., and wife, of Junction City, were in this party. See, also, 5.

1840. **Falcon**. Ran the lower river in 1840. 1868-'73. Fannie Barker. Captain, Hall. Sunk below Leavenworth in 1873. 7, 9.

1856-'59. **Fannie Lewis**. A large side-wheel packet on the lower river. Owned by parties at Glasgow, Mo., and named for the wife of Maj. James Lewis. 7.

1863-'67. **Fannie Ogden**. Joe Kinney and Joe La Barge, masters. A mountain boat. Burned at St. Louis wharf in 1867. 7.

1834-'36. **Far West**. Built at the mouth of Bonne Femme creek. below Boonville, Mo., and launched October 11, 1834. She was a typical boat of that period, and was of the following dimensions: One hundred and thirty feet long, twenty feet beam, and six feet hold. She had but one engine. and was a sidewheeler. She sunk at St. Charles, Mo .• in 1836.

1876-'83. **Far West**. Grant Marsh, master. This was a stern-wheel boat. 190, feet by 33 feet, and belonged to Custer's expedition on the Yellowstone (1876). She brought the wounded from the Little Big Horn battle to Fort Lincoln, a distance of 920 miles in 54 hours, a most remarkable run. She afterward ran in the lower-river trade, and sunk at Mullanphy's island, near the mouth of the river, October 20, 1883. Dodd. master.

1845-'47. **Faraway**. Small boat on the lower river.

1863-'66. **Favorite**. 2.

1836-'43. **Fawn**. Ran the river in the '40's. 1848. Fayaway (7). Built in St. Louis in 1848; of 102 tons measurement. 10.

1882. **Fearless**. A large stern-wheel boat, belonging to the Kansas City barge line. She sunk on her first trip up the river, at Bonhomme island, near the, mouth of the river, August 26, 1882.

1853-'60. **Felix X**. Aubrey. Brierly, master. Built in 1853. A popular side-wheeler in the lower river. She sunk near Hermann, Mo., in 1860, and her machinery was taken off the wreck and placed in the Arago. Felix X. Aubrey. for whom this boat was named, in 1853 made the most celebrated horseback ride ever made on this continent. For a wager of \$5000, he rode from Santa Fe to Westport (now Kansas City), Mo., a distance of 775 miles, in five days and thirteen hours. Of course, he had a relay of horses. He was a Frenchman, and a small wiry fellow. He was finally killed in a drunken brawl, in Santa Fe, by Major Wightman, who afterward commanded the celebrated Wightman's battery in the Confederate army. The boat bore on her hurricane roof, aft of the pilot-house, the figure of a man riding at full speed on horseback. See, also, 6.

1849 **Financier**. A tramp. Made three or four trips in 1849.

1855 **Financier**. See, also, •• The Kansas River-its Navigation," by A. R. Greene, in this volume.

1854-'58. **Fire Canoe**. The Indians always called the steamboat the "fire canoe"; hence the name. She was a stern-wheel boat. Sunk near the mouth of the Kaw, November 13, 1858. Her bell was taken off the wreck and placed in the old Gillis House. in Kansas City. Measurement, 166 tons. See, also, 7.

1850-'56. **Florence (No.1)**. Throckmorton, master. A light-draft side-wheeler in the lower river. She first went down in Augusta bend, below Washington, Mo .• in 1854, but was finally lost near PortWilliams,Atchison county, Kansas, in 1856.

18 -'64. **Florence (No.2)**. Captain. Throckmorton. Sunk near Sumner, Kan., in 1864. 7.

1850-'58. **Florilda**. Smith, master. A similar boat to the Florence. 1.

1855. **Forest Rose**. A tramp. Made two trips in 1855.

1856. **Fulton**. Made three trips up the river in 1856.

1866-'67. **Gallatin**. 2.

1840. **Gem**. Sunk in lower river.

1866-'68. **Gem**. Captain, Beabout. Sunk near Nebraska City about 1868. 7.

1842-'43. **General Brady**. Hart, master. Sunk opposite Hermann, Mo., in 1843.

1845-'46. **General Brooks**. Throckmorton, master. An early fur-company boat.

----. **General Gaines**. Taken to St. Joseph for a ferry. Sunk near Elwood point about 1857. 7.

1865. **General Grant**. 2.

1850-'52. **General Lane**. Isaac McKee, master. All of the above boats, from the General Brady down. were single-engine side-wheelers. and ran the lower river. 1840-'42. General Leavenworth. White, master. Named for the government officer who established Fort Leavenworth.

----. **General McNeil**. Sunk above St. Charles. 7.

1892. **General Meade**. Sunk below St. Charles in 1892. 7.

1830. **General W. H. Ashley**. James Sweeney, captain. Named for the famous furtrader. She was wrecked at Femme Osage, near St. Charles, in 1830.

1840-'45. **Geneva (No. 1)**. Sunk in lower river.

1850. **Geneva (No.2)**. Captain, Throckmorton. Sunk near Nebraska City. 7.

1855-'57. **Genoa**. Sunk near Nebraska City in 1857.

1825-'26. **George Washington**. One of the earliest steamboats on the river. She sunk at the mouth of the La Mine in 1826.

1840. **Georgetown**. Sunk in lower river. 1862-'73. Glaslow. La Moth, master. A large side-wheeler in the lower river. She was wrecked on Bayou Sara, La., February 23, 1873.

1833. **Glaucus**. Field, master. Nothing known.

1850-'52. **Glencoe**. J. Lee. master. A fine side-wheel passenger steamer. On the 3d of April, 1852, just

at dusk, as the Glencoe was being moored to the levee at St. Louis, all three of her boilers exploded, with the most appalling result. The sound of the explosion was heard all over the city, and in the neighborhood of the levee the shock was so great that it was like an earthquake. The boat was crowded with people, many of whom had just come aboard, and the force of the explosion drove the wreck far out into the river. As usual in such disaster! What remained of the cabin immediately caught fire, and as the boat floated down stream many of the people were seen to throw themselves overboard to escape the flames. The fire burned fiercely and rapidly, and the spectacle was presented of people running with frenzied gestures from one side of the boat to the other seeking some means of escape from the horrible death that confronted them. Five bodies were found on the deck of the Cataract, another Missouri river boat, that lay alongside, and several on the Western World. A piece of the iron boiler was blown high up in the air and came down on the roof of a house on the levee, with such force as to break through and kill a woman who was sitting in a chair in the room below. It was never known how many lives were lost in this disaster, but the number was great.

1830. *Globe*. Captain Wineland, master. Made a trip for the government in 1830. 4.

1840-'44. **Gloster**. Williams, master. Nothing known.

1870-'75. **Gold Dust**. - Gould and John T.

McCord, masters. A lower Mississippi river boat which ran for a time on the lower Missouri; she finally blew up on the Mississippi, in 1875, causing great loss of life, Captain McCord being one of the victims. 7.

1866. **Gold Finch**. 2.

1855-'57. **Golden State**. Trip in spring of 1855 from St. Louis, with several hundred Mormons and their freight, bound for Salt Lake via Fort Leavenworth; low water, eight days' trip; many cases of cholera and deaths on board. See *Kan. Hist. Col.*, vol. 7, p. 326. Burned at St. Louis about 1857. 7.

1867-'68. **Guidon**. 3.

1864-'67. **G. W. Graham**. Length, 249 feet; one of the largest boats ever on the upper Missouri. 2, 3.

1840-'46. **Haidee**. Sunk at Charbonier island. near the mouth of the river, in 1846. Percival G. Lowe, of Leavenworth, author of "Five Years a Draa-oon," and ex-president of the Kansas State Historical Society, in December, 1849, . started up the river on this boat, or another of the same name. The boat Wal! frozen in at Portland, Mo .• and the party of recruit!! had to march overland from there to Leavenworth, arriving at the fort December 25, 1849. They made a march of 800 miles, and the whole country was c6vered with ice and snow.-Five Years a Dragoon, p. 13.

1832-'34. **Halcyon**. Shepherd, master. Sunk at Charbonier island, November 14, 1834.

1830. **Hancock**. Succeeded the Otoe as a regular boat on the Missouri.

1844. **Hannibal**. Built at Elizabeth, Pa., and finished at St. Louis. Measurement, 460 tons. 10.

1850. **Hannibal**. Ran the lower river in the '50's.

1850. **Hartford**. Nothing known.

1855. **Hartford**. See "The Kansas Riverits Navigation," by A. R. Greene, in this volume.

1862-'65. **Hattie May**. Hays, master. A small side-wheeler in the lower river. She burned at the St. Louis levee, December 16, 1865.

1866. **Helena**. 2.

1838. **Heliopolis**. A government snag boat on the lower river. 2.

1854-'56. **Henry Lewis**. A. Emerson, master. Measurement, 480 tons. Nothing further known.

1868-'69. **Henry S. Turner**. Pat Yore, master. Ran in the St. Louis and Kansas City Packet Company.

----. **Hensley**. Captain, Ford. 7.

1852-'54. **Herald**. Joseph S. Nanson, master. A St. Louis and Weston packet. Measment, 295 tons.

1845-'46. **Herman**. Tom Baker, master. Side-wheel, lower-river packet. Sunk at St. Charles, in 1846.

1857-'59. **Hesperian**. F. B. Kercheval, master. Built in 1857. A large side-wheel packet in the lower river. Burned at Atchison, on the the east side of the river, opposite the foot of Commercial street, on a Sunday evening in 1859. After the Hannibal & St. Joe railroad was finished and opened with a monster celebration at St. Joe, February 23.1857. this boat ran as a passenger steamer in connection with trains from St. Joe to Kansail City. On Wednesday, September 27, 1859, Hon. Arson Burlingame

passed Atchison going down the river on the Hesperian to Leavenworth, where he Ipoke the following evening. This boat was owned by John W. Foreman, Jas. Foreman, A. B. Symns, and Captain Kercheval. Symns was clerk. These parties, excepting, possibly, Captain Kercheval, resided at Doniphan, Kan.

1855-'58. **Hiawatha**. Built in 1855 for the lower river. and ran in that trade for several years. She was a large side-wheel passenger steamer.

1856. **Highflyer**. See" The Kansas River Its Navigation," by A. R. Greene, in this volume.

1848-'53. **Highland Mary**. Baldwin. master. Built at St. Louis in 1848. A splendid sidewheel boat in her day.

1853-'56. **Hindoo**. Ran the lower river. 1852-'53. Honduras. Lew Morris, master. Sunk near Doniphan, Kan., in 1853. Measurement. 296 tons.

1838. **Howard**. Sunk at Aux, Vasse, near Portland, Mo., in 1838.

1866. **Huntsville**. 2.

1840-'42. **Huntsville**. Nothing known. 1842-'45. Iatan (No. 1). John W. Keiser (the father of John P. Keiser), master. She was a side-wheel boat and ran to Council Bluffs.

1858-'60. **Iatan (No.2)**. Eaton. master. A side-wheel boat in the lower river.

1866-'70. **Ida**. Large side-wheel Kansas City and St. Louis packet.

1868-'71. **Ida Reese**. A mountain boat. Was sunk by ice at Yankton in 1871. 7 and 9.

1867. **Ida Stockdale**. 2.

1819. **Independence**. Nelson, master. She was the first steamboat to enter the mouth of the river. She left St. Louis May 15, 1819, and went up as far as the mouth of the Chariton, whence she returned to St. Louis on June 5, 1819. She was a small single-engine, no-cabin, side-wheel boat, and exceedingly slow.

1843-'45. **Ione**. Ran between St. Louis and Weston. 4.

1848. **Iowa**. Built in St. Louis in 1848. Measurement, 455 tons. 10.

1866. **Iron City**. 2.

1860-'63. **Isabel**. A side-wheeler. Ran to Sioux City.

1858-'64. **Isabella (No. 1)**. John P. Keiser, master. Large passenger boat in the lower river.

1869-'70. **Isabella (No.2)**. Dozier, master. Ran from St. Louis to Omaha.

1864. **Island City**. This boat was one of three sent to the Yellowstone by General Sully. It had all the forage for the animals on board, and was wrecked just below the mouth of the Yellowstone river. This occurrence caused the abandonment of a contemplated establishment on the Yellowstone at this time by General Sully. 2; see, also, 7.

1870-'64. **Izetta**. Simms, master. In the lower river. See, also, "The Kansas River-its Navigation," by A. R. Greene, in this "Volume.

----. **Jacob Sass.** 7.

1856-'60. **James H. Lucas.** Tom Brierly, master. She was one of the largest, finest, and, probably, the fastest boat ever on the Missouri river. She made the run from St. Louis to St. Joseph, a distance of 600 miles, in sixty hours and fifty-seven minutes. She was finally dismantled, and her machinery was placed in the G. W. Graham, a large Fort Benton boat. "The James H. Lucas collapsed a flue to-day (June 17) somewhere above Kansas City. The cook was killed and five persons seriously wounded. The boat is not much injured. At the time the collapse occurred there was much excitement and immense alarm on board. The women and children were taken on the hurricane deck, it is said, through the transom-light spaces. The Lucas is a good boat, .and everybody is sorry for her and her kind officers." - Letter in St. Louis Republican, ..June 22,1856, signed H. C. P. Webb Scrapbooks. vol. 13, p. 69. See, also, 7 and 11.

1848-'49. **James Monroe.** An old side-wheel boat. In 1849 she came up the river loaded with California emigrants. On arriving at Jefferson City, the cholera broke out among them. and the loss of life was so great that the boat was abandoned by the officers and crew, who fled from the pestilence, and, after lying there several months, the ill-fated vessel was taken back to St. Louis.

----. **James Watson.** Taken South in 1879. 7. 18 -'97. J. B. McPherson. A government boat. Sunk near Sioux City in 1897. 7.

1861. **J. C. Swan.** Large Mississippi river side-wheeler. She was one of the fleet of boats which conveyed Gen. Frank P. Blair's troops from St. Louis to Boonville, June 19, 1861.

1866. **Jennie Brown.** 2.

1860-'69. **Jenny Lewis.** A large side-wheel boat. belonging to the Miami Packet Company. Burned at the St. Louis levee, March 30. 1869. Henry McPherson commanded her at the time she was burned.

1855-'60. **J. H. Dickey.** Large boat in the lower river.

1857-'59. **J. H. Oglesby.** E. T. Herndon, master. A large side-wheeler. 225 by 35 feet. She ran in the lower-river trade, and on the 10th of October, 1859, struck a sawyer in Euphragie bend, below Glasgow. Mo .. and was lost. Capt. Edward T. Herndon was a typical Missouri river steamboat man of the olden days. Physically he was of medium size. but lithe and supple, and seemed to have a constitution of iron. He was a man of energy and nerve, and, being a strict disciplinarian, was tireless. in watching every department of his boat. Captain Herndon went on the river as a clerk of the E. M. Clendenin in 1850, when twenty years old. and remained on the river as long as navigation on that stream continued. He soon "learned the river," as it was called, and became one of the most skilful pilots that ever turned a wheel. He built several of the finest boats on the river, and on these he usually served in the dual capacity of captain and pilot. On more than one occasion, when pilots could not be procured, he took a boat from St. Louis to St. Joseph and back by himself, performing the labor of three men - captain and two pilots. On these trips he stood at the wheel twenty hours out of the twenty-four, and never left the pilot-house, even for his meals, which were brought to him. He would stand a watch from daylight until midnight, and would then run into a wood-yard, and, while the boat was being "wooded up," would throw himself down on a cot in the pilot-house and snatch a few hours' sleep. He knew the river perfectly - every sand-bar, crossing, bend, chute, towhead, cut-off, snag, and wreck - and could determine the location of his boat on the darkest night from the outlines of the shore. Often has the writer stood with him at the wheel on a black, stormy night, going down stream at

a speed of twenty miles an hour, when nothing could be seen, even of the shore-line, except by the flashes of lightning. After a strenuous life Captain Herndon passed away in St. Louis in 1904, almost the last survivor of the "old guard."

----. **J. H. Raymond.** 7.

1850-'53. **J. M. Clendenin.** Henry Smith, master; E. T. Herndon, clerk. A typical boat of her period. Sunk at Bates's wood-yard, below Hermann, Mo .. November, 1853.

1854-'59. **J. M. Converse.** A large lower river passenger steamer. It was on this boat that Governor Reeder, of Kansas, made his escape in the disguise of a wood-chopper, from Kansas City, Mo., May 24, 1856. Governor Reeder's diary, in full for the month of May, 1856, giving details from the time of his escape from Lawrence to avoid service of subpoena until his arrival at Alton, Ill., is printed in Kansas Historical Collections. vol. 3, pp. 205-223. He was secreted from Sunday morning, May 11, until Saturday, the 24th, in Kansas City, by Shaler W. Eldridge and Kersey Coates and their wives. "Life Pictures in Kansas, 1856," MS. on file with the Kansas Historical Society, in telling of the coming of James H. Carruth and family to Kansas, says that they arrived at Kansas City May 21, 1856, on the steamboat J. M. Converse. This boat was a Missouri packet. 6.

1865-'66. **Joe Irwin.** See "The Kansas River-its Navigation," by A. R. Greene, in this volume.

1840-'45. **John Aull.** Same type of boat as the John Hancock. Named for a prominent merchant of Lexington, Mo. Sunk near Arrow Rock. See, also, 7 . .

186-. **John B. Eaton.** Sunk above St. Charles, in the "big eddy," during the war. 7.

----. **John Baird.** Sunk below Waverly. 7. 1861. John Bell. A government boat. Sunk in Howard's bend. above St. Charles, in 1861.

1856-'58. **John Campbell.** A small sidewheel boat on the Kaw river.

1858-'69. **John D. Perry.** Davis. master. Was built at Jeffersonville. Ind., by George W. Davis, Logan D. Dameron, Moses Hillard, Phil. E. Chappell, and others, in 1857, and ran the lower river until 1861, when she was driven into the lower Mississippi, with many other boats of her class, by the strong competition of the railroads; she continued to run in the lower river until April 4, 1869, when she burned at Duvall's Bluff, on White river. For the purpose of showing the depreciation in steamboats, it may be stated that the Perry cost \$50,000. In February, 1859, she was valued at \$36,000; in June, 1860, at \$30,000; in March, 1862, at \$20,000; and at the time she was burned, at \$10,000. She was one of the best boats ever built for the Missouri river, and one of the most successful. As will be observed, she lived beyond the years allotted to the Western steamboat. Her dimensions were as follows: Length, 220 feet; beam, 33 feet; hold, 6 feet; her measurement was 382 tons, but her capacity was more than 500 tons.

1845-'46. **John Golong.** Throckmorton, master. Sides-wheel, single-engine boat; sunk in Malta bend, above Miami, Mo., in 1846. The owner, a St. Louis man, found some difficulty in selecting a name. He had a friend named John who was in the habit of coming round every day and, in a teasing manner, suggesting names. The owner, at last becoming annoyed, said: "John, go long." The name was

suggestive, and when the boat was completed she bore on her wheelhouse the name John Golong.

1840 . **John Hancock**. Single-engine sidewheeler. Sunk in Brick-house bend, near the mouth of the river, in 1840.

1886 . **John L. Roach**. Sunk near Frankfurt, Mo., a little German town just above Lexington, in 1886. 7. '

1877 . **John M. Chambers**. Built by Capt. .Joseph La Barge, and named for the infant son of B. M. Chambers, of St. Louis. This boat was used in the latter part of the Custer campaign on the upper river to carry government supplies to Camp Buford, at the mouth of the Yellowstone, on account of its being a lightdraft boat. It ascended the Yellowstone to the mouth of Tongue river. 2.

1856-'64. **John Warner**. A lower-river passenger boat. Went, into the lower Mississippi in 1861. and was burned at Memphis during the war.

1872-'82 . **Joseph Kinney**. George Keith, commander. A splendid side-wheel boat, 230 feet long, built by .Joseph Kinney, of Boonville, Mo. She ran in the St. Louis and Kansas City trade. She was first wrecked on the Boonville bridge; the second time, she collided with the Kansas City bridge and lost a wheel overboard; and, finally, on April 13, 1882, ran into' the Glasgow bridge and became a total loss. She was valued at \$30,000. Captain Keith is one of the few old Missouri river boatmen left. He resides in St. Louis.

1876-1906 . **Josephine**. This boat was on the Yellowstone for years, was well known to the army, and is the only one of the old fleet that still survives - now being used by the government as a snag boat on the upper river, in keeping it free from obstructions. 2.

1854. **J. S. Chenoweth**. John .Johnson, master. Ran the lower river.

1854-'57 . **J. S. Pringle**. A transient boat. Made three trips up the river in 1857. Built in 1854, at Brownsville, on Ohio river. ,

1847-'49 . **Julia (No.1)** . J. M. Converse. master. A large side-wheel boat. Sunk in Bellefontaine bend, just above the mouth of the river, in 1849.

1863-'67 . **Julia(No.2)** . .JohnMcCloy,master. A large boat in the lower river.

1836-'87. **Kansas (No.1)** . .A. side-wheel boat in the lower river. Built in 1836 . .Jos. La Barge was pilot. 2.

1847. **Kansas (No.2)**. Measurement, 276 tons. Built at St. Louis by Clark & King. 10.

----. **Kansas Valley**. 7. See" The Kansas River-its Navigation," by A. R. Greene, in this volume.

1847-'53. **Kanzas**. Henry McPherson, master. Sunk at the mouth of the Nishnabotna, April 25, 1853.

1855-'56. **Kate Cassel**. Made three trips on the river in 1855 and sixteen in 1856. Nothing further known.

1857-'59. **Kate Howard** . .Joseph S. Nanson, master. Was a splendid and popular lowerriver packet. She sunk in Osage chute, at the mouth of the Osage, August 11, 1859. Captain Nanson, now an old man, resides in St. Louis. His brother, also a captain, was killed on the Ben Lewis.

1865. Kate Kearney. Capt . .J ohn La Barge, master. 2.

1864-'72. **Kate Kinney (No.1)**. Large sidewheel boat in the 0" (Omaha) line. She burned at New Albany, Ind .• in November, 1872.

1880-'83. **Kate Kinney (No.2)**. A large stern-wheel boat. built in 1880. burned at Shreveport. La., in 1883. These two boats, as well as the Cora (Nos. 1 and 2). Alice, and .J osep Kinney, were built by Capt . .Joe Kinney, of Boonville, Mo., one of the most successful steamboat men ever on the river, and were named for his daughters and himself. His name deserves to be remembered, for he made the most persistent fight against the railroads of anyone ever connected with the navigation of the Missouri river. He died on his farm opposite Boonville. Mo., a few years ago. See, also,7. '

1849-'55. **Kate Swinney**. P. Chouteau, master. A splendid side-wheel boat, 200 by 30 feet. She sunk in Kate Swinney bend, near the mouth of the Vermilion river (upper Missouri), on August I, 1855, while on a trip to the mountains. Her crew' started down the river overland, were followed and attacked by Indians. and killed. See" The Kansas Riverits Navigation," by A. R. Greene, in this volume.

----. **Keokuk**. 7.

1853-'56. **Keystone**. Thomas 1. Goddin, master. Made four trips in the lower river in 1855 and sixteen in 1856. Nothing further known. Measurement, 307 tons. Colonel Buford's party of Southern emigrants left St. Louis on this boat for Kansas, April 23, 1856. .John W. Geary, the third territorial governor of Kansas, came on the Keystone. landing at Fort Leavenworth, September 9, 1856.

----. **Keystone State**. Burned at St. Joseph in 1849. 7.

1848-'49. **Kit Carson**. N. J. Eaton, master. Ran in the lower river in 1848 and 1849. Burned at St. Louis, May 17, 1849. ,

1857. **Lacon**. A small side-wheeler, built at Lacon, Ill. See "The Kansas River - its Navigation," by A. R. Greene, in this volume.

1847. **Lake-of-the-Woods**. Ran the river in 1847.

---- **Last Chance**. 7.

1858. **Leavenworth**. A ferry-boat. 4. 1840-'42. Lehigh. Pume. master. Nothing known. It was a small single-engine side-' wheeler. No other kind of boats was built for the Missouri river during the early days of steamboating. '

1842-'49. **Lewis F. Linn**. Named for an early United States senator. She was a popular side-wheel packet in the lower river, and was commanded by Capt. Wm. C. Jewett, who will never be forgotten by those who knew him. The Linn was built in 1842, and ran the river until 1849, when she was sunk in Penn's bend, above St. Charles. In 1850 Captain Jewett lost the Rowena in the same place (see Rowena, No.1).

1844-'46. **Lexington**. Ascended the river to Platte City during the flood of 1844. Sunk at Frankfurt; Mo., in 1846; See, also, 4.

----. **Libby Congo**. Excursion boat at Kansas City. Destroyed by cyclone.

1830-'31. **Liberty**. J. B. Monssett, master.
Sunk in Brick-house bend, below St. Charles, Mo., October 24, 1831.

1847. **Lightfoot**. A transient boat. See •• "The Kansas River - its Navigation," by A. R. Greene, in this volume.

1866, **Lillie Martin**. 2.

1845. **Little Mail**. Sunk at Mount Vernon, Mo., below Rocheport, in 1845.

1845-'50. **Little Missouri**. Built by Capt . •• Bob" Wright. Sunk at Frankfurt, Mo., in 1850.

1838-'40. **Little Red**. Price, master. Named for United States Senator David Barton, the first senator elected from Missouri, whose sobriquet was "Little Red," from the color of his hair. She sunk at Loutre island, opposite Hermann, Mo., in 1840.

1856. **Lizzie**. A transient boat. See "The Kansas River-its Navigation," by A. R. Greene, in this volume.

----. **Lizzie**. Ferry-boat at Kansas City. 5. 1864. Louisa. Will H. Wood, master. A small side-wheel boat in the lower river. She was loaded with hemp, and caught fire and was scuttled and sunk at South Point, in 1864.

1864. **Louisville**. Sunk above Omaha in 1864. 7.

1857. **Low Water**. A stern-wheeler. Sunk at Hill's Landing, below Lexington, Mo., November 27, 1857.

1866. **Luella**. 2.

1865-'69. **Luna**. A Mississippi river boat. Came into" the Missouri in 1869.

1840-'42. **Lynchburg**. Sunk in Pitman's bend. above St. Charles. March 27. 1842.

1864. **Magenta**. Frank Dozier, master. A fine, large side-wheeler, lost at De Witte, Mo., May 10, 1864. on her first trip up the Missouri.

1864. **Magers**. Made regular trips in 1864 between Kansas City and Weston, laden chiefly with railroad iron. 4.

1862? **Maggie**. Mentioned. 2.

1841-'42. **Malta**. Throckmorton, master. An American Fur Company boat of the usual description; that is, side wheel, single engine, etc. On August 8, 1842, when ascending the river, in Malta bend, just above Miami, Saline county, Missouri, she struck a sawyer, which tore the entire bottom out of her. and she sunk to the hurricane roof in a little over a minute. Probably no boat ever went to the bottom so quickly on the river. The town of Malta Bend, Mo., took its name from the locality.

1847-'49. **Mandan**. Harry Brees, master. Built in 1847, at St. Louis, by Primus Emerson. She sunk at the mouth of the Gasconade river, but was raised, and finally was lost in the great St. Louis fire of May 17, 1849.

1840-'42. **Manhattan**. Dohlman. master. 1860. Mansfield. A St. Joseph and Omaha packet boat. 7.

1860-'64. **MarceIla**. Fitzgerald, master. A side-wheel boat belonging to the Lightning line; she ran in the St. Louis and Omaha trade, and in 1860 went into the lower Mississippi, as did many other boats of her class.

1847-'49. **Martha**. Joe La Barge'jmaster. A mountain boat of 180 tons. Burned at St. Louis, May 17, 1849;

1852-'55. **Martha Jewett**; W. C. Jewett, master. One of the finest" and" most popular boats on the river in her day. Captain Jewett built several boats besides the Martha Jewett. Wilson Shannon, second territorial governor, arrived at Wesport Landing on the Martha Jewett, August 31, 1855. 7.

1840-'50. **Mary Blane**. A lower-river, !!ingleengine boat. Burned at St. Louis. 10.

1873. **Mary E. Forsyth**. Sunk in the Gulf of Mexico, in 1873, while going from New Orleans to Mobile.

1870-'73. **Mary McDonald**. George Keith, master. A splendid lower-river, side-wheel boat. She burned ,near Waverly, Mo., June 12, 1873, while lying at the shore.

1838-'40. **Mary Stone**. Built in 1838. 1841-'45. Mary Tompkins. Beers, master. Built in 1841. A very popular boat on the lower river in her day. Advertised regular trips between St. Louis and St. Joseph. 4.

1873. **Matamora**. Sunk at Kinney bend in 1873. 7.

1871-'75. **Mattie Belle**. Lower-river short trade. A small side-wheeler.

----. **Meffew**. Sunk during the war. 7. 1859. Messenger. 12.

1857-'69. **Meteor**. Draffin, master. A lower-river passenger boat. She was built in 1857. and dismantled at St. Louis in 1869. See, also, 7.

1855-'58. **M. S. Mephram**. A typical passenger boat of her day. She burned at the St. Louis levee in 1858. "

1866-'67. **Miner**. 2 and 9.

1860-'66. **Mink**. (See Alex Majors.) She was first called the Mink on account of her color, which was brown. She was sold and painted white. and her name changed to Alex Majors. She sunk at Grand river in 1866, but was raised and finally burned while lying at the St. Louis levee. Alex Majors was the old Santa Fe trader, of Russell, Majors & Waddell.

1857-'60. **Minnehaha**. Woolfolk, master. A large passenger packet in the lower river. She finally burned on the Tennessee river.

1830-'35. **Missouri (No.1)**. Built by James McCord. Ran the lower river.

1835-'40. **Missouri (No.2)**. Built by James McCord. Both of the above boats were built by James McCord, of St. Louis, a well-known steamboat man on the river in the early days.

----. **Missouri (No.3)**. Blew up near Evansville in 1866. 7.

1869. **Missouri (No.4)**. Bennett, master. A side-wheel, single-engine boat. Sunk at Fishing river, opposite Sibley, Mo., in 1869.

1880-'85. **Missouri (No.5)**. A boat in the employ of the government. Joseph La Barge was pilot from 1880 to 1885. 2.

1884-'88. **Missouri (No.6)**. An upper-river boat. She went to Fort Benton in 1888. and was the last steamboat to land at that place. She landed there September 12, 1888.

1830-'34. **Missouri Belle**. Built in 1830 by Captain Littleton. She was the first boat to introduce the steam-whistle on the Missouri river. It was customary in the days of stearnboating on the Missouri river for the boats to retire from the river late in the season, when the water became low, and seek other trades in the lower Mississippi and its southern tributaries. In the fall of 1834 the Missouri Belle and Boonslick, both Missouri river packets, went into the Mississippi. On October 24 the Missouri Belle left New Orleans, bound for St. Louis. When fifteen miles up the river she collided with the Boonslick, which was bound down-stream. The latter sustained but little damage, but the Missouri Belle was so injured that she sunk, arid, as the water was very deep, she went down to her hurricane roof. The Boonslick rounded too, and steered for the wreck, none of which however remained above water except a part of the roof. To this the surviving passengers were clinging, and a line was thrown to them and they were

taken off in the yawl. There were about 130 persons on board, 30 of whom were drowned. See, also, 1.

1858. **Missouri Mail.** A side-wheel boat. Sunk above Atchison in 1858.

1880-'84. **Mittie Stephens.** Henry McPherson, master. -Named for the daughter of Capt. J. L. Stephens, of Boonville, Mo., now Mrs. Abiel Leonard, of Marshall, Mo. Capsized and sunk near Boonville in 1881, and afterwards raised. She was finally wrecked at Sibley, Mo. . August 7, 1884. After leaving the south shore and entering the chute at Sibley, and' while crowding an upper reef and headed for the bight of the bend, she ran away from the reef, . took a sheer on the pilot, and ran into a nest of snags; a large sawyer struck her amidship, causing her to make water rapidly, and she went down in less than five minutes. There were several lives lost. •

1840. **Mobile.** Sunk in Mobile chute, at the mouth of the river, in 1840. But little is known of this boat except the name, and the fact that she ran the lower river in the '40's.

----. **Mollie Abel.** Sunk near Rocheport. 7 . 1865-'66. Mollie Dozier. Fred Dozier, master. A side-wheeler, 225 feet by 34 feet. Was sunk at Berry's Landing in 1865. After being raised she sunk again in Chamois chute, below the mouth of the Osage, October 1, 1866. The name of this boat appears in a list of steamboat arrivals at Fort Benton, June], 1866, published by the historical society of Montana, vol. 1, 1876, page 318. 7.

----. **Mollie Moore.** 7. --. Monsoon. 7.

1862-'65. **Montana (No. 1).** A large side-wheel boat, built by Joseph W. Throckmorton. Sunk by ice at St. Louis, December 16, 1865.

1879-'84. **Montana (No.2).** George Keith, master. A large stern-wheeler. Wrecked on the St. Charles bridge, June 22,1884.

----. **Montauk.'** 7.

1856-'59. **Morning Star.** A lower-river passenger packet. She was 227 by 34 feet, and was built by Tom Brierly at a cost of \$45,000. She burned at Bissell's point, on the Missis., sippi. near St. Louis. See "The Kansas River-its Navigation," by A. R. Greene, in this volume.

1848. **Mountaineer (No.1).** J. R. Spriggs, master. A lower-river boat in the '40's.

1866-'73. **Mountaineer (No.2).** A large side-wheeler, built at a cost of \$51.000. She belonged to the Missouri River Packet Company, and ran to Omaha.

----. **M. S. Mepham.**

1835. **Mustang.** Sunk in the lower river in 1~35 . .

1840. **Naomi**. James McCord, master. A side-wheel boat. She sunk at the mouth of Grand river in]840, and her wreck, which lies buried in the sand, is now five miles from the present channel of the river.

1855. **Ne Plus Ultra**. A tramp steamer. In the spring of 1849 Charles Robinson and party traveled on a boat of this name from Pittsburg to Kansas City on their way to California.

1854-'58. **Nebraska**. An upper-river boat, built in 1854.

1869. **Nebraska City**. Captain, Blackiston. A ferry-boat. Sunk above Amazonia in 1869. 7.

----. **Ned Tracy**. Used as a hospital boat during the war. 7.

1864. **Nellie Rogers**. 2.

1866. **Nevada**. Burned at St. Louis. 2. 1854-'55. New Georgetown. A government boat in the Fort Leavenworth trade. She sunk in Bellefontaine bend, near the mouth of the river, May 11, 1855, when on a trip to Fort Leavenworth loaded with government stores.

----. **New Haven**. 7.

1852-'57. **New Lucy**. H. Johnson, master. A large lower-river packet. Burned opposite the town of De Witte, Mo., November 25, 1857. Tonnage. 417. Robert J. Walker, territorial governor of Kansas, came up the river on the New Lucy. The boat reached Quindaro late on Sunday afternoon, May 24, 1857, and tied up a few minutes at the landing. It was soon noised around that the new governor was on the boat, and the crowd of citizens waiting at the landing at once called for Governor Walker. The governor appeared on the upper deck and made a brief speech, his first address to a Kansas audience. Hon. Henry Wilson, senator from Massachusetts, was also a passenger on the same boat, and stopped off at the Quindaro House, where he stayed all night, and on Monday morning, from the steps of the hotel, made his first Kansas speech to a Quindaro audience. . Frank A. Root, of Topeka, one of the Kansas pioneers, and then residing at Quindaro, saw both parties and heard both speeches. 'The New Lucy was one of the Lightning line passenger steamers running in connection with the fast trains of the Missouri Pacific road from Jefferson City to Weston, in the spring of]857.

1855-'57. **New Monongahela**. Ran the lower river.

1852-'57. **New St. Paul**. Bissell, master. A similar boat to the New Lucy, but smaller. She sunk at St. Aubert, August 19, 1857. Tonnage, 225.

----. **Nile**.

1840-'44. **Nimrod**. Captain, Dennis. Afurcompany boat. She made a trip to the mouth of the Yellowstone in 1844 . .

1856. **N. J. Eaton.** Joseph S. Nanson, master. Sunk in Augusta bend, below Washington, Mo., April 9, 1856, when on her maiden trip up the river. She was a new side-wheel, lower river boat.

----. **N. J. Hultz.** Wrecked in the lower river.

1840-'44. **Nodaway.** John J. Roe, master.

An early side-wheel boat. 145 by 24 feet. She was wrecked at the mouth of the Aux Vasse in 1844. Captain Roe afterwards became a wealthy pork-packer, of St. Louis . .

1847. **North Carolina.** Built in 1847, and ran the lower river.

1859. **Northerner.** 12.

1867. **Nymph.** Blew up at Nemaha bar. Was repaired, and sunk at Sibley. 7.

1836-'43. **Oceana**. Miller, master. An American Fur Company boat. Father De Smet came up the river from St. Louis to Westport on this boat in seven days, starting April 30, 1841. 3; 8, p. 1002; 13, v. 27, p. 194.

1834. **O'Connell**. An early lower-river boat. 1866-'68. Octavia. Captain, La Barge. One of a new line of steamers running between St. . Louis and Weston. Sold to the government. Was wrecked. See, also, 4 and 7.

1850. **Oddfellow**. A stern-wheeler. Sunk near Weston, Mo., August, 1850.

----. **Ogden**. 6.

1856-'58. **Omaha**. Joseph B. Holland, master. A side-wheel boat in the Omaha trade. Frank A. Root came up the river on this boat on his second trip to Kansas, in the fall of 1858. Chester Thomas, jr., was also a passenger. The boat was snagged one night on the trip and delayed several hours while the necessary repairs were being made. The boat was frequently stuck on sand-bars. Mr. Root paid fifteen dollars passage from St. Louis to Doniphan, and was nine days on the boat.

1843-'44. **Omega**. Joseph A. Sire, master; Joseph La Barge, pilot. In the fur trade. A mountain boat. John James Audubon and party went up the river in this boat in the spring of 1843. For log-book of this trip, see History of the American Fur Trade, Chittenden, vol. 3, p. 985; also, 2, p. 141.

1863-'65. **Ontario**. Of 450 tons burden. Sunk near Nebraska City, 1865. 7. Father De Smet gives a complete description of this boat in his Life and Travels. Chittenden and Richardson, 1905, vol 3, p. 846.

1845-'48. **Osage**. Wrecked at Bonhomme island, on the lower river, 1848.

1840-'42. **Osage Valley**. Young, master. In lower-river trade.

1857-'58. **Otis Webb**. A side-wheeler, of 100 tons. See "The Kansas River-its Navigation." by A. R. Greene, in this volume.

1830-'33. **Otoe**. James B. Hill, captain. Boat was in service of Sublette & Campbell, who were competitors of the American Fur Company. Was the first regular boat on the Missouri. 2, 4.

1841-'43. **Otter**. James Hill, master. An American Fur Company boat. This boat ran to Fort Union. at the mouth of the Yellowstone.

----. **Paragon.** 7.

1851-'53. **Patrick Henry.** D. C. Adams, master. An early side-wheel boat.

1848-'56. **Paul Jones.** J. B. Dales, master. Built in 1848. First sunk below Independence Landing, raised, and finally wrecked at St. Louis by the ice, February 27, 1856. 7.

1858-'65. **Peerless.** Bissell, master. A splendid passenger steamer on the lower river, belonging to the Missouri River Packet Company. She finally burned on the lower Mississippi.

1879. **Peerless (No.2).** A towboat. Was sunk near St. Charles in 1879. 7.

1848. **Pekin.** Built in St. Louis in 1848. Measurement, 108 tons. 10.

----. **Peoria.** Captain, David Silvers. Burned on the Mississippi river. 7.

----. **Peoria City.**

1866-'69. **Peter Balen.** A large stern-wheel boat in the mountain trade. She went to Fort Benton in 1866 and cleared \$80,000 on the trip, being the most profitable trip ever made on the .Missouri river. She caught fire and burned at Dauphin rapids, Mont., July 22, 1869. The Peter Balen was an old tub, and had come into the Missouri river from the Ohio during the flush times on the upper river. She was not valued at more than \$15,000, but during the time she was in the Fort Benton trade paid for herself several times over. Besides having made the most profitable trip on the river, she bears the distinction of having ascended the river to a higher point than any other steamboat. On June 16, 1866, she went to the mouth of Belt river, six miles below Great Falls, and thirty miles above Fort Benton, Mont.

1877-'86. **Phil. E. Chappell-** J. A. Ware, master. Built at Grafton,. III., in 1877. She ran the lower river. until 1883, when she was converted into a cotton boat and· taken into the Red river, where she burned in 1886.

1840-'42. **Pirate.** A fur-company boat. Wrecked at Bellevue, Neb., 1842. 8, p. 988.

1838-'42. **Platte.** Hughes, master. A mountain boat, but ran the lower river. She sunk about thirty miles below St. Louis, while on her way to Bayou La Fourche, La.

1858-'65. **Platte Valley.** W. C. Postal, master . . Went into the St. Louis and Memphis Packet Company in 1860, and burned in Red river in 1865. She was one of the finest boats ever on the Missouri river. In the spring of 1859 she ran between St. Joseph and Kansas City as a passenger boat for the Hannibal & St. Joe railroad. Captain Postal now lives in Charlotte, N. C. A boat of this name, Captain Throckmorton, master, was used as a government transport during the war. 7.

1880. **Plattsmouth.** Captain Davis, master. A small steamer, with which her captain proposed to make regular visits to Platte City. 4.

1848-'53. **Plow Boy (No.1)**. Built by Isaac McKee, in 1848. She was a side-wheel boat, 165 by 32 feet, and cost \$19,000. She sunk at Sandy Hook. above Jefferson City, Mo., 1853, and the people started the village by building the first house out of the cabin.

1875-'77. **PlowBoy (No.2)**. A small sternwheel boat. She sunk at Arrow Rock, Mo., July 7, 1877.

]887. **Plow Boy (No.3)**. Another sternwheel boat by the same name. She was wrecked near the mouth of Grand river, April 10, 1887.

1835-'40. **Pocahontas (No.1)**. McCord, master. Sunk in Pocahontas bend, near Rock Bluff, Mo .. on the lower river, in 1840.

----. **Pocahontas (No.2)**. Sunk above Sioux City in the '60's. 7.

1865-'66. **Pocahontas (No.3)**. A sidewheeler, 180 by 32 feet. She was in the Fort Benton trade, and sunk at Pocahontas island, near the mouth of the Platte, on the upper river, August 10, 1866. There was a Pocahontas bend and a Pocahontas island.

1852-'58. **Polar Star**. Conley, master. She was built in 1852 by Tom Brierly, and was one of the finest and most popular boats ever on the Missouri river. She was also exceedingly fast, and in 1853 made the run from St. Louis to St. Joseph (600 miles) in sixty hours, the fastest time ever made on the river. See, also, 7 and 11. Thos. H. Webb, secretary of the New England Emigrant Aid Company, closes a letter, dated Boston, September 18, 1854, as follows: "In closing I would state the singular and significant coincidence that our pioneer party of New Englanders crossed Lake Erie in the Mayflower, and went up the Missouri river in the Polar Star."- 141, book 1. In April, 1855, a native of Bucks county, Pennsylvania, 104 years of age, made the trip on this boat to settle in Kansas with a number of descendants. August Bondi, of Salina, came to Kansas on the Polar Star, March 26, 1855. He was a revolutionist in Vienna, Austria, in 1848, and before coming to Kansas stopped at St. Louis a few years, where he aided Thos. H. Benton and Frank P. Blair. He soldiered with John Brown in Kansas. Dr. Rufus Gillpatrick, a noted free-soil pioneer and fighter in the neighborhood of Osawatomie, came to Kansas with Bondi on this boat. Pardee Butler made his way out of the territory on the Polar Star after his shipment from Atchison on a raft. He took the boat at Weston about the middle of August, 1855, and met B. Gratz Brown, who came on at Jefferson City. Ex-Senator John Martin, of Topeka, came to Kansas on this boat in March, 1855.

1850-'52. **Pontiac**. Thomas Baker, master. Sunk near Doniphan, Kan., April 10, 1852. Is said to have had a large cargo of whisky on board. 7.

1861. **Portsmouth**. Sunk below Weston in 1861. 7.

1865-'70. **Post Boy**. A side-wheeler. She ran from St. Louis to Omaha, and belonged to the Missouri River Packet Company. See, also, 7. _J

----. **Powhattan**.

-- **Prairie Rose**. 7. -- Prairie State. 7.

1840. **Preemption**. Harris, master. Nothing known.

----. **Princess**. Sunk on the lower Mississippi. 7.

1866-'75. **P. T. Miller**. Ferry-boat at Jefferson City, Mo. Sunk by ice.

1846. **Radnor**. J . . T. Douglas, master. A side-wheeler. Sunk above the mouth of the La Mine in 1846. She was bound to Fort Leavenworth, loaded with government stores. Rev. Jas. Wheeler left the Wyandot nation in this boat, May 5, 1846.

1858-'59. **Raymond**. On the lower river in the '50's.

----. **Red Cloud**. Captain, Ben Howard. Sunk at the mouth of Milk river, 1868. 7.

1836-'39. **Rhine**. James McCord, master. She was a small side-wheel, single-engine boat, 125 feet long and 21 feet beam. She ran from St. Louis to Weston and Iatan . .

1864-'68. **R. J. Lockwood**. A large sidewheeler on the lower river. She exploded near Cairo, III., in 1868.

1840-'45. **R. M. Bishop**. Wrecked on the lower river.

1819. **R. M. Johnson**. Captain, Colfax. One of Co!. Henry Atkinson's Yellowstone fleet. She came up the river in 1819 as far as Cow island, below Atchison, where she wintered, and returned to St. Louis in the spring of 1820.

1849-'56. **Robert Campbell (No. 1)**. Wm. Edds. master. A large side-wheeler, named for Co!. Robert Campbell, the noted fur trader, of St. Louis.

1863-'70. **Robert Campbell (No.2)**. La Barge, master. A stern-wheel, mountain boat. Burned at St. Louis.

1882-'83. **'Robert Campbell (No.3)**. Another stern-wheel boat in the upper-river trade. She burned at the St. Louis levee, October 15, 1883.

----. **Robert Emmet**. Sunk near Portland.

1835-'42. **Roebuck**. Miller, master. In the lower river . . ,

1847-'50. **Rowena (No.1)**. W. C. Jewett, master. Two hundred and thirty tons measurement. Built for St. Louis trade. A fine and popular lower-river packet. She sunk in Penn's bend, above St. Charles, March 14, 1850. 10. Capt. William C. Jewett was the most popular steamboat commander ever on the Missouri river. He was a dapper little fellow, exceedingly handsome, and always dressed in the height of fashion. He was a universal favorite among the shippers, and, being a bachelor and a great gallant; was especially popular with the ladies. His cabin was always full of passengers and the deck of his boat loaded to the guards with freight. Captain Jewett built and commanded several of the finest boats on the river, among which, besides the Rowena, were the Lewis F. Linn and the Martha Jewett. He died in St. Louis with the cholera in 1855. 8.

1858-'59. **Rowena (No.2)**. John T. Dozier, master. Another fine side-wheel boat on the lower river. She was named for Miss Rowena Dozier, now Mrs. Caswell Mason, of St. Louis. Captain Mason was blown up and killed on the Sultana, of which he was master, near Vicksburg, Miss, in 1865. This was the most terrible marine disaster in the world's history; there were over 1500 lives lost.

1897. **Roy Lynds**. Ferry-boat. Sunk at Lexington, Mo., February 5, 1897. .

1855-'58. **Rubicon**. A stern-wheel circus boat. She had on her the first steam calliope that came up the river.

1855. **Rudolph**. Ran the lower river in 1855. 1859. Ryland, E .. M. See, also, 12.

1848-'49. **Sacramento**. Robert Beckers, master. A side-wheeler. Sunk at the mouth of the La Mine in 1849. On April 21, 1849, this boat arrived at St. Joseph with cholera on board, having had one death in her journey up the river.- U. S. Report Cholera Epidemic of 1873, p. 617. See, also, 6.

1849-'53. **St. Ange**. Joe La Barge, master. This boat was "built entirely complete upon the ways." The following item regarding her trip of 1850 is copied from the St. Louis Republic, July 20, 1850: "The Quickest Trip on Record. The fine steamer St. Ange landed at the wharf yesterday, only ten days from Fort Union, at the mouth of the Yellowstone The St. Ange left the mouth of the Yellowstone, or Fort Union, on the 9th inst. The river was then swelling slightly from recent heavy rains, with a fair stage of water all the way down The boat left this city on the 13th of June. She reached the place of her destination on the 8th of July. Started to return the 9th, and reached this city about one P. M. yesterday, making the run in thirty-six days, being the quickest voyage ever made going or returning, and the entire trip in nearly twenty days' less time than it was ever performed before." She went again to the Yellowstone in 1851, and afterward ran the lower river. On this last trip to the mouth of the Yellowstone, she had on board about 100 passengers, among whom were two distinguished Jesuit missionaries Father Christian Hoecken and Father De Smet. The cholera broke out after the boat had gotten above St. Joseph, and among the many who fell victims to the scourge was Father Hoeckeri, June 19, 1851. It was determined that his body should be taken back to St. Louis, instead of being buried in the wilderness, and a rough coffin was constructed in the following manner: A cottonwood log was split in twain; and each half was hollowed out in the shape of a trough; within the cavity the body was deposited, and the seams of the log were caulked with pitch and oakum, so as to render it air-tight; the stick of timber was then squared and stripped with hoop-iron, and thus interred on the bank of the river, at the mouth of the Little Sioux. On the return of the boat from the mountains, shortly afterward, the unique casket was exhumed, taken to St. Louis, and delivered to the Jesuit fathers, by whom it was given proper sepulcher: This boat was named for Louis St. Ange de Bellerive, the French officer who accompanied Bourgmont in Kansas in 1724. He was long- in the service of the French government, and in 1765 surrendered Fort Chartres to the British, and transferred the French capital to St. Louis, Mo., where he remained in authority' until 1770. Here he died, at the home of Madam Chouteau, December 27, 1774, aged 73 years.- Magazine of Western History, vol. 2, p. 60. 2, 3.

1838-'40. **St. Anthony (No. 1)**. A fur-company boat. Went to the Yellowstone in 1838 and 1840.

1849-'51.. **St. Anthony (No.2)**. Gunsaulus, master. She sunk near St. Charles, Mo., March 25, 1851. Both of the St. Anthonys were small side-wheelers.

1835-'36. **St. Charles**. An early lower-river packet: She burned opposite Lexington, Mo., t July 2, 1836.

1840. **St. Croix (No.1)**. Ran the lower river in the '40's.

1844. **St Croix (No.2)**. Built by Murray, of St. Louis, in 1844. Cost \$15,000, and was of 150 tons measurement. 1.

1866. **St. John**. 2.

1847-'50. **St. Joseph (No.1)**. William Baker, master. An upper-river boat.

1860-'62. **St. Joseph (No.2)**. An Omaha packet.

1847. **St. Louis Oak**. James Dozier, master. A small side-wheel boat. She sunk in Howard's bend, near the mouth of the river, in 1847. She was the first of many steamboats built and owned by the Dozier family, of which James Dozier was the father.

1866-'75. **St. Luke**. Joe Kinney, master. A large side-wheeler belonging to the Star line, in the lower river. Sunk at St. Charles bridge, May 2, 1875. Nine lives lost.

1854-'58. **St. Mary**. La Barge, master. Sidewheel mountain boat. Sunk at Haney's Landing, at the mouth of Big Tarkio, below Nebraska City, September 4, 1858, when bound for Fort Union, at the mouth of the Yellowstone.

1852. **St. Paul**. 3 J. L. Bissell, master. Sunk at Wayne City, the landing for Independence, Mo .. in 1852.

1837-'38. **St. Peters**. Chouteau, master. An American Fur Company's boat. It was this boat that communicated the smallpox to the upper-river tribes in 1837, which caused the loss of half their number.

1858. **Sallie West**. A Hannibal & St. Joe railroad boat. Sunk at Kickapoo, Kan., in 1859. See, also, 7.

1846-'52. **Saluda**. A double-engine, twoboiler, side-wheel boat, built at one of the Ohio boat-yards in 1846, and finished in St. Louis. Measured 233 tons. She exploded at Lexington, Mo .. April 9, 1852, and killed more than 100 people. It was the most fatal accident that ever occurred on the Missouri river. See, also, 1.

1851-'56. **Sam Cloon**. John McCloy, master. Sunk at St. Louis levee by ice in 1856. Measurement, 300 tons.

1853-'68. **Sam Gaty**. Frank Dozier, master. Built in 1853; she was captured in 1864 by guerrillas near Sibley, Mo., and several passengers were killed. She finally, after a checkered career, burned near Arrow Rock, Mo .. June 20, 1868. In April, 1861, at Leavenworth, this boat hoisted the Confederate flag but was compelled to lower it and raise the stars and stripes. 4.

1857. **Sam Kirkman**. A stern-wheel tramp. 1847-'49. San Francisco. Mortimer Kennett, master. She was one of the twentythree boats burned at the St. Louis wharf in the great fire of May 17, 1849. This was the most destructive conflagration that has ever occurred west of the Alleghanies, except the fire in Chicago in 1871. The fire broke ,out about ten o'clock P. M. on the levee at the corner of Locust street, and soon spread over many blocks along the now river front, destroying property to the value of \$5,000,000. During the night the conflagration extended to the steamboats moored at the levee, first being communicated to the White Cloud, a large New Orleans packet. Among the twenty-three boats burned were eight Missouri river steamers. Besides the San Francisco, the list includes the Alice, Boreas (No. 3), Ella Stewart, Kit Carson, Mandan, Martha, and Timour t No. 1).

1880-'82. **Sandy**. Henry McPherson, master. A small boat, in the lower trade.

1853. **Saranac (No.1)**. Dismantled in 1853. 1853-'55. **Saranac (No.2)**. Burned at St. Louis in 1855.

--. S. C. Pomeroy. Ferry-boat at Kansas City.

1840-'42. **Shawnee**. Clifford, master. Afurtrade boat.

1869-'72. **S. H. Long**. A snag boat, which, in July, 1869, tried to open the channel of the Missouri river opposite Weston, but effected nothing. 4.

1828. **Shoal Water**. One of the earliest boats on the river. She sunk in Brick-house bend, near the mouth of the river, in 1828 ..

1853-'57. **Silver Heels**. Captain, Barrows. A beautiful side-wheel boat in the lower river, but she was an unfortunate investment for her owners. See, also, 6 and 7.

1856. **Silver Wave**. McMullin, master. Nothing further known.

1858-'63. **Sioux City (No. 1)**. C. K. Baker, master. A large side-wheel boat in the lower river.

1872-'73. **Sioux City (No.2)**. C. K. Baker, master. Side-wheel boat, 160 by 30 feet. She was in the mountain trade, and sunk by being cut down by ice at Fort Sully, S. Dak .• March 19, 1873. Captain Baker died in Kansas City in 1890.

1855-'58. **Skylark**. Robert Sousley, master.
A passenger packet in the lower trade; went into the lower Mississippi. Captain Sousley died in Nebraska City several years ago.

1851-'56. **Sonora**. Terrill, master. A sidewheel boat. Sunk near Portland, Mo., February 26, 1856, in Sonora chute.

1858-'65. **Southwester (No. 1)**. De Haven, master. A fine side-wheeler. Sunk at Cairo by ice in February, 1865. Owned at Boonville, Mo.

1868-'69. **Southwester (No.2)**. Leavenworth, master. Ran in the upper-river trade.

1855-'63. **Sovereign**. A large side-wheel passenger packet in the lower river. She was driven out of the Missouri river by competition of the railroads in 1860, and went into the lower Mississippi, and was one of the twentythree steamboats taken up the Yazoo and burned by the Confederates after the fall of Vicksburg. (See Alonzo Child.) Robert E. Ballard, still living in Allegheny county, Pennsylvania. was second engineer on the Sovereign, in 1859, when she ran on the Missouri between St. Louis and St. Joseph. Mr. Ballard served over forty years on the Ohio and the lower Mississippi. 7.

----. **Spangler**. Sunk at Berry's Landing in 1865. 7.

1857-'63. **Spread Eagle (No.1)**. Chas. P. Chouteau, master. Sunk at Bates's woodyard, above Washington, Mo .. in 1863. 2.

1862-'65. **Spread Eagle (No.2)**. Captain, Ben Johnson. Painted on either side of the wheelhouse was a large eagle and the words "E Pluribus Unum." On being asked the meaning of the phrase, the captain replied: "Every tub must stand upon its own bottom." 7.

1854-'58. **Star of the West**. Parkinson, master. A Missouri river packet. Ran the lower river in 1858. Was a large side-wheel boat. She landed at Kansas City April 12, 1856, with 100 immigrants from Georgia, Alabama, South Carolina, and Kentucky. From the following quotation, her guests on the next trip were of a different political complexion: "The Star of the West, as we learn from the Edinburgh, is having trouble with her passengers. When the Edinburgh passed down, the boat was lying at Weston with the whole crowd on board, and with no prospect of landing them at any point. The passengers on board, it is known, are abolitionists, and, after having had their arms taken from them at Lexington, the boat proceeded to Weston, but on her arrival there the inhabitants of the town and surrounding country refused to allow them to come on shore; and the only alternative now left is for the boat to bring them back and land them where she got them, which we learn will be done."-St. Louis Intelligencer, June 28, 1856; Webb Scrap-books. vol. 13. p. 211. Capt. William H. Parkinson was born in Pennsylvania in 1814, and was in command of a steamboat on the Ohio river at the age of eighteen. In 1842 he came on the Missouri river and became a pilot, captain, and owner. He continued on the Missouri until 1858, when he retired and removed to Colorado. In November of that year he assisted in laying out the city of Denver, where he lived for several years. In 1864 he removed to Boulder, Mont., and passed away on August 12, 1892.

1888-'89. **State of Missouri; State of Kansas**. These twin-sister boats, with the A. L. Mason, constituted the Kansas City Packet Company. They were the last boats built for the Missouri, in the vain attempt to compete with the railroads, and having failed on the Missouri river they were taken into the lower Mississippi, where they were all lost. The State of Missouri was burned on the Ohio. The capital stock of this company was \$133,000, every dollar of which was lost.

1880-'90. **Statie Fisher**. Built and owned by Jefferson City Ferry Company. Phil. E. Chappell, president; Joseph Fisher, secretary. Sunk by ice in 1890.

1854. **Stella Blanch**. Ran the river in 1854. 1865-'69. Stonewall. McKinney, master. A large side-wheel, lower Mississippi boat which came into the Missouri. On October 29, 1869, she exploded her boilers near Ste. Genevieve, on the Mississippi, causing the loss of 125 lives. Among those lost on the Stonewall were many laborers en route from St. Louis to New Orleans to work on the sugar plantations of Louisiana, who were deck passengers. When their bodies were recovered, as they were when they came to the surface, several thousands of dollars were found. As there was "no way to identify their bodies or to find out who their friends were, the money was paid into the state treasury of Missouri, as directed by the law. For several years it was carried on the books of the treasurer in an account called "victims of the Stonewall disaster," but, never having been claimed, was finally carried to the general school fund of the state by the writer, when, in 1881, he became state treasurer. See, also, 7.

1882. **Sully**. Sunk" above St. Charles in 1882. 7.

1854-'57. **Sultan**. Large lower- river boat. Sunk in Sultan bend, above Amazonia, Mo., in 1857. See, also, 7.

1866-'67. **Sunset**. Sunk near Omaha in 1867, 7,9.

1872-'73. **Susie Silver**. David Silver, master. A lower-river boat.

----. **Sutton**. Sunk in the Missouri river. 7. 1866. Tacony. 2.

1830-'40. **Talleyrand**. A lower-river packet. 1846. Tamerlane. A boat of this name, of 125 tons measurement, was built at St. Louis, by Miller, in 1846, and cost \$12,000. 10.

1848. **Tamerlane**. Measurement. 220 tons. Sunk at Wakenda, near Carrollton, Mo., in 1848.

1837. **Tempest (No.1)**, Ran the river in 1837.

1865. **Tempest (No.2)**. A side-wheel boat on the upper river. Sunk at Bonhomme island, South Dakota, in 1865. There was another Bonhomme island near the mouth of the river. Both were dangerous localities.

1840-'42. **Thames**. Dennis, master. A sidewheeler.

1855-'64. **Thomas E. Tutt**. John Dozier, master. A large lower-river packet, named for Thomas E. Tutt, the banker, of St. Louis.

1819. **Thomas Jefferson**. Orfurt, master. One of Colonel Atkinson's Yellowstone fleet. She sunk at the mouth of the Osage, in coming up, in July, 1819, being the first boat wrecked on the Missouri river.

1869-'77. **Thomas Stevens**. Sunk in Osage chute, at the mouth of Osage river. Ran to Fort Benton. See, also, 7, 9.

1868. **Tidy Adula**. Captain, Blackiston. Ferry-boat. Sunk at Elwood point in 1868.

1847-'49. **Timour (No.1)**. Burned at St. Louis, May 17, 1849, in the great fire.

1850-'54. **Timour (No.2)**. Ed Dix, master. She exploded just below Jefferson City, August 26, 1854, causing the loss of many lives. The timbers of her hull can yet be seen in low water. The writer, as a barefooted boy, was an eye-witness to the explosion of the Timour. It was on Saturday, about two P. M., that I was standing on the levee at Jefferson City, waiting to be crossed over the river to my home, which was on the opposite shore. My eyes were resting on the boat, watching her as she was ascending the river-when there came a loud report as of a tremendous blast, and the boat was enveloped in a great cloud of steam and smoke. In a moment the cloud had blown away, but, alas! the boat had disappeared. The ferryman and I at once realized what had occurred, and, jumping into a skiff, rowed as rapidly as possible to the wreck, which was about three miles distant. We were the first to arrive, and what a horrible scene met our gaze. All of the boilers of the boat three in number - had exploded simultaneously, wrecking the entire forward part of the boat, and causing the hull to sink aft of the fore-castle. The shrieks and groans of the dying, and their piteous appeals that they be put immediately out of existence, to end their sufferings, were heartrending, and resound in my ears to this day, although more than a half-century has passed. Many lives were lost - how many was never known, as many bodies were blown into the river and never recovered. Those still alive were so badly scalded as to have but little resemblance to human beings. Among the dead were Captain Dix and his brother Charles, and Charles Eck]er, the clerk. The wounded were removed to Jefferson City, where many of them died.

1857. **T. L. Crawford.** Sunk near Boonville in 1857.

1857-'70. **T. L. McGill.** A large lower-river freight boat. She brought the first locomotive for the Missouri . Pacific railroad to Kansas City. Burned in ShooFly bend, with great loss of life. See, also, 7 . .

1841-'46. **Tobacco Plant.** James Patrick, master. Built in 1841. She was a famous boat on the lower river in her day. The puffing from her escape-pipes could be heard for several miles down the river before she came in sight.

----. **Tompkins.** 7.

1837-'43. **Trapper.** P. Chouteau, master. Belonged to the American Fur Company. A boat by this name is mentioned on the river in the log of the steamer Omega in 1843. -Chittenden's American Fur Trade, pp. 995, 1001 ; La Barge, P. 149.

1832-'33. **Trenton.** A fur-company boat. Sunk above St. Charles, April 3, 1833.

1845. **Tributary.** Last boat to touch at Weston in 1845. 10.

1843. **Troja.** 8.

1853-'57. **Tropic.** Joe S. Nanson, master. A Lightning line packet. Sunk at Waverly, Mo., October 14, 1857. Several lives lost.

1867. **Trover.** Wrecked 240 miles below Fort Benton. 2. '

1819. **Tuscumbia.** 2.

1860-'65. **Twilight.** J. P. McKinney, master. A lower-river, side-wheel boat, 180 by 32 feet. She sunk near Napo]eon, Mo .. in September, 1865. Twenty years after she sank a search was made for the wreck, and it was found, and some of her cargo recovered, but no whisky.

1855. **Twin City.** A transient boat. 1840. Undine. Nothing known. --. Viola Belle.

1846. **Wakenda**. Sunk at Fishing river, opposite Sibley, Mo., on the lower Missouri, April 2, 1846. But little is known of these early boats except their names and the fact that they were on the river.

1840-'45. **Wapello**. N. J. Eaton, master. Sunk by ice at St. Louis in 1845.

1858-'69. **War Eagle**. A lower-river packet of the type of the period. She burned at St. Louis, August 24, 1869. See, also, 7.

1832-'33. **Warrior**. Captain Throckmorton, master. Carried government supplies to Prairie du Chien during the Black Hawk war, and returned to St. Louis later. 2.

1840-'46. **Warsaw**. Sunk at Bonhomme, near mouth of the river, in 1846.

1837-'40. **Washington**. Burned at Bates's wood-yard, above Portland, Mo., in 1840, 1857. Washington City. John Fisher, captain. Nothing known. 7.

1851-'58. **Watossa**. A very fast stern-wheeler. She was wrecked near St. Joseph, September 26, 1858.

1866-'67. **Waverly**. John P. Keiser, master. A side-wheeler, 200 feet long and 34 feet beam. Ran to Fort Benton, and cleared \$50,000 on one trip. Sunk at Bowling Green bend, below Brunswick, Mo., November 25, 1867.

1829. **W. D. Duncan**. A small side-wheel boat. She commenced a regular packet trade to Fort Leavenworth in 1829. 2.

----. **Welcome**. 7: 1

1858-'64. **West Wind**. A large side-wheel boat. Burned by the Confederates in the battle of Glasgow, Mo., October 16, 1864. See, also, 7.

1819. **Western Engineer**. Boat built for expedition of Maj. S. H. Long, at Pittsburgh, She was Q, small stern-wheeler, seventy-five feet long and twenty feet beam, and had a measurement of fifty tons. It is believed that she was the first stern-wheel boat built for the Western rivers. She ascended the Missouri as high as Council Bluffs in 1819, being the first boat to ascend that far. (See description elsewhere.)

1843. **Weston**. Littlejohn, master. Ran the lower river, and burned near St. Charles in 1843. 8, p; 985.

1830 (?). **W. H. Ashjey**. Named for General Ashley, a successful fur trader, lieutenant-governor of Missouri, brigadier-general of state militia, member of Congress, and in his day the most popular man in Missouri. His remains are interred on the banks of the Missouri river, near the mouth of the Lamine river, ten miles above Boonville, Mo., in a forgotten and unmarked grave. Such is fame.

1855. **W. H. Denny**. Nothing known. 1845-'48. Whirlwind. Dodge, master. Was 180 by 30 feet, and 5 feet hold. She had double engines, and was the first boat of that kind to come up the Missouri river.

1858-'69. **White Cloud**. Wm. Conley, master.

A large lower-river boat, built in 1858. She conveyed Gov. C. F. Jackson and other state officers of Missouri from Jefferson City to Boonville, on June 19, 1861, when they left the state to join the Southern Confederacy. General Pope on this steamboat destroyed ferryboats at a number of points of the Missouri in July, 1861. See, also, 4 and 7.

1858-'60. **W. H. Russell**. Kinney, master. A large lower-river boat, similar to others of that period. Went into the Mississippi.

1850. **Wild Wagoner**. A. C. Goddin, master. She burned on the lower river; place not known.

1866-'73. **W. J. Lewis (No.1)**. E. T. Herndon, master. A side-wheel boat, built for the upper river trade. She cleared \$60,000 on her first trip to Fort Benton, in 1866. Wrecked at Grand Tower, below St. Louis, on the Mississippi river, April 3, 1873.

1874-'75. **W. J. Lewis (No.2)**. A small stern-wheel mountain boat. Sunk at Chester, III., March 16, 1875. See, also, 7 and 9.

1855-'58. **Wm. Baird**. A stern-wheel boat. Sunk at Waverly, Mo. in 1858.

1856. **William Campbell**. Captain, Tom Scott. 6, 7.

1856-'58. **Wm. Campbell**. Wm. Edds, master. A lower-river boat. Lost on the upper river. One hundred free-state emigrants left St. Louis on this boat May 5, 1856. They were from Vermont, New York, and Wisconsin.

1867-'68. **Wm. A. Moffit**. Fuqua, master. Ran in the St. Louis and Omaha trade.

1866. **William Osborn**. Used for ferry-boat at Atchison. Built at Brownsville, Pa., and reached Atchison May 9, 1866, with 150 tons of rails for the Atchison & Pike's Peak railroad forty-four days in trip from Brownsville to Atchison.

1836-'38. **Wilmington**. A fur-company boat. 1847-'55. Winona. Built in 1847. Sidewheeler. Sunk in Murray's bend, near Jefferson City, Mo., November 10, 1855.

1847. **Wyandotte**. Moore, master.

1875-'80. **Wyoming**. A large stern-wheel freight boat, built for the lower-river trade.

1831-'33. **Yellowstone.** Bennett, master. Built by the American Fur Company. She was the first boat to go as high up the river as the mouth of the Yellowstone, and was a side-wheeler of the following dimensions, viz.: 130 feet long, 19 feet beam, and 6 feet hold. She had a single engine and cabin in the hull. Prince Maximilian came up the river in this boat in the spring of 1833. See 13, vol. 22.

1840. Yucatan. S. Banks, master. An early boat on the lower river.