

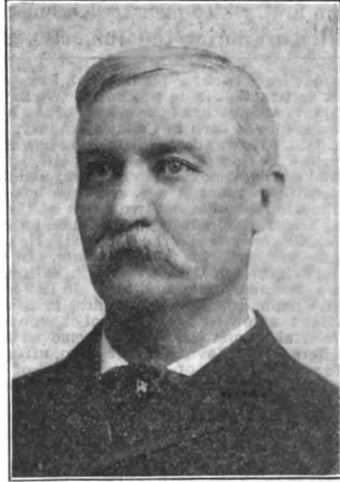
IV.

RIVER NAVIGATION.

A HISTORY OF THE MISSOURI RIVER.

A paper read by PHIL. E. CHAPPELL,¹ of Kansas City, Mo., before the Kansas State Historical Society, at its twenty-ninth annual meeting, December 6, 1904.

TH**ERE** is but little doubt that had the Missouri river been discovered before the Mississippi the name of the former would have been applied to both streams, the Missouri being considered the main stream and the upper Mississippi the tributary. From the mouth of the three forks of the Missouri, northwest of Yellowstone Park, to its mouth, as it meanders, is a distance of 2547 miles, and to the Gulf of Mexico the Missouri-Mississippi has a length of 3823 miles.² The Missouri, including the Jefferson or Madison branches, is longer than the entire Mississippi, and more than twice as long as that part of the latter stream above their confluence. It drains a watershed of 580,000 square miles, and its mean total annual discharge is estimated to be twenty cubic miles, or at a mean rate of 94,000 cubic feet per second, which is more than twice the quantity of the water discharged by the upper Mississippi.³ It is by far the boldest, the most rapid and the most turbulent of the two streams, and its muddy water gives color to the lower Mississippi river to the Gulf of Mexico. By every rule of nomenclature, the Missouri is the main stream, and the upper Mississippi the tributary—the name of the former should have



PHIL E. CHAPPELL.
Kansas City, Mo.

NOTE 1.—As a rule, the writers of history are not the makers of it. The makers of history are reluctant, for many reasons, to set down in words their understanding of occurrences in which they have participated. But where the historical student can follow the story of one who

NOTE 2.—These figures are from J. V. Brower's *The Missouri River*, 1897, p. 120, who bases them on the reports of the Mississippi and Missouri river commissions; he gives the length of the Missouri river, including the Jefferson branch, as 2945 miles. The *Century Encyclopedia of Names*, p. 691, gives the length of this river, including the Madison branch, as 3047 miles, and the total Missouri-Mississippi length 4200 miles. The *Encyclopedia Americana*, 1904, vol. 10, gives the length of the Missouri river, including the Madison branch, as 2915 miles, and the length including the Jefferson branch as 3000 miles, with a total Missouri-Mississippi length of 4200 miles.

NOTE 3.—The *Encyclopedia Americana*, 1904, vol. 10, gives the basin as 527,690 square miles and the discharge per second, 120,000 cubic feet.

been given precedence, and the great river, the longest in the world, should have been called Missouri from the Rocky Mountains to the Gulf of Mexico.

The earliest Spanish explorers evidently considered the lower Mississippi but a continuation of the Missouri, for during the famous expedition of Francisco Vasquez de Coronado in search of Quivira, 1540-'42, the Indians told him—

“The great river of the Holy Spirit (Espiritu Santo), which Don Fernando de Soto discovered in the country of Florida, flows through this country. . . . The sources were not visited, because, according to what they said, it comes from a very distant country, in the mountains of the South sea, from the part that sheds its waters onto the plains. It flows across all the level country and breaks through the mountains of the North sea, and comes out where the people with Don Fernando de Soto navigated it. This is more than 300 leagues from where it enters the sea. On account of this, and also because it has large tributaries, it is so mighty when it enters the sea that they lost sight of the land before the water ceased to be fresh.”⁴

The Missouri river was the same ugly, muddy, tortuous, rapid stream when first seen by the early French explorers that it is to-day. When, about the 1st of July, 1673, the Jesuit explorers, Marquette and Joliet,⁵ the first white men to descend the Mississippi, arrived at the mouth of the Missouri during the June rise, they were astonished to see flowing in from

is privileged to say, “all of which I saw and part of which I was,” his confidence is greater and his satisfaction more profound. We have such a writer in the person of Mr. PHILIP EDWARD CHAPPELL, author of the sketch of the history of early steamboating on the Missouri river. Mr. Chappell was born in Callaway county, Missouri, about ten miles from Jefferson City, August 18, 1837. He was descended from some of the best-known families in the South, his Chappell ancestors in this country having settled at the mouth of the James river in 1636. Mr. Chappell lived on the home farm in Callaway county and studied at the local (log house) school until he was fifteen years of age, and then left home for college. He spent two years at the Kemper school in Booneville and two years at the Missouri State University, at Columbia, Mo. Returning home at nineteen years of age, he immediately began his business career by entering the steamboat service on the Missouri. He continued in this service until 1860, when he was called home to manage his father's estate. In the following year he married Miss Teresa Ellen Tarlton, daughter of Col. Meredith R. Tarlton. Mr. and Mrs. Chappell were blessed with a family of two sons and three daughters. In 1869 Mr. Chappell's plantation yielded a great crop of tobacco, Mr. Chappell being awarded first prize at the St. Louis fair for the best hoghead of the leaf. After that, owing to the radical change in the labor conditions, no more large tobacco crops were undertaken, and Mr. Chappell removed to Jefferson City and in 1870 took the presidency of the Jefferson City Savings Association, afterwards the Exchange Bank, the oldest bank in that city. He was a member of the city council of Jefferson City, and in 1872 was elected mayor. From 1873 to 1886 he was a member of the board of managers of the state insane asylum, and in 1880 he was elected state treasurer, a position he held for four years. On leaving this office he removed to Kansas City, where he became president of the Citizens' National Bank. In 1891 he resigned from the bank on account of overwork and has since lived a somewhat retired life, though in 1889 he was a member of the first board of public works of Kansas City, and he is now (1906) president of the Safety Deposit Company of Kansas City. His own large property and his literary work occupy most of his time.

This brief sketch of Mr. Chappell's business career is given in order to emphasize the character of the writer of the present article and the others from his pen which may come to the student's notice. Mr. Chappell is accurate and painstaking in all his work. Conscientious to the last degree, he counts all labor lost in any line of research which falls short of arriving as nearly as possible at absolute certainty. He has always been an inveterate reader, and though making no pretension to literary skill, his work has always shown that straightforward simplicity which has characterized the strongest writers of history from Cæsar to Grant. It is safe to say that Mr. Chappell has done more than almost any other man to preserve the fast disappearing facts of early Missouri history. It is hoped that he will follow this charming task for many future years, so as to still further command the thanks of generations to come.—CHARLES S. GLEED.

NOTE 4.—Winship's *Translations of Castaneda*, in *J. U. S. Bureau of Ethnology*, vol. 14, p. 529.

NOTE 5.—It was more than a century and a half after the discovery of the Mississippi river by the Spaniards, in 1519, before the French made this effort to explore it. In 1634 Jean Nicolet, the French interpreter, had left Quebec, and, ascending the St. Lawrence and Ottawa rivers, passed, by way of French river and Lake Huron, through the Straits of Macinaw. Then, coasting along Lake Michigan, he reached Green bay and ascended Fox river. From the Indians in that vicinity he heard of the great river toward the west. Other explorers and Jesuit missionaries followed—Fathers Rymbault and Jogues in 1641, and Radisson and Groseilliers in 1654-'56. All of these adventurers brought back to Quebec wonderful accounts of a great river west of Lakes Michigan and Superior, and the two latter even claimed to have descended it, but into what sea it flowed was unknown to the Indians.—Larned, vol. 1, p. 63; Thwaites' *Jesuit Relations*, vol. 8, p. 295; vol. 11, p. 279; Parkman Club Publications, No. 2, p. 27.

the west, a torrent of yellow, muddy water which rushed furiously athwart the clear blue current of the Mississippi, boiling and sweeping in its course logs, branches and uprooted trees. Marquette, in his journal says:

"I have seen nothing more dreadful. An accumulation of large and entire trees, branches and floating islands was issuing from the mouth of the River Pekistanoui with such impetuosity that we could not, without great danger, risk passing through it. So great was the agitation that the water was very muddy and could not become clear.

"Pekitanoui is a river of considerable size, coming from the northwest from a great distance; and it discharges into the Mississippi."⁶

Marquette was informed by the Indians that "by ascending this river for five or six days one reaches a fine prairie, twenty or thirty leagues long. This must be crossed in a northwesterly direction, and it terminates at another small river, on which one may embark, for it is not very difficult to transport canoes through so fine a country as that prairie. This second river flows toward the southwest for ten or fifteen leagues, after which it enters a lake, small and deep [the source of another deep river—*substituted by Dablon*], which flows toward the west, where it falls into the sea. I have hardly any doubt that it is the Vermillion sea."⁷

This was an age of adventure and exploration among the people of the new world, and in 1672 Comte de Frontenac, the governor of New France, determined to send an expedition to discover the "great river," in which great interest had now become awakened. Louis Joliet,⁸ a man of education, excellent judgment, and tried courage, was selected to undertake this hazardous enterprise. He had besides previously visited the Lake Superior region and spent several years in the far West.

Joliet set out from Quebec in August, 1672, and in December arrived at Mackinaw, where he spent the winter in preparing for his expedition. He had orders to take with him a young Jesuit missionary, Father Marquette, a religious zealot, who had devoted his life to the spiritual welfare of the Indians, and who was then in charge of a mission at Point Ignace, opposite Mackinaw. The missionary, having long desired to visit the nations living along the Mississippi river, gladly joined Joliet, and on May 17, 1673, having laid in a supply of corn and dried buffalo meat, they set out with five Indians in two canoes on their perilous voyage. Having reached Green Bay, they ascended the Fox river to its head, where they made a portage of one and one-half miles⁹ to the head waters of the Wisconsin river. They floated down the last-named river until, on the 17th of June, the little fleet floated out upon the placid waters of the Mississippi.

NOTE 6.—Thwaites' Jesuit Relations, vol. 59, p. 141.

NOTE 7.—*Id.*, vol. 59, p. 143.

NOTE 8.—"They were not mistaken in the choice that they made of Sieur Joliet, for he is a young man, born in this country, who possesses all the qualifications that could be desired for such an undertaking. He has experience and knows the languages spoken in the country of the Outouaca, where he has passed several years. He possesses tact and prudence, which are the chief qualities necessary for the success of a voyage as dangerous as it is difficult. Finally, he has the courage to dread nothing where everything is to be feared. Consequently, he has fulfilled all the expectations entertained of him; and if, after having passed through a thousand dangers, he had not unfortunately been wrecked in the very harbor, his canoe having upset below Saint St. Louis, near Montreal, where he lost both his men and his papers, and whence he escaped only by a sort of miracle, nothing would have been left to be desired in the success of his voyage."—Thwaites' Jesuit Relations, vol. 59, p. 89; see, also, vol. 50, note 19, p. 324.

NOTE 9.—Parkman, La Salle and the Discovery of the Great West, 1879, p. 54. Marquette calls it "a portage of 2700 paces."—Thwaites' Jesuit Relations, vol. 59, p. 106.

Without meeting with any adventure worthy of notice, they arrived at the mouth of the Missouri about the 1st of July, 1673.

After paddling their canoes down as far as the Arkansas,¹⁰ the voyagers became convinced that the Mississippi emptied into the Gulf of Mexico, and not into the Atlantic ocean or the Gulf of California, as had been surmised. They also learned from the natives that they were approaching a country where they were likely to encounter the Spaniards. They therefore very prudently turned the bows of their canoes up stream, and after a tedious voyage arrived at Green Bay by way of the Illinois river and Lake Michigan. Here the two comrades parted company, Marquette to remain for about a year with a tribe of Indians at the mission on Green bay, and Joliet to return to Quebec by the route he had come. In descending the St. Lawrence river Joliet's canoe was upset, and all of his papers, including his maps and journal, were lost. Fortunately, Marquette's papers were preserved, and it is from his journal, a priceless manuscript, that the above extracts, referring to the Missouri river, have been obtained.

It seems that Marquette had contemplated a voyage down the Mississippi for several years before he met Joliet, for in a letter written in 1670 to Father Francois Le Mercier, superior of the Huron mission, after referring to the Mississippi river, then only known by reports from the Indians, and to the different Illinois tribes, he says of the Missouri:

"Six or seven days' journey below the Illinois there is another great river on which live some very powerful nations, who use wooden canoes; of them we can write nothing else until next year—if God grant us the grace to conduct us thither."¹¹

Marquette, having contracted a lingering malady in the South, died May 19, 1675, on his return journey to Michillimackinac from Kaskaskia, where he had gone to found the mission of the Immaculate Conception. He was buried on the eastern shore of Lake Michigan, but his remains, over which a handsome monument has been erected, now repose at St. Ignace, near Mackinaw, Mich.

The second expedition down the Mississippi was conducted by Robert Cavalier de La Salle in 1682. For several years La Salle, who had been an enterprising trader at Quebec, Canada, had contemplated completing the expedition of Marquette and Joliet by following the Mississippi to its entrance into the Gulf of Mexico and planting there the lilies of France. Following the usual course of travel, through the Straits of Mackinaw, and down the eastern shore of Lake Michigan, he arrived about the 1st of January, 1682, at the mouth of a river called by the Indians Chicagou. Dragging their canoes up the frozen river they made the portage to the head of the Illinois, down which they descended, until the 6th of February found them at the mouth of that river, where they were detained for several days by ice in the Mississippi.

La Salle's company consisted of thirty-one Indians and twenty-three Frenchman. Among the latter was Father Zenobius Membré, who has left an account of this famous expedition, from which the following is taken:

"The ice which was floating down on the river Colbert at this place kept us there till the 13th of the same month, when we set out, and six leagues

NOTE 10.—They descended the Mississippi to latitude 33 degrees 40 minutes.—Thwaites' *Jesuit Relations*, vol. 59, p. 159.

NOTE 11.—Thwaites' *Jesuit Relations*, vol. 54, p. 191.

lower down we found the river of the Ozages¹² coming from the West. It is full as large as the river Colbert, into which it empties, and which is so disturbed by it that from the mouth of this river the water is hardly drinkable. The Indians assured us that this river is formed by many others, and that they ascend it for ten or twelve days to a mountain where they have their source; and that beyond this mountain is the sea, where great ships are seen; that it is peopled by a great number of large villages, of several different nations; that there are lands and prairies, and great cattle and beaver hunting. Although this river is very large, the main river does not seem augmented by it; but it pours in so much mud that from its mouth the water of the great river, whose bed is also very slimy, is more like clear mud than river water, without changing at all till it reaches the sea, a distance of more than 300 leagues, although it receives seven large rivers, the water of which is very beautiful, and which are as large as Mississippi."¹³

Speaking in another place of the hostilities between the Iroquois and the Illinois Indians,¹⁴ Membre says:

"There had been several engagements with equal loss on both sides, and that, at last, of the seventeen Illinois villages, the greater part had retired beyond the river Colbert, among the Ozages, 200 leagues from their country, where a part of the Iroquois had pursued them."¹⁵

Henri de Tonty,¹⁶ who also accompanied La Salle on this famous expedition, in his relation entitled "Enterprises of M. de La Salle from 1678 to 1683," written at Quebec, in November, 1684, gives the following account of the Missouri river:

"The Indians having finished making their canoes, we descended the river, and found, at six leagues,¹⁷ upon the right hand, a river which fell into the river Colbert, which came from the west, and appeared to be as large and as considerable as the great river, according to the reports of the Indians. It is called the Emissourita, and is well peopled. There are even villages of Indians which use horses¹⁸ to go to war and to carry the carcasses of the cattle which they kill."¹⁹

NOTE 12.—Father Membre calls the Missouri river the Osage, doubtless from the tribe of Indians whose villages were then located on that stream near its confluence with the Mississippi. So imperfect was the knowledge of the country at that time, as it had never been explored, and so little was known of the rivers of the West, even by the Indians, that there was some doubt in the minds of the Frenchmen whether the Missouri or the Osage was the principal stream.

NOTE 13.—Le Clercq's Establishment of the Faith, vol. 2, p. 163.

NOTE 14.—The Kaskaskias, Peorias and Cahokias were, according to Parkman, component tribes of the Illinois nation. (Conspiracy of Pontiac, 9th ed., vol. 2, p. 312.) Father Vivier, missionary among the Illinois in 1750, nearly seventy years later than Membre, says that this nation then lived in four villages, numbering in all 2000 souls, three of these villages being between the waters of the Kaskaskia and Mississippi rivers, and the fourth eighty leagues distant. He also says the population of the Illinois had been reduced from 5000, since first visited by the French missionaries sixty years before. (Thwaites' Jesuit Relations, vol. 69, pp. 145 and 149.) The Miamias and Weas appear also to have belonged to the Illinois. (Thwaites' Jesuit Relations, vol. 58, p. 208.) These several tribes came to Kansas with the early Indian emigration from east of the Mississippi, and were finally removed to the Indian Territory. (Kan. His. Coll., vol. 8.)

NOTE 15.—Le Clercq's Establishment of the Faith, vol. 2, p. 155.

NOTE 16.—Henry de Tonty was the trusted friend and lieutenant of La Salle, and in point of energy, intelligence and personal courage was not behind his superior officer. In his youth he had lost an arm in battle, and had supplied the missing member with one of iron. This peculiarity was observed by the Indians, by whom he was universally known as the "Iron Hand." He accompanied La Salle in his first expedition down the Mississippi to its mouth, in 1682. He returned to the Illinois country the same year, and after La Salle's unfortunate death, during his second expedition, in 1687, he again went down the Mississippi, in 1689, for the purpose of rescuing the remnant of the ill-fated colony. Of all the members of La Salle's famous expedition de Tonty was the bravest, the most loyal, and the most trustworthy.

NOTE 17.—A French league is two and three-fourths miles.

NOTE 18.—Horses, procured from the Spaniards in New Mexico, were in general use among the Indian tribes above the mouth of the Kaw at an early day.

NOTE 19.—Margry, vol. 1, p. 595.

In the narration of Nicholas de La Salle, entitled "Relation of the Discovery which M. de La Salle has made of the Mississippi river in 1682, and of his return to Quebec," written in 1685, he says: "Finally we descended the Mississippi. The first day we camped six leagues on the right bank, near the mouth of a river which falls into the Mississippi and which is very impetuous and muddy. It is named the river of the Missouri. The river comes from the northwest. It is well peopled, according to what the Indians say. The Panis are upon this river, a great distance from its mouth."²⁰

The Panis, or Pawnees,²¹ were at one time a numerous western people and roved over the country from Red river, Texas, to the Platte. The Republican Pawnees were encountered by Lieutenant Pike in Republic county, Kansas, in September, 1806. In a report of the secretary of war, made in 1829, the number of the northern Pawnees was estimated at 12,000, divided into four bands—the Pawnee Republics, the Pawnee Loups, the Grand Pawnees, and Pawnee Picts. They were located on the Platte, and claimed the country as far west as the Cheyennes. In 1836 their number was estimated by the government at 10,000, but in a subsequent report, made to the secretary of war in 1849, it is stated that they were still on the Platte, but that their number had been reduced through epidemics of smallpox in 1838, and cholera in 1849, to about 4500.²²

This remarkable mortality was not confined to the Pawnees alone, but extended to many other tribes on the upper Missouri, one-half of whom, it is said, died during the summer and winter of 1837-'38.²³

In 1855 the Pawnees ceded their lands in Nebraska to the government,

NOTE 20.—Margry, vol. 1, p. 549.

NOTE 21.—The members of this family are: "The Pawnees, the Arikaras, the Caddos, the Huecos or Wacos, the Keechies, the Tawaconies, and the Pawnee Picts or Wichitas. The last five may be designated as the southern or Red River branches." (Dunbar, *Magazine of Am. Hist.*, vol. 4, p. 241.) Du Tisne visited one of these southern branches on the Arkansas in 1719, called by him the Panis or Panoussas. (Margry, vol. 6, p. 313; *Kan. Hist. Soc. Coll.*, vol. 4, p. 276.) Representatives of the Pawnees of the Platte, Panimahas, accompanied Bourgmont, in 1724, on his visit to the Paducas in western Kansas, as will be seen hereafter. (Margry, vol. 6, pp. 396-449.)

NOTE 22.—United States Commissioner of Indian Affairs, 1836, p. 408; *id.*, 1849, p. 140.

NOTE 23.—Father De Smet, in his Travels among the Rocky Mountain Indians, in 1840, refers to this terrible epidemic among the Assiniboinas, Minnetarees, Pawnees, Arikaras, Blackfeet, Flatheads, Crows, Grosventres, Mandans, and other tribes. Of the Mandans he says: "This once numerous nation is now reduced to a few families, the only survivors of the smallpox scourge of 1837. In a letter of Indian Agent John Dougherty to Supt. William Clark, dated Cantonment Leavenworth, October 29, 1831, he writes: "I have the honor to inform you that I have returned from a visit to the four Pawnee villages, all of whom I found in the most deplorable condition; indeed their misery defies all description. Judging from what I saw during the four days I spent with, and the information I received from, the chiefs and two Frenchmen, who reside with and speak their language well, I am fully persuaded that one-half of the whole number of souls of each village have been and will be carried off by this cruel and frightful distemper. They told me that not one under thirty-three years of age had escaped the monstrous disease—it having been that length of time since it visited them before. They were dying so fast, and taken down at once in such large numbers, that they had ceased to bury their dead." (U. S. Ho. Rep., 22d Cong., 1st sess., Ex. Doc. No. 190.) Isaac McCoy, in a letter to Lewis Cass, dated Washington, March 23, 1832, says: "The claims of humanity, in a case peculiarly affecting, compel me to ask leave to trouble you with this. I have this moment received information from Mr. Lykins, near Kanza river, dated February 25, that Maj. J. Dougherty believed that among the Pawnees, Otoes, Omahas, and Ponchas, more than 4000 persons had already died of the smallpox. Of the three latter tribes, about 160 had died when the disease was checked by vaccination. Major Dougherty thinks that all the mountain tribes, as well as the Sioux and other northern Indians, will contract the disease, unless measures should speedily be taken to prevent it." (*Id.*, p. 3.) T. Hartley Crawford, commissioner of Indian affairs, recommends to the chairman of the house committee on Indian affairs, December 14, 1838, the use of vaccine matter by physicians paid for the purpose by the United States, and says that the smallpox still prevails among the five tribes in the Indian Territory, "and that its ravages, at the latest dates, were not arrested on the upper Missouri." (Ho. Rep., 25th Cong., 3d sess., Doc. No. 51.) The smallpox was conveyed by the Missouri Fur Company's boat up the Missouri river in the summer of 1837. Quite lengthy particulars are given of the spread of the disease by Captain Chittenden in his *American Fur Trade*, and in *Lieut. Jas. H. Bradley's Affairs at Fort Benton from 1831 to 1839*, printed in volume III of the *Contributions to the Historical Society of Montana*.

and in the '60's were removed, with other tribes, to the Indian Territory. The remnant of the tribe, now numbering 633,²⁴ are on a reservation near Ponca agency. They were among the most dangerous of the tribes that infested the Western plains from 1840 to 1860.²⁵

Henri Joutel, a native of Rouen, France, and a fellow townsman of La Salle, accompanied him, in 1684, on his second expedition to Louisiana. This time La Salle sailed directly to the Gulf of Mexico from France, whither he had gone in 1683, soon after the close of his first Louisiana expedition, to secure permission and means to establish a French colony on the lower Mississippi. La Salle missed the mouth of the river but located a colony called St. Louis on the coast of Texas. Shortly after, he was cruelly murdered by one of his own men. Joutel, one of the half-dozen survivors of the ill-fated expedition, after La Salle's death, made his way up the Mississippi river to old Fort St. Louis, on the Illinois river, and thence to Quebec and France.

The following is a reference to the Missouri river made by Joutel in his journal. He says: "We continued on the 30th [August, 1687], and on the 1st of September passed by the mouth of a river called Missouri, whose water is always thick, and to which our Indians did not fail to offer sacrifice."²⁶

Among the priests in La Salle's party who accompanied Joutel was Father Anastasius Douay, a most devout missionary, from whom Father Le Clercq quotes regarding the Missouri river, which he passed in 1687 on his way to the Illinois, after La Salle's death:

"About six leagues below this mouth [Illinois] there is on the northwest the famous river of the Massourites, or Ozages, at least as large as the main river into which it empties; it is formed by a number of other known rivers everywhere navigable, and inhabited by many populous tribes: . . . They include also the Ozages, who have seventeen villages on a river of their name, which empties into that of the Massourites, to which the maps have also extended the name of Ozages. The Akansa were formerly situated on the upper part of one of these rivers, but the Iroquois²⁷ drove them out by cruel wars some years ago, so that they, with some Ozage villages, have been obliged to descend and settle on the river which now bears their name, and of which I have spoken."²⁸

NOTE 24.— Report of Commissioner of Indian Affairs, 1904, p. 606.

NOTE 25.— "Their relations with the United States have always been friendly. Instances might be catalogued, no doubt, in considerable number, in which they have committed outrages. But if against these should be set a list of the wanton provocations that they have received at the hands of irresponsible whites their offenses would be probably sufficiently counterbalanced. . . . During the last fifteen years a battalion of Pawnee scouts has been employed a large portion of the time by the government against the hostile Dakotas, and in every campaign have won high encomiums for their intrepidity and soldierly efficiency."—John B. Dunbar, *Magazine of Am. Hist.*, 1890, vol. 4, pp. 256, 257.

Mr. T. S. Huffaker, of Council Grove, says that as late as 1856 or 1857 the Pawnees made incursions into Kansas for the purpose of stealing ponies from the Kaws, then in Morris county, and, besides robbing the Indians, drove off stock from the neighboring white settlers, taking forty or fifty ponies that he was keeping for Northrup & Chick. Although an agent sent to the Pawnee villages in Nebraska identified these ponies, the Indians would not return them. The government paid for one lot of ponies some years later.

NOTE 26.— Margry, vol. 3, p. 471.

NOTE 27.— The Iroquois were a confederation of Indians occupying the Mohawk valley and lakes of western New York, embracing the five nations first known as the Mohawks, Oneidas, Onondagas, Cayugas, and Senecas, and after the Tuscaroras had joined them from North Carolina, in 1712, the Six Nations. They were the most warlike of all the northern Indians, and were allies of the English in their contest with the French for supremacy in the new world. They subdued the neighboring Indian nations and extended their conquests beyond the St. Lawrence and even the Mississippi, as will be seen by the statements of Fathers Douay and Membre. The *Encyclopedia Americana*, 1904, says the census of the Six Nations still living in both the United States and Canada numbered, in 1902, about 17,000. See volume 8 of the Kansas Historical Society Collections for lands granted these "New York Indians" in Kansas.

NOTE 28.— Le Clercq's Establishment of the Faith, vol. 2, p. 271.



The Father of Navigation on the Missouri River. (See page 267.)

In "Henri de Tonty's Memoirs," published in Paris in 1693, he makes the following reference to the Osage Indians, in his trip down the Mississippi river to bring back the men of the ill-fated expedition of La Salle. He says: "We arrived on the 17th [October, 1689] at an Illinois village at the mouth of their river. They had just come from fighting the Osages and had lost thirteen men, but they brought back 130 prisoners."²⁹

In Tonty's account of the route from the Illinois, by the Mississippi river, to the Gulf of Mexico, he says: "The rivers of the Missouri come from the west, and, after traversing 300 leagues, arrive at a lake, which I believe to be that of the Apaches. The villages of the Missounta, Otenta and Osage are near one another, and are situated on the prairies, 150 leagues from the mouth of the Missouri."³⁰

Again, he says of his downward voyage: "We descended the river [Mississippi], and found, six leagues below, on the right, a great river [Missouri], which comes from the west, on which are numerous nations. We slept at its mouth."³¹

Jean Francois de St. Cosme, a priest of the Seminary of Quebec, left Canada in the summer of 1698 and descended the Mississippi river by way of Green Bay and the Wisconsin river. He went as a missionary to Cahokia and later to Natchez,³² and has left the following account of the Missouri river:

"On the 6th of December, 1699, we embarked on the Mississippi river and after making about 600 leagues [1650 miles], we found the river of the Missourites, which comes from the West and which is so muddy that it spoils the water of the Mississippi, which, down to this, is clear. It is said that up this river are a great number of Indians."

In another place he mentions meeting with the Arkansas Indians. "We told them," he says, "we were going further down the river among their neighbors and friends, and that they would see us often; that it would be well to assemble all together, so as more easily to resist their enemies. They agreed to all of this and promised to try to make the Osages join them, who had left the river of the Missourites and were now on the upper waters of their own river."

As the foregoing pages contain the first references to the Osage Indians preserved in history, the statements of the different writers may be worth a comparison.

Father Membré says that in 1682 the greater part of the seventeen Illinois villages were driven across the Mississippi by the Iroquois, who pursued them until they took refuge with the Osages. Father Douay, in 1687, says that the Osages had seventeen villages on the Osage river, and that the Arkansas Indians, who had formerly lived in that section, had been driven out by the Iroquois some years before, and with some Osages had settled on the Arkansas. Henri de Tonty states that the Osages, in 1693, were then in the prairies 150 leagues from the mouth of the Missouri. This would be about 400 miles, which is very near the distance by the river route to where the prairies on the Osage set in, or between Osceola, in St. Clair county,

NOTE 29.—Historical Collections of Louisiana, French, vol. 1, p. 71.

NOTE 30.—Id., vol. 1, p. 82.

NOTE 31.—Id., vol. 1, p. 59.

NOTE 32.—Thwaites' Jesuit Relations, vol. 65, p. 262, note 7.

and Papinsville, in Bates county, Missouri. This is the locality in which, as will hereafter appear, Du Tisné found them twenty-six years afterwards, 1719, and where they remained until they began their gradual removal to the Indian Territory, about 1796.³³ Father St. Cosme, in 1699, confirms the statement made by Douay, for he says the Osages had left the river of the Missourites and were on the upper waters of their own river. The map of Delisle, published in 1703, which gives the location of many of the Western tribes, lays down four villages of the Osages on their river. Three are high up on the river, apparently near Osceola; the other is located about where the town of Warsaw stands. There are none laid down nearer the mouth of the river.

From this testimony left us by the early explorers, which must be reliable, as it comes from so many different sources, it appears that the Osage Indians, at some time previous to 1682, dwelt near the mouth of the Osage river, either on the banks of that stream or on the Missouri. There is no question that about that time the lower Missouri tribes were attacked by the wild men from the East, the cruel and bloodthirsty Iroquois, who, as they were armed with British muskets, and the Missouri tribes had only the primitive bow and arrow, drove the Osages higher up their river, and the Missouris to the mouth of the Grand river. The beautiful country near the mouth of the Missouri was thus early abandoned by the red men.

In many respects the Osages were the most remarkable of all the Western tribes. They, with the Missouri, are the first of which we have any data. They were distinguished by Marquette in 1673 as the "Ouchage" and "Autrechaha," and by Penicaut in 1719 as the "Huzzau," "Ous," and "Wawha."³⁴ They were one of the largest and most powerful tribes west of the Mississippi, and they have remained longer in the same locality; they have been the most peaceable of all the Western tribes and have given the government less trouble; they are the tallest and best-proportioned Indians in America, few being less than six feet.

The tribe was evidently a numerous one when first visited by the French, for Douay says in 1687 that they occupied seventeen villages. Like all our aborigines, contact with civilization rapidly diminished their numbers, for by 1804 they had decreased to 2300 warriors.

At the time Lieut. Zebulon M. Pike visited the tribe, in 1806, it was separated into three bands. The history of this division he gives as follows:

"The Osage nation is divided into three villages, and in a few years you may say nations, viz.: The Grand Osage, the Little Osage, and those of the Arkansaw.

"The Little Osage separated from the Big Osage about 100 years since, when their chiefs, on obtaining permission to lead forth a colony from the great council of the nation, moved on to the Missouri; but after some years, finding themselves too hard pressed by their enemies, they again obtained permission to return, put themselves under the protection of the Grand village, and settled down about six miles off.

"The Arkansaw schism was effected by Mr. Pierre Choteau, ten or twelve years ago, as a revenge on Mr. Manuel De Sezei [Liza or Lisa], who had obtained from the Spanish government the exclusive trade of the Osage nation, by the way of the Osage river, after it had been in the hands of Mr. Choteau for nearly twenty years. The latter, having the trade of the Ar-

NOTE 33.—History of Vernon County, Missouri, 1887, p. 131.

NOTE 34.—Annual Report United States Bureau of Ethnology, vol. 15, p. 192.

kansaw, thereby nearly rendered abortive the exclusive privilege of his rival." ³⁵

The History of Vernon County, Missouri, 1887, says that a number of young men from both the Big and Little Osages, influenced by French traders, removed about 1796 under Cashesegra or Big Track, to the Verdegriis. ³⁶

While the Osages were a brave and warlike nation, and were frequently at war with the Kansas, Pawnees, Iowas, Sacs and Foxes, and other tribes, they always maintained peaceable relations with the whites. This was, no doubt, through the influence of the French traders, who, as early as 1693, ³⁷ began trading with them, and, frequently intermarrying, acquired a wonderful influence over them.

The Osages, in their hunting excursions, roamed over all the vast territory from the Mississippi to the Rocky Mountains, and a good story is told by General Rozier, in his History of the Mississippi Valley, of an occurrence that took place at an early day near Ste. Genevieve, where General Rozier was born, and where he lived and died:

"In 1797 a wedding party of young people, consisting of a proposed bride and groom and a half-dozen other couples, left their home on Big river to go to Ste. Genevieve to be married, there being no priest nearer. On arriving at Terre-Beau creek, near Farmington, they encountered a roving band of Osage Indians, who were out on a prairie horse-racing. The party was soon discovered by the Indians and followed. On being captured, they were stripped of all their clothing, both men and women, and turned loose on the prairie, as naked as they came into the world. No violence was offered, as the Indians considered it only a good joke; but they kept their clothing, and the young people were compelled to return home in this terrible plight. The wedding was postponed for a year, but the young couple finally married, and their descendants are yet living in St. Francois county."

The Osages claimed all of the country lying south of the Missouri river and the Kansas as far west as the head waters of the latter stream. On November 10, 1808, a treaty was entered into by which they ceded to the government the territory lying east of a line running due south from Fort Clark (later Fort Osage, now Sibley), on the Missouri river, to the Arkansas river, and lying north of that stream, to its confluence with the Mississippi. The provisions of this treaty ³⁸ especially favored those Indians "who reside at this place," Fort Osage, or who might remove to its neighborhood.

NOTE 35.—Coues's Pike, p. 529. "When the Little Osages moved to the Missouri river, which was about 1700, they located upon Petit-sas-Plains, near the present town of Malta Bend, in Saline county, Missouri. On their return to the Great Osage, which was about 1774, they located in a separate village, at what is now Ballstown, on the Little Osage river. Coues give the relative positions of the two villages in the following note: "The village of the Little Osage Indians was about six miles higher up, on the other (west) side of the river of the same name. Marmiton river falls in between where the two villages were. These were so well known to the traders and others in Pike's time that he does not take the trouble to say exactly where they were; nor are we favored with the precise location of Camp Independence, 'near the edge of the prairie.' But there is, of course, no question of the exact site of a village which stood for more than a century; see, for example, Holcombe's History of Vernon County. Hundreds of Osages were buried on the mound, to which their descendants used to come from Kansas to cry over them, as late as 1874. Among the remains rested those of old White Hair himself, until his bones were dug up and carried off by Judge C. H. Allen, of Missouri. In the vicinity of the upper village is now a place called Arthur, where the Lexington & Southern division of the Missouri Pacific railroad comes south from Rich Hill, Bates county, and continues across both Little Osage and Marmiton rivers; a mile west of its crossing of the former, on the south of that river, is the present hamlet called Little Osage [or Ballstown]. All Pike's positions of August 18-September 1 are in the present Osage township."—Coues' Pike, 1896, vol. 2, note 45, p. 389.

NOTE 36.—History of Vernon County, Missouri, 1887, p. 131.

NOTE 37.—Thwaites' Jesuit Relations, vol. 64, p. 161.

NOTE 38.—Indian Affairs, Laws, and Treaties, vol. 2, p. 95.

The History of Vernon County, Missouri, says that only a few of the Osages settled near Fort Clark, the majority continuing to live at their old home in the northern part of that county.³⁹

In 1820 the American Board of Commissioners for Foreign Missions established a mission for the Arkansas Osages, called Union Station, on the Neosho, twenty-five miles above its junction with the Arkansas, and, in 1821, another called Harmony Mission, near Papinsville, Bates county, Missouri. At the latter place mission buildings, including a schoolhouse, were erected, and a large apple orchard set out. Nothing remains to-day to mark the site of this old village except the trunks of some gnarled apple trees, which have withstood the storms of eighty winters.⁴⁰

The Osages are one of the very few tribes which have no cause to complain of the treatment accorded them by the government. They have been well paid for their lands, and the different treaties made with them have been religiously observed. The following extract from the report of the commissioner of Indian affairs for 1904 shows the present status of the tribe:

"A census of the Osage tribe at the close of the fiscal year shows a population of, males, 946; females, 949; total, 1895. The Osage Indians are considered about the richest people as a tribe on the face of the globe. They have an annual income of \$418,611.39, being five per cent. interest on the \$8,372,427.80 held in trust for them by the United States treasury. To this is added about \$165,000 derived from lease of grazing lands, royalty from oil-wells, etc. The amount from oil and gas royalties will greatly increase from this time, owing to increased development and facilities on account of pipe-lines for reaching the market. This makes an annual income of about \$584,000. Out of this fund well-equipped schools are maintained, salaries of employees are paid, nearly all the expenses of the agency is met, and the residue paid per capita to the members of the tribe in quarterly instalments. The division of interest money alone amounts to about fourteen dollars per month, or forty-two dollars every three months, to each man, woman, and child. To this may be added quite comfortable incomes to many individual members of the tribe, more progressive than others, from their homesteads and farms."⁴¹

But the time will soon come, under the present allotting system of the government, when the Osages will lose their lands—the fairest in the territory. It is the beginning of the end. Then, with their tribal relations sundered, and the protecting arm of the government withdrawn, their money will, under the influence of civilization, become a curse instead of a blessing.

Baron de Lahontan⁴¹ left the mouth of the Missouri river, so he says, on March 17, 1689, and reached the first village of the Missouri tribe on the 18th, and the second the next day. Three leagues from there he reached

NOTE 39.—History of Vernon County, Missouri, 1887, p. 135.

NOTE 40.—Two sections of land at the site of the mission were reserved by the treaty of 1825, and for the improvements thereon the United States paid \$8000, the land itself reverting to the government upon the abandonment of the mission. The money went to the American Board of Foreign Missions.—History of Vernon County, Missouri, 1887, p. 150.

*ARTICLE 10. It is furthermore agreed on, by and between the parties to these presents, that there shall be reserved two sections of land, to include the Harmony missionary establishment and their mill, on the Marais des Cygnes."—Treaty with the Osages, 1825; Indian Affairs, Laws, and Treaties, Wash., 1904, vol. 2, p. 220.

NOTE 41.—For an extended biography of the Baron de Lahontan, see J. Edmond Roy, in the Proceedings and Transactions of the Royal Society of Canada, vol. 12, sec. 1, p. 63. Appleton's Cyclopedia of American Biography and Winsor's Narrative and Critical History of America give the name as La Hontan.

⁴¹Annual Report United States Commissioner of Indian Affairs, 1904, p. 297.

the mouth of the Osage⁴² river. After a skirmish with the Indians at that place he reembarked and started down stream. He landed his forces at night and destroyed a village; reembarked again, and arrived at the mouth of the river on the 25th. There he met some Arkansas Indians, and he says of them: "All that I learned from them was that the Missouris and Osages were numerous and mischievous; and their country was well watered with very great rivers, and, in a word, was entirely too good for them."⁴³

Penicaut, in his *Annals of Louisiana*, says, in writing of a voyage made in 1700 from the mouth of the Mississippi to the copper-mines of the Sioux country, on the upper part of that stream:

" . . . We ascended the Mississippi six leagues higher, where we found, on the left, the mouth of a very large river named the Missouri. This river is of a tremendous rapidity, in the spring especially, when it is high, for in passing over the islands which it overflows, it uproots and sweeps along the trees.⁴⁴ It is from this fact that in the spring, the Mississippi, into which it flows, is all covered with floating wood, and that the water of the Mississippi is then muddy from the water of the Missouri, which falls into the same. Up to the present the source of the Missouri has not been found, nor that of the Mississippi. . . . I will not speak of the manners of the inhabitants of the banks of the Missouri, because I have not yet ascended the Missouri."⁴⁵

In 1700, James Gravier, a Jesuit priest, made a voyage down the Mississippi. He says: ". . . It [the Arkansas river] runs to the northwest, and, by ascending it, one reaches the river of the Missouris, by making a portage."⁴⁶

Previous to 1705, nearly all the explorers of the Mississippi came down the river from Canada, but now the tide began to turn, and a stream came up the river from the Gulf of Mexico. These two streams met at the mouth of the Missouri, and it was during this period—1700 to 1720—that the French villages of Cahokia, Kaskaskia, Vincennes and Fort Chartres were established.⁴⁷

In 1703 Chevalier Pierre Charles Le Sueur was sent on a mining expedition to the upper Mississippi. On returning down the river in 1705 he arrived at the mouth of the Missouri, and is said to have ascended the stream as far as the mouth of the Kaw.⁴⁸ There is some doubt whether Le Sueur ever really came up the river, but there is no question that about this time the Missouri was first explored. Le Chevalier de Beauvain, whose memoir of Louisiana contains an account of Le Sueur's explorations, makes the following allusion to the Missouri river, and the different tribes along that stream. He says: ". . . They [the Sioux] generally keep to the prairies, be-

NOTE 42.—As it is 140 miles from the mouth of the Missouri to the mouth of the Osage, the voyage could not have been made up stream in canoes in three days. The statement of the dates and distances made discredits the entire story, and it may be taken with a degree of allowance. If Lahontan actually came up the Missouri river, he was the first white man to ascend that stream of whom there is any account.

NOTE 43.—From *Travels of Baron de Lahontan in North America, from 1689 to 1700*, published in London in 1703.—Found in *Kansas City Review*, May, 1881, p. 19.

NOTE 44.—The writer must have passed the mouth of the river during the annual June rise, as his description indicates that he saw it during a flood.

NOTE 45.—Margry, vol. 5, p. 409.

NOTE 46.—Thwaites' *Jesuit Relations*, vol. 65, p. 125.

NOTE 47.—Wallace's *History of Illinois and Louisiana under French Rule*, pp. 208, 207, 270, and 299; see, also, Thwaites' *Jesuit Relations*, vol. 65, pp. 262, 264; vol. 69, p. 301; vol. 70, p. 316.

NOTE 48.—Margry, vol. 6, p. 91.

tween the upper Mississippi and the Missouri river, and live solely by hunting."⁴⁹ At another place he says: ". . . We were told that the Ayavois [Iowas], and Otoctatas [Otoes] had gone to station themselves up on the side of the Missouri river, in the neighborhood of the Maha [Omahas],⁵⁰ a nation dwelling in those quarters.⁵¹ He also refers to Le Sueur's meeting with three Canadian travelers, and receiving from them a letter from Father Marest, of the mission of the Immaculate Conception, of the Illinois, dated July 10, 1700, informing him that the Peanguichas had been defeated by the Sioux and Ayavois, and had joined with the Quicapous and a part of the Mascoutins, Foxes,⁵² and Metesigamias, to avenge themselves, not upon the Sioux, for they fear them too much, possibly upon the Ayavois, or perhaps the Paoutes, or more likely on the Ozages, for these mistrust nothing, and the others are upon their guard.⁵³

The Otoes⁵⁴ were a small tribe in 1804, and did not number exceeding

NOTE 49.—Margry, vol. 6, p. 79.

NOTE 50.—Delisle's map of Louisiana and Mississippi, in the second volume of French's Louisiana, shows a village of the Mahas on the eastern bank of the Missouri, far above the mouth of the Platte, and near it three villages of the Iowas (Aisouez), while opposite the mouth of the Platte (Riviere des Panis), and east of the Missouri river, is situated the Otoes (Oetotata) village. Another "Ioway" village is placed some distance east of the Missouri river and of the "Canes" village, at the mouth of Independence creek. French quotes Le Sueur's spelling of these names—"Ayavois," "Oetotata," and "Maha."

"According to tribal traditions collected by Dorsey, the ancestors of the Omaha, Ponka, Kwapa, Osage and Kansas were originally one people dwelling on Ohio and Wabash rivers, but gradually working westward. The first separation took place at the mouth of the Ohio, when those who went down the Mississippi became the Kwapa or down-stream people, while those who ascended the great river became the Omaha or up-stream people. This separation must have occurred at least as early as 1500, since it preceded De Soto's discovery of the Mississippi. The Omaha group (from whom the Osage, Kansas and Ponka were not yet separated) ascended the Mississippi to the mouth of the Missouri, where they remained for some time, though war and hunting parties explored the country northwestward, and the body of the tribe gradually followed these pioneers, though the Osage and Kansas were successively left behind. The Omaha gathered south of the Missouri, between the mouths of the Platte and Niobrara. The Omaha tribe remained within the great bend of the Missouri, opposite the mouth of the Big Sioux, until the white men came. Their hunting-ground extended westward and southwestward, chiefly north of the Platte and along the Elkhorn, to the territory of the Ponka and Pawnee." (McGee, U. S. Bu. of Eth., vol. 15, p. 191.) The Omahas now occupy a reservation in Thurston county, Nebraska, and had a population of 1232 in 1904.—Report United States Commissioner of Indian Affairs, p. 235.

NOTE 51.—Margry, vol. 6, p. 82.

NOTE 52.—The Foxes, also called Renards and Outagamias, were at that time, 1700, on or in the neighborhood of Green bay, Wisconsin. (Thwaites' Jesuit Relations, vol. 62, p. 206.) They had formerly lived in the country east of Lake Huron. (Cutler's Hist. of Kan., 1883, p. 73.) They were a populous tribe in 1696-'68, mustering about 1000 warriors. (Thwaites' Jesuit Relations, vol. 51, p. 43.) Having become reduced through wars with neighboring tribes, they united with the Sacs about 1760, the two ever afterwards being known as the Sacs and Foxes. (Encycl. Americana, 1904, vol. 7.) They claimed certain country north of the Missouri and east of the Mississippi rivers, and in 1804 made their first treaty of cession to the United States. After various subsequent treaties, and having become divided into two bands, a part of the one, known as the Sacs and Foxes of the Mississippi, was removed in 1845-'46 to a reservation in Osage and Franklin counties, Kansas, and in 1869 to the Indian Territory. (Green, in Kan. Hist. Coll., vol. 8, p. 130.) Of this band, 491 still reside upon their reservation in Oklahoma. (Rept. U. S. Com. Ind. Aff., 1904, p. 608.) A branch of the Mississippi band, numbering 343, still holds a reservation in Tama county, Iowa. (Rept. U. S. Com. Ind. Aff., 1904, p. 211.) The other band, known as the "Sacs and Foxes of the Missouri" were granted, in 1854, a small reservation with the Kowas, between Nebraska and Brown county, Kansas. They still retain a portion of these lands and number eighty-two souls.—Kan. Hist. Coll., vol. 8, p. 91.

NOTE 53.—Margry, vol. 6, p. 70.

NOTE 54.—The Otoes were related to the Missouris, and, Dr. Elliott Coues says, occupied about 1700, the same village on Bowling Green prairie, below Grand river, in Missouri. (Coues's Lewis and Clark, vol. 1, p. 22.) It is possible that they removed from this village to the mouth of the Platte at the time LeSueur mentions. Both the Otoes and Iowas are said to be offshoots from the Missouris. (U. S. Bu. of Eth., vol. 15, p. 195.) This would seem reasonable, as it was to the Otoes, then on the Platte, that the remnant of the Missouris fled, about 1774 (Coues's Lewis and Clark, p. 23), when they were driven from Petite-sas-Plains. The original separation of these two tribes is said to have been caused by the abduction of a Missouris squaw by the chief of the Otoes. (Coues's Lewis and Clark, p. 23.) When Bourgmont visited Kansas, in 1724, he brought with him a party of Missouris from their village near Fort Orleans, Missouri. He sent five of them as runners to the Otoes, whom he also desired to accompany him, and who appear to have been living in Nebraska, as they are mentioned as coming with the Pawnees and Iowas.—Margry, vol. 6, p. 42.

500 souls, 120 of whom were warriors. They were always a peaceable tribe, probably on account of their numbers, and maintained friendly relations with the early fur-traders and voyageurs. The remnant of the tribe—which includes the Missouris—numbered, in 1904, 365 individuals. They are now on a reservation in the Indian Territory, near Ponca agency.

The Iowas⁵⁶ were never a numerous tribe, although they were good fighters, and made war on all the neighboring tribes except the ancient Missouris, from whom, it is said, they were an offshoot. In 1804 Lewis and Clark estimated them as having 300 men; allowing five to a family, there would have been a population of 1500 individuals. They were then living on the Des Moines river, near the head waters of the Chariton.⁵⁶ Geo. Sibley, in 1820, gave their number as 800,⁵⁷ and Rev. S. M. Irvin, in his school report for 1853, says, "Sixteen years ago there were 830, and now a fraction over 400."⁵⁸ The remnant now lives on two reserves; that on the Missouri river, on the line between Nebraska and Kansas, having a population of 220, while those in Oklahoma number 90.⁵⁹ They receive an annuity of \$9791.74.⁶⁰

Father Gabriel Mareat, the missionary, in a letter to Father Germon, dated Cascaskias, November 9, 1712, writes:

"Seven leagues below the mouth of the Illinois river is found a large river called the Missouri—or, more commonly, Pekitanoui; that is to say, 'muddy water'—which empties into the Mississippi on the west side; it is extremely rapid, and it discolors the beautiful water of the Mississippi, which flows from this point to the sea. The Missouri comes from the northwest, not far from the mines which the Spaniards have in Mexico, and it is very serviceable to the French who travel in that country."

Again, he says: "We are only thirty leagues [eighty-three miles] from the Missouri, or Pekitanoui. This is a large river, which flows into the Mississippi, and it is said that it comes from a still greater distance than does that river. The best mines of the Spaniards are at the head of this river."⁶¹

In the spring of 1719 Claude Charles du Tisné went up the Missouri river in canoes to the village of the Missouris, near the mouth of Grand river. It was his purpose to go farther, but the Indians would not permit him to do

NOTE 55.—A good deal of latitude has always been admissible in Indian nomenclature. The name of the Siouan tribe which LeSueur calls Ayavois, and Delisle calls Aiaouez and Ioways, was variously spelled by the French "Aiaouas," "Ayoes," "Ayowois," etc. (Thwaites' *Jesuit Relations*, vol. 72, p. 261.) They were a tribe of wanderers, and their migrations extended during different periods all up and down the Missouri river. Their village was somewhere in the territory now embraced in the state of Missouri at the time of their removal, as mentioned by LeSueur; but it is nowhere shown that they were on the banks of the Missouri river, except, possibly, on Delisle's map in French's second volume. About 1750 they were seated on the Chariton river, in Missouri, near the Iowa line, having doubtless come back to Missouri—for which they cannot be blamed. Sibley mentions that they lived in more than one village in 1820. They were living on a creek near Weston, Platte county, Missouri, in 1836, when they ceded the country embraced in the Platte purchase to the government. The Kansas State Historical Society has recently come into possession of a worn and weather-stained manuscript, presented by a Spanish officer of the province of Louisiana to the Iowa nation, at New Orleans, March 25, 1784. Just what it signifies is not yet ascertained. It had been preserved by the family of Antoine Barada, whose signature was attached to the treaty between the United States and the Kansas nation, at St. Louis, in 1815.—U. S. Treaties, 1778-1837, p. 134.

NOTE 56.—Thwaites' *Lewis and Clark*, vol. 1, pp. 20, 45.

NOTE 57.—Morse's *Report*, 1822, *apx.*, p. 204.

NOTE 58.—*Report of United States Commissioner of Indian Affairs*, 1853, p. 338.

NOTE 59.—*Id.*, 1904, pp. 598, 608.

NOTE 60.—*Id.*, 1904, p. 538.

NOTE 61.—Thwaites' *Jesuit Relations*, vol. 66, pp. 225, 293.

so. He then returned down the river and made his way to the Illinois country, whence he soon thereafter crossed the Mississippi river and set out overland from the mouth of the Saline river, near Ste. Genevieve. He traveled westward, through what was then an unexplored wilderness, being the first French explorer of the trans-Mississippi territory.

The following letter, written by Du Tisné after his return from his last expedition, to Bienville, the commandant at New Orleans, throws much light on the different Indian tribes then inhabiting the Missouri valley. It was written at the old French village of Kaskaskia, which was located near the east bank of the Mississippi, on the Kaskaskia, about fifty miles below the present city of St. Louis:

"KASKASKIA, November 22, 1719."⁶²

"SIR— . . . You know, sir, that I have been obliged to leave the Missourys, as they did not wish me to go to the Panioussas; hence I was compelled to return to the Illinois to offer to M. de Boisbriant [commander of the post] to make the journey across the country, and he granted me permission to do so. The journey was attended with much trouble, as my men fell sick on the way; my own health keeps well. I send you with this a little account of my trip.

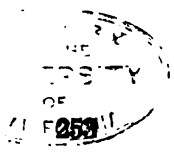
"I went to the Osages and was well received by them. Having explained your intentions to them, they answered me satisfactorily in regard to themselves; but when I spoke of going to the Panis [Pawnees] they all opposed it, and would not assent to the reason I gave them. When I learned they did not intend to let me take my goods I had brought, I proposed to them to let me take three guns for myself and my interpreter, telling them, with decision, if they did not consent to this I would be very angry, and you indignant; they then consented. Knowing the character of these savages I did not tarry long, but set out at once; and in four days I reached the Panis, where I was badly received, owing to the fact that the Osages made them believe that our intention was to entrap them and make slaves of them. On that account they twice raised the tomahawk above me; but when they learned the falsehood of the Osages, and saw my bravery when they threatened me, brutal as these people are, they consented to make an alliance and treated me well. I traded them my three guns, some powder, pickaxes and some knives for two horses and a mule marked with a Spanish brand.

"I proposed to them to let me pass through to the Padoucas. To this they would not consent at all, being mortal enemies to them. Seeing their opposition, I questioned them in regard to the Spanish; they said they had formerly been to their village, but now the Padoucas prevented them. They traded me a very old silver cup, and told me it would take more than a month to go to the Spanish. It seems to me that we could succeed in making peace between this tribe and the Padoucas, and thereby open a route to the Spanish [in Mexico]; it could be done by giving them back their slaves and making them presents. I have told them that you desired that they be friends. We might also attempt a passage by the Missouri, going to the Panimahas⁶³ and carrying them presents. I offered M. de Boisbriant to go there myself, and if you desire it I am ready to execute it, so as to merit your protection.

"I have written to the chief of the Cadodaquious, and have asked him to give you advice of it. A Mento chief has charge of the letters. I had seen him among the Osages and he had sold some slaves for me to the Natchitoches. It is from him that I learned of the arrival of M. de La Harpe with the large boats at the Nassonites. He tells me that in a month he will re-

NOTE 62.—This letter is found in Margry, vol. 8, pp. 313-315. Another translation will be found in an article by John P. Jones, of Coldwater, Kan., a close student of French explorations in Kansas and Missouri, on the "Discoverer of Kansas," in *Kansas Historical Collections*, vol. 4, p. 277.

NOTE 63.—Prof. John B. Dunbar considers "Panimahas" to be simply another form of the French name "Paní" for the Pawnees of the Platte. (*Magazine of Am. Hist.*, vol. 4, p. 249.) The same view is taken by Mr. J. P. Jones.



turn to the Natchitoches, and, by the direction which he has showed me, the route to the Osages is south a quarter southwest. The villages of the Mentos are seven days' journey from the Osages toward the southwest. He has promised me to come to the Illinois and bring some horses, as have also the Panis, who ought to come next spring.

"The Osages not wishing to give me a guide to return to the Illinois, I was obliged to come by means of my compass, with fourteen horses and my mule. I had the misfortune to lose six of them and a colt, which is a loss of more than 900 livres to me. I refer you to M. de Boisbriant for the many difficulties I have passed through. I hope, sir, since being one of the oldest lieutenants of the country, you will do me the favor to procure me a company. I shall try to meet your kindness by my faithfulness to the service.

I am, with profound respect, etc., DU TISNE.

"To M. de Bienville, New Orleans."

The following is an extract from La Harpe's relation of Du Tisné's journey among the Missouris, in 1719, translated from Margry's Memoirs, by Mr. E. A. Kilian, secretary of the Quivira Historical Society:⁶⁴

"From the village of Kaskaskia to the Missouri is 32 leagues [75 miles]. The Missouri is very turbid and full of obstacles from driftwood and extensive shallows and a strong current. It flows from the Missouries [the village] north-northwest, although it makes many times a complete circumvolution of the compass. It is well wooded with walnut, sycamore and oak trees. Very fine soil and some rocky hills are seen. At intervals on the west side of the stream, two fine rivers flow into it. The first is the Blue river [the Gasconade], which is not great in importance. The second is the river of the Osages, whose village is 80 leagues [about 220 miles] above, to the southwest. A pirogue can go 20 leagues [55 miles] above that village.

"The river of the Osages is 10 leagues [25 miles] above the mouth of Blue river, and 40 leagues [110 miles] above the mouth of the Missouri. In the vicinity of the Osages there are lead-mines in abundance, and it is also believed there are silver-mines.

"The distance is 80 leagues from the mouth of the river Missouri to the village of that name. The prairie begins 10 leagues [27 miles] beyond their village. This would be a good place to make an establishment; the Missourys are jealous because the French go to other nations. They are people who stay only at their village in the springtime. One league southwest of them is a village of the Osages, which is 30 leagues [82 miles] from their great village. [The writer is now referring to the village of the Little Osages, on the Missouri river, near the mouth of Grand river.] By the Missouri, one can go to the Panimahas, to other nations called Ahuach's, and from them to the Padoucas.

"The village of the Osages is situated on an elevation a league and a half [about four miles] from their river to the northwest. This village is composed of 100 lodges and 200 warriors. They stay in their village like the Missourys, and pass the winter in chasing the buffalo, which are very abundant in these parts. Horses, which they steal from the Panis, can be bought of them; also deer skins and buffalo-robos. They are a well-built people, and deceitful; they have many chiefs of bands but few have absolute authority; in general, they are treacherous and break their word easily. There is a lead-mine 12 leagues from here, but they do not know what use to make thereof.

"From the Osages to the Panis is 40 leagues [110 miles] to the southwest, and the whole route is over prairies and hills abounding in cattle. The land is fine and well wooded. There are four rivers from the Osages to the Panis, which have to be crossed. The most considerable is the Atcansas, which has its source toward the northwest a quarter north. Du Tisné crossed it. . . . This river of the Atcansas is 12 leagues [33 miles] east

NOTE 64.—The writer recognizes Mr. Kilian as one of the most scholarly, painstaking and reliable historians of the Missouri valley, and is indebted to him for assistance in the preparation of this paper, and especially for notes obtained from Margry's *Decouvertes et Etablissements des Français dans l'Amerique Septentrionale*, a collection of documents and journals pertaining to the French occupancy of North America.

of the Pani's village. It is situated on the bank of a creek, on a hill, surrounded by elevated prairies. . . . One league to the northwest, on the same stream, is another village, as large as the first one. There are in these two villages 300 horses, which they value so much that they do not like to part with them. This nation is very brutal, but it would be easy to subdue them by making them presents of guns, of which they have much need; they have only six among them all. There are many other Pani's villages to the west and northwest, but they are not known to us.

"According to their reports, it is fifteen days' journey to the Padoucas, but they encounter them frequently in six days' journey. They have a cruel war now between them, so that they nearly eat one another up. When they go to war they harness their horses in a cuirass of tanned leather. They are clever with the bow and arrow, and also use a lance, which is like the end of a sword inserted in a handle of wood. Two days' journey to the west a quarter southwest is a salt-mine, which is very beautiful and pure. Every time they give food to a stranger the chief cuts the meat into pieces and puts them into the mouth of those they regale. Le Sieur Du Tisné planted a white flag, the 27th of September, 1719, in the middle of their village, which they received with pleasure."⁶⁵

The location of the village of the Great Osages on the Osage river, when visited by Du Tisné, is not easily determined. When Pike came up the Osage, in 1806, they were seated on the Little Osage river in the northern part of Vernon county, Missouri, a beautiful prairie country, which extends far westward. Du Tisné's description would fix the location near Osceola, in St. Clair county, which was probably the true location of the village in 1719. The Osages like all other tribes, were migratory, and may have moved their village higher up the river, or there may have been more than one village.

It is stated by Du Tisné that he traveled four days in a southwesterly direction in going from the Osage village to the Pawnees. He estimates the distance at 110 miles. He also says the Pawnee villages were twelve leagues, or thirty-three miles, west of the river he calls the Atcansas. He undoubtedly meant the Neosho, a branch of the Arkansas. The locations of these villages are unknown, but from the distance traveled, the course, and the distance from the Neosho river, they were probably situated on one of the Cabin creeks, in what is now Cherokee county, Indian Territory, near Vinita.

After Du Tisné had visited the Great Osages and the Pawnees, he returned to the Illinois country, where he arrived about the 1st of November, 1719.

Extracts from a letter written at "Kaskasquias," October 20, 1721, by Father Pierre Francois Xavier de Charlevoix, who was the most intelligent and reliable of all the early French explorers and historians. He says:

". . . After we had gone five leagues on the Mississippi we arrived at the mouth of the Missouri, which is north-northwest and south-southeast. I believe this is the finest confluence in the world. The two rivers are much of the same breadth, each about half a league; but the Missouri is by far the most rapid, and seems to enter the Mississippi like a conqueror, through which it carries its white waters to the opposite shore without mixing them; afterwards it gives its color to the Mississippi, which it never loses again, but carries it quite down to the sea.

"The Osages, a pretty numerous nation, settled on the side of a river that bears their name and which runs into the Missouri, about 40 leagues [110 miles] from its junction with the Mississippi, send once or twice a year to sing the calumet amongst the Kaskasquias, and are actually there at present. I have also just now seen a Missourite woman, who told me that

her nation is the first we meet with going up the Missouri, from which she has the name we have given her, for want of knowing her true name. It is situated 80 leagues [220 miles] from the confluence of that river with the Mississippi. . . . This woman has confirmed to me what I had heard from the Sioux, that the Missouri rises out of some naked mountains, very high, behind which there is a great river, which probably rises from them also, and which runs to the west. This testimony carries some weight, because of all the savages which we know none travel farther than the Missourites." 66

During the entire period of the French occupancy of the Missouri valley, 1673-1763, there was a continuous conflict between Spain and France for supremacy in the country west of the Mississippi. In 1719 a Spanish caravan was sent from Santa Fe to the Missouri river to drive back the French, who even then were becoming numerous among the different tribes along that stream. The fate of that expedition will ever be enshrouded in mystery, for with it was connected one of the darkest tragedies known in the annals of the West. By a shrewd piece of strategy the invaders were thrown off their guard by the Indians and massacred, but by what tribe the deed was done, or where, was never known.⁶⁷

The arrival of this expedition from so great a distance naturally alarmed the French. Etienne Venyard sieur de Bourgmont had already taken steps through his friends, in June, 1718,* to secure a commission for the exploration of the upper Missouri. This was granted him August 12, 1720, by the Company of the Indies, with instructions to build a fort, and to make peace with the surrounding nations for the purpose of trade. The fort, called Orleans, was completed, and friendship with the tribes upon the Missouri as far north as the Pawnee, in Nebraska, established as early as the spring of 1724. Bourgmont next turned his attention to the Paducas, a numerous nation living upon the Western plains, and who had been concerned in the recent unfortunate Spanish expedition. He had been instructed to make peace with them, and through them arrange for commerce with the Spanish of New Mexico. He appointed a rendezvous for the Indians who were to accompany him, at the village of the Kansas, located on the Missouri river where the town of Doniphan, Kan., is now situated.⁶⁸ He then divided his

NOTE 66.—Charlevoix's Letters, London, 1763, pp. 291, 294.

NOTE 67.—The following is Maj. Amos Stoddard's version of this affair: The Spanish "well knew the importance of the Missouri, and were anxious to secure a strong position on its banks. They readily perceived that such a measure, if prosecuted with success, would effectually hold in check the Illinois French, confine their territorial claims to the borders of the Mississippi, and turn the current of the Indian trade. Their first object was to attack and destroy the nation of Missouris, situated on the Missouri, at no great distance from the Kansas river, within whose jurisdiction they meditated a settlement. These Indians were the firm friends of the French, and this rendered their destruction the more necessary. At this time they were at war with the Pawnees, and the Spaniards designed to engage these as auxiliaries in their enterprise. A considerable colony, therefore, started from Santa Fe in 1720, and marched in pursuit of the Pawnee villages; but they lost their way, and unluckily arrived among the Missouris, whose ruin they meditated. Ignorant of their mistake (the Missouris speaking the Pawnee language), they communicated their sentiments without reserve, and requested their cooperation. The Indians manifested no surprise at this unexpected visit, and only requested time to assemble their warriors. At the end of forty-eight hours about 2000 of them appeared in arms. They attacked the Spaniards in the night, while reposing themselves in fatal security, and killed all of them, except the priest, who escaped the slaughter by means of his horse. Various writers assert that these colonists aimed to find the Osage villages; but the records of Santa Fe authorize the statement we have given."—Sketches of Louisiana, Phila., 1812, p. 46. See, also, Charlevoix's Letters, London, 1763, p. 204, written in July, 1721; he places the date of this expedition as "about two years ago." Also, John P. Jones's Spanish Expedition to Missouri in 1719, Kansas City Rev. of Sci. and Ind., vol. 4, p. 724.)

NOTE 68.—Mr. Geo. J. Remsburg, an acknowledged authority on the archeology of the Missouri valley, has located this old village at Doniphan, Kan.

* Margry, vol. 6, pp. 386, 388.

own force, part going up the Missouri in canoes and the remainder across the country. Bourgmont, with the latter party, arrived at the Kansas village first, and had a long negotiation with the Kansas Indians for horses with which to continue the journey.

The departure was delayed several days because of illness in the detachment coming by boat. Finally, on July 24, the motley crew, consisting of French, half-breed *coureurs des bois*, and Indians, among the latter being 68 Osages and 109 Missouris, who had followed Bourgmont from their village near the mouth of Grand river, set out on their journey to the Paducas. They proceeded in a southwesterly direction, the account giving minute details of the journey. Unfortunately Bourgmont fell ill of a malady caused by the excessive summer heat, and was unable to continue the journey. August 1 the whole party were obliged to return to Fort Orleans, having dispatched a messenger to the Paducas to explain the cause of delay. Bourgmont was unable to resume the journey to the Paducas until fall. He then found, at the Kansas village, his messenger, Gaillard, with six Paducas, whom he had induced with great difficulty to return with him. Bourgmont assembled representatives of all the nations present in a circle before his tent, and gave them a friendly talk, explaining the wish of the French that they should be on good terms with one another and with the Frenchmen who would come among them for purposes of trade. There were present Paducas, Missouris, Otoes, Iowas, Pawnees, Osages, and Kansas. Two members of each tribe were requested by Bourgmont to go with him to the Paducas. These, with the Frenchmen of his suite, and his ten-year-old son, made a party of forty. They again set out from the Kansas village in the direction before taken, and crossed the "Canzas" on the 11th of October. The relation says: "This Kansas river comes straight from the west to the east, and discharges into the Missouri; it is very deep in high water, according to the report of the Paducas. It comes from a great distance." October 18.—"We found a small river where the water was briny. We found on the border of this stream an encampment of the Paducas. They had been in camp about four days, and numbered 4300." Other villages were mentioned, and as being but twelve days' journey from the Spanish. The Paducas greeted all their visitors with great cordiality, and Bourgmont was promised all he required, by all parties. October 22 Bourgmont and his command began their return journey to the Kansas village, which they reached on the 30th of October, having come seventy leagues.

The following extracts taken from Bourgmont's journal will prove interesting:

"Departure from Ft. Orleans.—Sunday, June 25, 1724. This morning the detachment has set out by water to the Canz's and from there to the Padoucas, commanded by M. de Saint-Ange, ensign of Ft. Orleans, with Dubois, sergeant; Rotisseur and Gentil, corporals; and eleven soldiers, namely, La Jeunesse, Bonneau, Saint-Lazare, Ferret, Derbet, Avignon, Sans-Chagrin, Poupard, Gaspard, Chalons, and Brasseur; five Canadians, Mercier, Quesnel, Rivet, Rolet, and Lespine, and two engaged from the Sieur Renaudiere, Toulouse and Antoine.

"Saturday, [July] 8. . . . At five P. M. a Frenchman arrived with an Indian, who had come by land, sent by M. de Saint-Ange, who commanded the convoy by water, reporting that there were many Frenchmen attacked by fever, and that they could not proceed. M. de Saint-Ange requested that M. de Bourgmont send him five Frenchmen with provisions. M. de Bourgmont sent him what he demanded, and requested him to make

haste, so as to proceed on the voyage to the Padoucas with dispatch; that besides he had 160 Indians to feed, and that he was made to treat for the provisions every day by this nation [Canzès] for their subsistence.

"Sunday, [July] 9. At eight in the morning M. de Bourgmont started the five Frenchmen in a boat with the provisions, and nine Indians, a part to row the boats and the others to hunt, and sent at the same time five Missouris to the Othos to tell them of his arrival at the Canzès. . . .

"Sunday, [July] 16. . . . M. de Saint-Ange arrived with the boats at two in the afternoon, with a part of the men sick with fever, which had rather hindered his arrival. The Canzès came to look for our new arrivals and take them to their cabins and make a feast for them."⁶⁹

The history of the Missouri⁷⁰ nation is most pathetic, and illustrates forcibly the sad fate that befell many tribes of our aborigines. There is little doubt but that they were seated near the mouth of the Missouri river when they were first known to the French, when Marquette descended the Mississippi, in 1673, to the mouth of the Arkansas, and that they were then a numerous tribe. Henri de Tonty, who accompanied La Salle nine years later, remarks of the Missouri river, as we have seen, that "it is called *Emis-sourita*, and abounds in people."⁷¹

During the last quarter of the seventeenth century the Iroquois were active in their assaults upon the Illinois Indians, pursuing them beyond the Mississippi. It is thought that they forced the Missouris further west.⁷² Delisle's map of 1703 locates their villages on the Missouri a short distance above the mouth of the Osage, and there were evidences when that section was first settled, in 1818, of an Indian village and burial-ground on the north side of the river, directly opposite Jefferson City, and another at the mouth of Moniteau creek, near the boundary separating Cole and Moniteau counties. At the mouth of this creek stood a tall pinnacle or bluff called Painted Rock, a noted landmark to pilots in the days of steamboating. It was blasted away a few years ago by the Missouri Pacific railroad when they built the cut-off down the river to Jefferson City. On this rock, on the face fronting the river, was found painted, when first seen, a picture of a strange animal which resembled the painting found by Marquette just above Alton, on the Mississippi. Near this painted rock were found what appeared to be the remains of an old Indian village and burying-ground. The name, originally Maniteau, corrupted to Moniteau, and now given to the creek and county, doubtless originated from the picture on the rock. The writer visited these localities years ago, when a boy, and saw, in exhumed skulls and bones, and in broken pieces of pottery, arrow-heads, and other relics, the evidences of which he speaks.

When Lewis and Clark came up the river, in 1804, their half-breed guides pointed out to them the location of another old village of the Missouris on the north side of the river, on Bowling Green prairie, about five miles below

NOTE 69.—Margry, vol. 6, pp. 383-452.

NOTE 70.—Mr. John P. Jones, in his excellent article, "Early Notices of the Missouri River and Indians," in the *Kansas City Review of Science and Industry*, vol. 6, p. 111, says that "the word 'Missouri' means canoe in the Algonquin language, and it should be borne in mind that it is the name applied by Indians of that stock to our Indians, who used canoes made out of logs, while their own was made of birch bark."

NOTE 71.—Margry, vol. 1, p. 596.

NOTE 72.—La Salle, in writing to La Barre, in April, 1683, says that the Iroquois have lately murdered some Miami families settled near Fort St. Louis, in the present La Salle county, Illinois, and he is afraid they will take flight, and so prevent the Missouris from settling at the fort, as they were about to do.—Parkman's *La Salle*, 1879, p. 300.

the mouth of Grand river. They said that the Sacs, about the year 1700, had attacked the Missouri in this village, killing 200, and that they then fled across the river, and located a village three miles above that of the Little Osages, near the present town of Malta Bend, in Saline county, Missouri. Lewis and Clark state that the western village belonged to the Missouri, ⁷³ and founded their belief, possibly, upon the statements of some of the earlier writers and the maps of D'Anville and Du Lac, to which I have not had access. But the fact that Du Tisné found an Osage village one league west of the Missouri and in this locality (see page 253), and that the western village site is the larger of the two, lead me to the conclusion that it belonged to the Little Osages. For this reason, I have decided that the Little Osage village was the one north of Malta Bend one mile and a quarter, and a quarter of a mile west, on a farm now owned by Mrs. A. G. Dicus, and that the other—that of the Missouri—was situated three and a half miles north of the town and the same distance east, on a tract of land now owned by Benjamin McRoberts. There can be no question that they were here, on the Petit-sas-Plains, about eighteen miles above Grand river, when visited by Du Tisné, in 1719, and at the establishment of Fort Orleans by Bourgmont, in 1723. ⁷³

There has always been a controversy among historians as to the exact location of old Fort Orleans, a matter of some interest, as it appears to have been the first ⁷⁴ fort established west of the Mississippi. The Margry papers on this subject should settle that question. One of the documents, which appears to be a letter of instructions, dated at New Orleans, August 23, 1723, contains the following: "In ascending, there is another river that they call the Grande river, which comes from the north, from which the Indians bring quantities of copper specimens that they find near the river. From there you will go to the village of the Missouri, which is only six leagues distant from the south side. There are 100 lodges. *It is at this place that M. de Bourgmont should establish himself.*" ⁷⁵ Du Pratz gives another particular as to its location: "There was a French post for some time in an island a few leagues in length, over against the Missouri; the French settled in this fort at the east point, and called it Fort Orleans." ⁷⁶ This little frontier post had but a brief existence. Its fate is told in the following words by Bossu: "Baron Porneuf, who has been governor of Fort Orleans, established in that nation [Missouri], and who knows their genius perfectly well, has informed me that they were formerly very warlike and good, but that the French hunters had corrupted them by their bad conduct, and by some disunions among them; they had made themselves contemptible

NOTE 73.—Coeus's Lewis and Clark, vol. 1, p. 22; Thwaites' Lewis and Clark, vol. 1, pp. 47-49. "The sites of both these Indian tribes (Little Osages and Missouri) are plainly marked on D'Anville's map of 1762, and also on Perrin du Lac's, 1806. The location is very near the present Malta Bend, in Saline county, and a little above this place is the large island of Du Pratz, where was old Fort Orleans."—Coeus's Lewis and Clark, p. 26.

NOTE 74.—The first fort established by the French west of the Mississippi, unless it be Fort St. Louis, by La Salle, in 1685, on Mission lake, near Espiritu Santo bay, Texas. Joutel, who was left in charge of it, gives many particulars regarding it in Margry, vol. 2, p. 209; vol. 3, pp. 179-209, 285. Le Clercq, in his Establishment of the Faith, Shea, vol. 2, p. 220, also refers to the above, with an extract from a Spanish account of Fort St. Louis. See, also, Parkman's La Salle, 1879.

NOTE 75.—Margry, vol. 6, p. 396.

NOTE 76.—History of Louisiana, London, 1763, vol. 1, p. 296. "We have also 'Fort D'Orleans abandonné' marked on D'Anville's map, published 1762, across the Missouri from his Petits Osages et Missouri. This locality is certainly at the large island which the expedition will pass June 16, above Malta Bend."—Coeus's Lewis and Clark, p. 24.

by frauds in trade; they seduced and carried off the Indian women, which, among these people, is a very great crime. All the irregularities of these bad Frenchmen irritated the Missouris against them; and, therefore, during M. de Bienville's government, they massacred the Sieur Dubois and the little garrison under his command; and, as no soldier escaped, we have never been able to know who was right and who was wrong."⁷⁷

The Missouris, having rid themselves of the fort and its accompanying traders, remained in possession of their home until about 1774,⁷⁸ when they were again attacked by the Sacs and other Indians, and reduced to a few families. These scattered, according to McGee, five or six joining the Osages, two or three going with the Kansas, and the remainder amalgamating with the Otoes on the Platte below the Pawnees.⁷⁹ There is every reason to believe that the final battle fought at this village resulted in a massacre and a rout, and probably in the burning of the wigwams. The number of human skeletons found near the surface of the ground, which have been turned up by plowshares, indicates that the bodies did not receive the sacred sepulcher which even savages accorded their dead. That the lodges were burned seems evident from the condition of the many relics found, such as gun-barrels, kettles, etc., all of which bear, in their bent and broken condition, evidence of having been subjected to fire.

In 1805 General Clark mentions thirty Missouris at the Otoe village in Nebraska.⁸⁰ McGee says the only known survivors, numbering eighty, were living with the Otoes in 1829.⁸¹ The remnant of these two tribes now reside in Oklahoma, and in 1904 numbered 365.⁸²

As has been said, the Kansas nation was living in 1724 on the Missouri river in a large village just above the mouth of Independence creek, Doniphan county, Kansas. What appears to have been an older village site was found by Lewis and Clark on the Missouri just above Kickapoo island, in Leavenworth county, in 1804.⁸³ The tribe at that time was occupying a well-established village just below the mouth of the Big Blue, on the north side of the Kansas river, where, in 1819, they were visited by Prof. Thomas Say, of Long's expedition.⁸⁴ They removed from this village in 1830 to the western part of Shawnee county, where they establish themselves in three villages, one north and two south of the Kansas river.⁸⁵ About 1846 they went to the new reservation near Council Grove,⁸⁶ and in 1873⁸⁷ to the Indian Territory. During the war of 1812 the Kansas sided with the British, but renewed peace with the United States at St. Louis, October 28, 1815.⁸⁸ June

NOTE 77.—Travels through Louisiana, London, 1771, vol. 1, p. 145; Dumont's *Memoires Historiques sur la Louisiane*, Paris, 1768, vol. 2, pp. 74-78.

NOTE 78.—Allen's Lewis and Clark, Philadelphia, 1814, vol. 1, p. 15.

NOTE 79.—Report of United States Bureau of Ethnology, vol. 15, p. 195.

NOTE 80.—Thwaites' Lewis and Clark, vol. 7, p. 314.

NOTE 81.—Report of United States Bureau of Ethnology, vol. 15, p. 195.

NOTE 82.—Report of United States Commissioner of Indian Affairs, 1904, p. 606.

NOTE 83.—Thwaites' Lewis and Clark, vol. 1, pp. 64, 66-68.

NOTE 84.—Kansas Historical Collections, vols. 1, 2, pp. 280-301; Long's Expedition, Philadelphia, 1823, vol. 1, ch. 6, 7; Thwaites' Early Western Travels, vol. 14, ch. 6, 7.

NOTE 85.—Kansas Historical Collections, vol. 8, p. 425.

NOTE 86.—Report United States Commissioner of Indian Affairs, 1846, p. 225.

NOTE 87.—Kansas Historical Collections, vol. 8, p. 211.

NOTE 88.—Indian Affairs, Laws, and Treaties, Washington, vol. 2, p. 123.

3, 1825, they ceded to the government their claim to all lands in Missouri, and practically all of Kansas north of the dividing ridge between the waters of the Arkansas and Kansas, to a point thirty miles below the Kansas river on the western boundary of Missouri. From this cession they retained for themselves a strip of country thirty miles wide, running west from within sixty miles of the western boundary of Missouri.⁸⁹ Though the natural right of the Kaws to land in Kansas quite equaled if not exceeded that of the Osage, they are now, through the unequal treatment of the government, a practically destitute people when compared with the former tribe.⁹⁰

In 1724 that part of the population which accompanied Bourgmont to the plains for a summer hunt were 14 war-chiefs, 300 warriors, 300 women, 500 children, and 300 dogs (beasts of burden).⁹¹ Lewis and Clark, 1804, give their numbers as 300 warriors,⁹² the government census, in 1845, as 1607 individuals, while the agent says: "The Kansas are a stout, active lively people; I believe they have more children among them in proportion to their numbers than any other tribe known to me."⁹³ In 1904 their population was 212.⁹⁴

In regard to the characteristics of this tribe, Pike says: "In war they are yet more brave than their Osage brethren; being, although not more than one-third of their number, their most-dreaded enemies, and frequently making the Pawnees tremble"; and that the Kansas and Osages escaped the Sioux, "but fell into the hands of the Iowas, Sacs, Kickapous, Poto-watomies, Delawares, Shawanese, Cherokees," and five other southern nations, "and what astonished me extremely is that they have not been entirely destroyed by those nations."⁹⁵ Lewis and Clark represent the Kansas as "a dissolute and lawless banditti, frequently plunder their traders, and commit depredations on persons ascending and descending the Missouri river; population rather increasing."⁹⁶ Richard W. Cummins, agent in 1845, reports: "The Kansas are very poor and ignorant. I consider them the most hospitable Indians that I have any knowledge of. They never turn off hungry white or red, if they have anything to give them, and they will continue to give as long as they have anything to give."⁹⁷

The opportunities of the Kansas Indians for improvement have been less than those of any other tribe that has lived in Kansas. Prior to 1873 the only white people to set them a good example in living were the members of the missionary family for a scanty twenty-five years, while, on the other hand, their closest white associates for 150 years had been the French trapper and trader, the United States soldier, the illicit vender of fire-water, and the teamsters and guards of the Santa Fe and other trails which lay through their territory.⁹⁸

NOTE 89.—Indian Affairs, Laws, and Treaties, Washington, vol. 2, p. 222.

NOTE 90.—The income of the Kansas tribe from all sources for 1904 was \$2500; of the Osages, \$595,833.91; population of latter tribe, 1895.—Rept. U. S. Com. Ind. Aff., 1904, pp. 538, 606.

NOTE 91.—Margry, vol. 6, p. 414.

NOTE 92.—Thwaites' Lewis and Clark, vol. 1, p. 61.

NOTE 93.—Report United States Commissioner of Indian Affairs, 1845, p. 542.

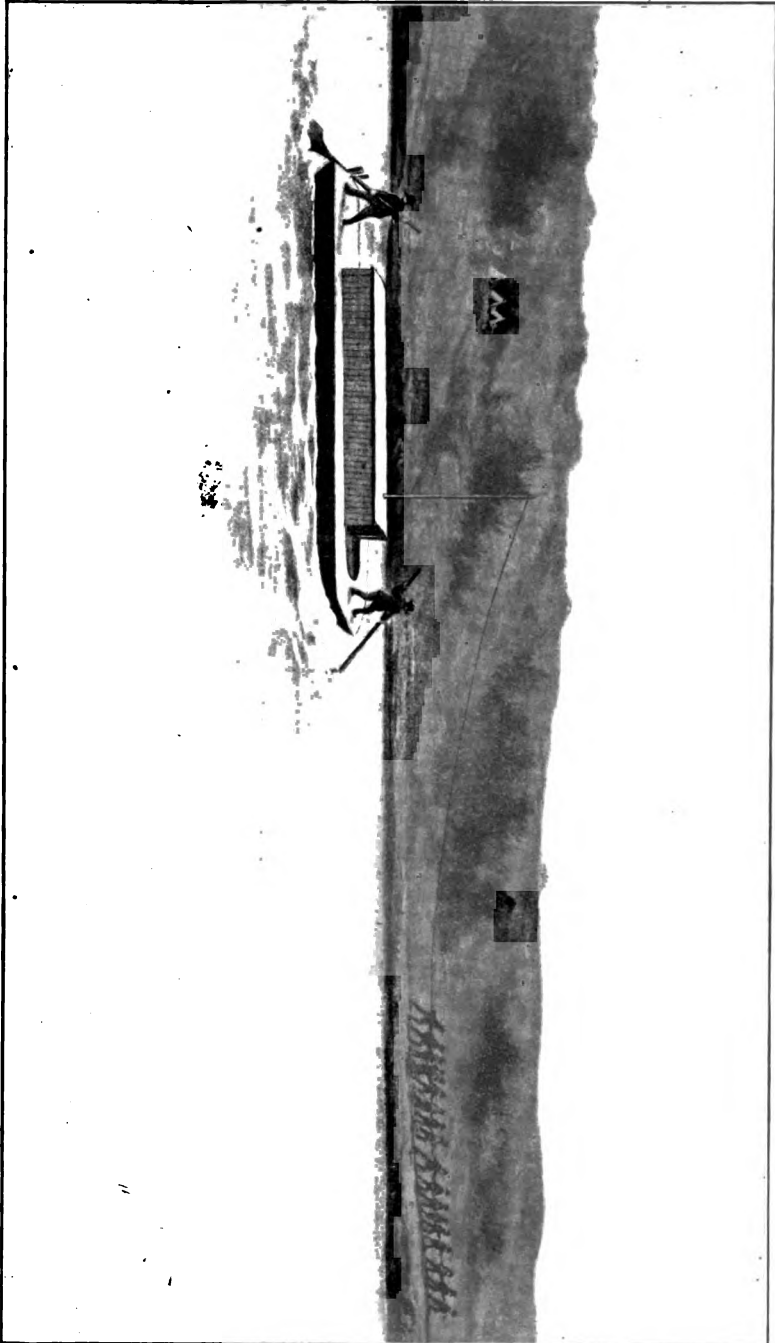
NOTE 94.—Report United States Commissioner of Indian Affairs, 1904, p. 606.

NOTE 95.—Coues's Pike, vol. 2, pp. 526, 536.

NOTE 96.—Thwaites' Lewis and Clark, vol. 6, p. 85; see, also, vol. 5, p. 384.

NOTE 97.—Report United States Commissioner of Indian Affairs, 1845, p. 542.

NOTE 98.—See Professor Hay's article on the name "Kansas."



The Keel-boat in the Fur Trade. About 1810.

Daniel Coxe was an Englishman, and the owner of a grant of land extending from the coast of South Carolina to the Mississippi river, or "from sea to sea," issued by Charles I of England. He owned the first ship to enter the mouth of the Mississippi, 1699, and made a futile effort to establish a colony on that river. In describing the Missouri river and the country through which it runs, he says:

"The Great Yellow river, so named because it is yellowish, and so muddy that though the Meschacebe⁹⁹ is very clear where they meet, and so many great rivers of crystalline water below mix with the Meschacebe, yet it discolors them all even unto the sea. When you are up this river sixty or seventy miles you meet with two branches. The lesser, though large, proceeds from the South. . . . This is called the river of the Ozages, from a numerous people who have sixteen or eighteen towns seated thereupon, especially near its mixing with the Yellow river. The other, which is the main branch, comes from the northwest. . . . The Yellow is called the river of the Massorites, from a great nation inhabiting in many towns near its junction with the river of the Ozages.

"It will be one great conveniency of this country, if ever it comes to be settled, that there is an easy communication therewith and the South sea, which lies between America and China, and that two ways—by the north branch of the Great Yellow river,¹⁰⁰ by the natives called the river of the Massorites, which hath a course of 500 miles, navigable to its heads or springs, and which proceeds from a ridge of hills somewhat north of New Mexico,¹⁰¹ passable by horse, foot or wagon in less than half a day. On the other side are rivers which run into a great lake that empties itself by another great navigable river into the South sea."¹⁰²

The Missouri river, it will be remembered, was called by Marquette the "Pekitanoui,"¹⁰³ and it is so laid down on many of the early maps. It was also called the "Ozage river," being doubtless confounded with that stream. Coxe calls it the "Yellow river," although he also refers to it by the name by which it was generally known—the "river of the Massorites." The latter name was very appropriately given it by La Salle, from the Indian

NOTE 99.—It will be observed that the early French explorers made repeated efforts to give names to the two great watercourses of the West, which fortunately failed; else they would not to-day bear the beautiful and poetic Indian names which they do. Marquette—the religious zealot—called the Mississippi the "Conception." (Thwaites' Jesuit Relations, vol. 59, p. 98.) La Salle called it the "River Colbert," after the minister of marine of France. It was called by Le Page Du Pratz the "River St. Louis," after the French king, and it remained for the Englishman, Daniel Coxe, to restore the musical Indian name, "Mescha-cebe," by which it was known by the Indians on Lake Superior as early as 1870. "The river Meschacebe, so called by the inhabitants of the north; cebe being the name for a river, even as far as Hudson's bay; and mescha, great, which is the great river; and by the French, who learned it from them, corruptly, Mississippi; which name of Meschacebe it doth retain among the savages during half its course. Afterwards some call it Chucagua, others Sessagoula, and Malabanchia." (Coxe's Carolana, French, vol. 2, p. 224.) The name is a Chippewa word, "mishisibi," and means, in the dialect of the tribe, "large river." Chrysostom Verwyat, Cheppewa Geographical Names, in Wis. Hist. Coll., vol. 12, p. 398.) It was an easy transition to the more modern name, Mississippi.

NOTE 100.—Coxe was evidently impressed with the same erroneous belief that was entertained by most of the early explorers, that there was a waterway somewhere through the western hemisphere by which the South sea and China might be reached. Marquette possessed the same idea when he first discovered the Missouri, for he said: "I hope by its means to discover the Vermillion or California sea." (Thwaites' Jesuit Relations, vol. 59, p. 141.) Frontenac had the same impression, for when he sent Joliet down the Mississippi, he wrote to his home government, in France, "that he would in all probability prove once for all that the great river flowed into the Gulf of California." The same belief is expressed in an extract from one of his letters to M. Colbert.—Margry, vol. 1, p. 255.

NOTE 101.—The description given by the writer of the Rocky Mountains is amusing, and shows how little was known, even as late as 1726, of the geography of the Western country, although both Coxe and Charlevoix must have had some conception of Great Salt Lake and the Columbia river.

NOTE 102.—Coxe's Carolana, French, vol. 2, pp. 230, 253.

NOTE 103.—"Pekitanoui": The Missouri river. The name here given by Marquette [meaning "muddy water," prevailed until Marett's time (1712). A branch of Rock river is still called Pekatonica. The *Recollects* called the Missouri the river of the Ozages."—Shea's note in Disc. of Miss. Valley, p. 38; Thwaites' Jesuit Relations, vol. 59, note 31, p. 311.

tribe which at that time dwelt near its mouth. This name was variously spelled by the early French "Oumissourites," and "Emissourittes and Missourits."¹⁰⁴ In the course of time, through the jargon of the French voyageurs, it passed through many changes, until it finally settled down to the present form—Missouri. The word simply meant, in the Indian dialect, and as applied to the stream, "dwellers at the mouth of the river," and there appears to be no foundation for the general belief that the name was characteristic of the river and meant "muddy water."¹⁰⁵

Excerpt from a letter of Father Louis Vivier, written at Kaskaskia, November 17, 1750:

"Before its junction with that river [Missouri], the Mississippi is of no great size. Its current is slight, while the Missouri is wider, deeper, more rapid, and takes its rise much farther away. Several rivers of considerable size empty into the Mississippi; but the Missouri alone seems to pour into it more water than all these rivers together. Here is the proof of it: The water of most—I might say, of all—of the rivers that fall into the Mississippi is only passably good, and that of several is positively unwholesome; that of the Mississippi itself, above its junction with the Missouri, is not the best; on the contrary, that of the Missouri is the best water in the world.¹⁰⁶ Now, that of the Mississippi, from its junction with the Missouri to the sea, becomes excellent; the water of the Missouri must, therefore, predominate."¹⁰⁷

Excerpt from the History of Louisiana, Le Page du Pratz,¹⁰⁸ published, with a map of the country, London, 1763, p. 294; first published at Paris in 1758:

"This river [the Missouri] takes its rise at eight hundred leagues distance, as is alleged, from the place where it discharges itself into the Mississippi. Its waters are muddy, thick, and charged with niter; and these are the waters that make the Mississippi muddy down to the sea, its waters being extremely clear above the confluence of the Missouri. The reason is, that the former rolls its waters over a sand and pretty firm soil; the latter, on the contrary, flows across rich and clayey lands, where little stone is to be seen; for tho' the Missouri comes out of a mountain which lies to the north-west of New Mexico, we are told, that all the lands it passes thro' are generally rich; that is, low meadows, and lands without stone.

NOTE 104.—Margry, vol. 3, Carte de la Louisiane, 1679-1682.

NOTE 105.—"Missouri, or Ni-u-t'a-tci (exact meaning uncertain; said to refer to drowning people in a stream; possibly a corruption of Ni-shu-dje, 'smoky water,' the name of Missouri river)."—W. J. McGee, in Fifteenth Annual Report of the Bureau of Ethnology, p. 162. "A tribe of the Teiwere division of the Siouan stock of North American Indians. Their name for themselves is Niut'atci, 'those who reached the mouth' (of the river); called Nichudje by the Kansas, which appellation may have been corrupted into Missouri."—Century Cyclopedia of Names, p. 691.

NOTE 106.—The statement of Father Vivier as to the purity of the waters of the Missouri river and the Mississippi, after their confluence, is not in accord with the prevailing opinion, but is nevertheless true. While muddy, from the sand held in solution, the very presence of this sand serves to purify it and render it wholesome. And when clarified, by settling, it is true that there is "no better water in the world." Several years ago a test was made in Paris, France, of waters taken from streams in different parts of the world, to ascertain which would continue pure and wholesome for the longest period of time; it being important that this fact should be ascertained for the benefit of ships sailing on long voyages at sea. After a thorough test, the water taken from the lower Mississippi, which assumes its character from the Missouri, was pronounced the best.

NOTE 107.—Thwaites' Jesuit Relations, vol. 69, p. 207.

NOTE 108.—Du Pratz (1696-1775) lived in New Orleans, then the capital of all Louisiana. Though never up the Missouri river he was a pioneer for eight years in the Mississippi valley, and part of the time in the regions watered by the Missouri and the Arkansas. The description he gives of the river, distances, etc., information which he had doubtless obtained from the voyageurs, was approximately correct. The map which he published at the time was a valuable contribution to the geographical knowledge of the West, and on it are laid down the village of the Missouris and old Fort Orleans, at the exact spot where Charlevoix had located them thirty-five years before.

"This great river, which seems ready to dispute the preeminence with the Missisipi, receives in its long course many rivers and brooks which considerably augment its waters. But except those, that have received their names from some nation of Indians, who inhabit their banks, there are very few of their names we can be well assured of, each traveler giving them different appellations. The French having penetrated up the Missouri only for about three hundred leagues¹⁰⁹ at most, and the rivers which fall into its bed being known only by the Indians, it is of little importance what names they may bear at present, being besides in a country but little frequented. The river which is the best known is that of the Osages, so called from a nation of that name dwelling on its banks. It falls into the Missouri, pretty near its confluence.

"The largest known river which falls into the Missouri is that of the Canzas, which runs for near two hundred leagues in a very fine country. According to what I have been able to learn about the course of this great river, from its source to the Canzas, it runs from west to east; and from that nation it falls down to the southward, where it receives the river of the Canzas, which comes from the west; there it forms a great elbow,¹¹⁰ which terminates in the neighborhood of the Missouri; then it resumes its course to the southeast, to lose at last both its name and waters in the Missisipi."

To La Verendrye¹¹¹ and sons belongs the honor of having been the first white men to visit the upper Missouri country, and to give to the world the first information of that vast unexplored domain. The result of their explorations was far-reaching, for it is probable that the memoir of their travels was the awakening cause which impressed on Mr. Jefferson the importance of the acquisition of that valuable territory by the United States.¹¹²

The tenacity with which Mr. Jefferson clung to that idea and the persistency with which he followed it up are matters of history. He induced John Ledyard, in 1785, to "seek the West by way of the East," and pointed out to him the road to the Pacific coast through Russia and the Bering strait.¹¹³ In 1783 Jefferson attempted a second time the exploration of the Missouri valley. This expedition, it was proposed, should be placed under the command of George Rogers Clark, the older brother of William Clark, of the Lewis and Clark expedition, and again, in 1793,¹¹⁴ he made an effort, as an officer of the American Philosophical Society, to secure by private subscription a sufficient sum of money to equip and send an expedition "to cross the Mississippi and pass by land to the nearest part of the Missouri above the Spanish settlements." All of these attempts failed; but when he became president of the United States he did not lose sight of his favorite project, but hastened, with a far-seeing wisdom, to consummate with

NOTE 109.—The author says the Missouri had not then been ascended for more than 300 leagues, or about 825 miles. He probably meant to the mouth of the Platte, for that was as high as the fur-traders were accustomed to go in that day, and was considered the dividing line between the upper and lower river. The distance is about 650 miles, or about 175 miles less than Du Pratz estimated it. He estimates the length of the entire river at 300 leagues, or 2200 miles. The actual distance from its head—three forks—to its mouth is 2547 miles.—Chittenden's *American Fur Trade*, p. 762.

NOTE 110.—The courses of the river, as stated, are correct. The "elbows" at the mouth of the Kaw and at the mouth of Grand river, the latter being "in the neighborhood of the Missouri," are correctly described.

NOTE 111.—In 1738 Pierre Guatier La Verendrye, commandant of northwest Canada, came down from the British possessions to the Missouri river, which he crossed at the Mandan village, near where Bismarck, N. Dak., is now located.

NOTE 112.—Journal of La Verendrye, 1738-'39, in Brymner's *Report on Canadian Archives*, 1889, pp. 2-29; Margry, vol. 6, pp. 681-682; biographical sketch of La Verendrye, in *Thwaites' Jesuit Relations*, vol. 63, p. 334.

NOTE 113.—Sparks's *Life of John Ledyard*, 2d ed., p. 157.

NOTE 114.—Thwaites' *Lewis and Clark*, vol. 1, pp. xx, xxi.

Napoleon the fortunate land deal known as the "Louisiana purchase." This masterly stroke of statesmanship fixed the destiny of this country, and resulted in placing it among the first powers of the world.

In a book entitled "The Present State of the European Settlements on the Mississippi," published in London by Philip Pittman in 1770, it is said:

"The source of the river Missouri is unknown.¹¹⁵ The French traders go betwixt three and four hundred leagues up, to traffic with the Indians who inhabit near its banks. . . . From its confluence [with the Mississippi] to its source is supposed to be eight hundred leagues."¹¹⁶

In 1792-'93 that intrepid explorer, Sir Alexander Mackenzie—the first to cross the continent—blazed a path over the Rocky Mountains, floated down the Fraser river to the Pacific ocean, and gave to the world the first intimation of the magnitude and grandeur of the Northwest. In 1804 Lewis and Clark, who followed Mackenzie, traced the great river beyond Yellowstone Park, and found the spring¹¹⁷ from which it flows—the fountainhead—on the great divide. From these discoveries a correct map of the country was produced, its topography and geographical dimensions were made known, and its wonderful possibilities as a home for civilized man foretold. These reports showed that the Missouri river, including the lower Mississippi, was the longest river in the world; that the Missouri valley was the most fertile agricultural region; that it was the largest body of tillable land, and, finally, that the Louisiana purchase was the most profitable real-estate investment that had ever been made.

The purchase of Louisiana was the realization of the cherished dream of Thomas Jefferson. With the far-seeing wisdom for which he was distinguished, he probably foresaw more clearly than any man of his day the great possibilities that would result to his country from the acquisition of this immense and valuable domain. In his message to Congress, October 17, 1803, urging the speedy ratification of the treaty with France, he said: "The fertility of the country, its climate and extent, promise in due season important aids to our treasury, an ample provision for our posterity, and a wide spread for the blessings of freedom and equal laws."¹¹⁸

It is not known positively in what year the first white man entered the Missouri river, but it was probably between 1700 and 1705. The account given by Lahontan¹¹⁹ of his Voyage a la Riviere Longue (1688-'89) is not worthy of credence, and it is even doubtful if Le Sueur came up in 1705. There can be no question, however, that about this time the lower part of the river, as far as the mouth of the Kaw, was first explored by the French.¹²⁰

NOTE 115.—A hundred years had passed since Marquette's discovery of the Missouri river, and yet its source was unknown. The French voyageurs had ascended the river as high up as the mouth of the Platte, or perhaps the Mandan village, but beyond nothing was known. The time had now come, however, when the searchlight of a new race, the Anglo-Saxon, was to be turned on the dark recesses of the Rocky Mountains and the Indian myths of the "South sea," the "Vermillion sea," the "southeast passage to China," the "great lakes of the West," the "Spanish mines," and the "ridge of hills, passable by horse, foot or wagon in half a day," were all to be exploded.

NOTE 116.—Pittman's Mississippi Settlements, Hodder, 1906, p. 80.

NOTE 117.—Thwaites' Lewis and Clark, vol. 2, p. 335.

NOTE 118.—Richardson's Messages and Papers of the Presidents, vol. 1, p. 358.

NOTE 119.—Le Baron de Lahontan, par J. Edmund Roy, in Proceedings Royal Society of Canada, vol. 12, pp. 82, 129.

NOTE 120.—One Sieur Presle mentions, in Margry, vol. 6, p. 285, under date of June 10, 1718, that Bourgmont, who had lived among the Missouris for fifteen years, could make discoveries 400 or 500 leagues further up the river if he had 2000 pounds of presents for the Indians.

In the Gazetteer of the State of Missouri, published in St. Louis in 1837, on page 194, the following reference is made to the early navigation of the Missouri river:

"The French then, in 1706, ascended the Missouri as far as the Kansas river (the point where the western boundary line of Missouri now strikes the river). The Indians there cheerfully engaged in trade with them, and all the tribes on the Missouri, with the exception of the Blackfeet and the Arickaras, have since generally continued on friendly terms with the whites. It should be observed that the French traders have always been more fortunate in their intercourse with the Indians than those of any other nation."

As early as 1700 it was reported that there were not less than 100 *coureurs des bois*, or trappers, domiciled among the different tribes along the Missouri river.¹²¹ The *coureur de bois* was a type of the earliest pioneer, now long since extinct. He was a French Canadian, sometimes a half-breed, and in his habits were blended the innocent simplicity of the fun-loving Frenchman and the wild traits and woodcraft of the Indian. Born in the woods, he was accustomed from childhood to the hardships and exposures of a wild life in the wilderness, and was a skilful hunter and trapper. His free-and-easy-going manners, peaceable disposition and vivacity qualified him for association with the Indian, whose customs he adopted, and often marrying into the tribe, himself became a savage.¹²²

It was this roving vagabond who, as he wandered up and down the Missouri river, gave the poetic and musical French names to its tributaries and prominent localities which they bear to this day; such as the *Marais des Cygnes* (river of the swans), *Creve Cœur* (broken heart), *Côte sans Dessein* (a hill without a cause), *Petit-sas-Prairie* (little cradle of the prairie), *Roche Percée* (pierced rock), *Bonne Femme* (good woman), *Aux Vasse* (from *au vase*, muddy), *Gasconade* (from *gasconnade*, turbulent), *Lamine* (from *la mine*, the mine), *Pomme de Terre* (apple of the earth, potato), *Moreau* (very black), and *Niangue* (crooked).

But while the *coureur de bois*, the feather-bedecked wanderer, has forever disappeared, he will not be forgotten, for—

"He has left his names behind him,
Adding rich, barbaric grace
To the mountains, to the rivers,
To the fertile meadow-place;
Relics of the ancient hunter,
Of a past and vanished race."

It is true that many of the most beautiful of these early French names have become so corrupted in their anglicization as to have lost all semblance to their original meaning. When Lewis and Clark came up the river a hunter killed a bear at the mouth of the creek not far above St. Charles. Very naturally they called the creek "Bear creek." The French hunter called the place "L'Ours creek," "l'ours" being French for "the bear." Soon thereafter the long-haired Tennessean came along, and not knowing the meaning of "L'Ours," called it "Loose creek," and it is so laid down on the maps to-day. Another instance of the corruption of a beautiful French name occurs just below the Osage. An early French hunter, in

NOTE 121.—By the treaty of June 8, 1825, special provision was made "for each of the half-breeds of the Kansas nation," twenty-three in all.—*Laws and Treaties*, vol. II, p. 223.

NOTE 122.—See Scharf's *History of St. Louis*, vol. 1, pp. 272-276; Chittenden's *American Fur Trade*, vol. 1, p. 56; Parkman's *La Salle*.

passing through the country, gave the name "Bois Brule" to a certain creek. The words mean "burnt woods," and it was probably owing to the fact that the woods had recently been burned over that the name was applied. The creek is now called colloquially the "Bob Ruly." There is still a town of Bois Brule in Perry county.

During the entire eighteenth century the navigation of the Missouri river was confined to the wooden canoe, and its commerce was limited to the primitive fur trade. The trader or trapper ascended the river singly or in pairs, and, after spending the winter with some favorite tribe, returned in the spring with his pirogue well loaded with furs, which he disposed of in St. Louis. Then, after a protracted debauch, he went to the priest, was granted absolution from his sins, and returned to the wilderness.¹²³

It is not probable that these early voyageurs ascended the river higher than the Platte, for neither La Verendrye, who came over from the Hudson Bay Company's posts, in 1738, to the Missouri river, at the Mandan village, where Bismarck is now located, or the Mallet brothers, Pierre and Paul,¹²⁴ who ascended the Platte in 1739, mention having met them, though Bienville, in a letter dated April 22, 1734, mentions a Frenchman who, having lived several years among the Pawnees, had ascended the Missouri river to the Ricaras, who had never before seen a Frenchman, and had found on his journey silver-mines. Two voyageurs appeared with him to verify his report.¹²⁵ It is very certain, however, that at the time St. Louis was founded, in 1764, the fur trade of the French upon the Missouri had become well established. Indeed, the charter granted Pierre Laclède Liguist¹²⁶ and his associates by the governor of Louisiana gave them the exclusive right to trade on the Missouri river. But little is known, however, of the navigation of the river during the eighteenth century. The French voyageur could neither read nor write; hence no record of his early voyages was preserved. He continued to paddle his canoe up and down the river, gradually increasing his trade, and by extending his voyages higher up became better acquainted with its tortuous channel.

To Manuel Lisa,¹²⁷ a Spaniard of St. Louis, is generally accorded the honor of being the father of navigation on the Missouri river, although tradition divides that honor with one Gregoire B. Sarpy,¹²⁸ who is said to have been the first to introduce the keel-boat. As early as 1800 Lisa became the successor of Pierre Chouteau in trading up the Osage river with the Osage Indians, who were then seated in what is now Bates and

NOTE 123.— Lewis and Clark, as they ascended the river in the spring of 1804, met a number of these half-savage adventurers coming down stream in their canoes, laden with furs.

NOTE 124.— Margry, vol. 6, p. 463.

NOTE 125.— Id., vol. 6, p. 465.

NOTE 126.— Oscar W. Collet, *Magazine of Western History*, vol. 2, p. 301.

NOTE 127.— Manuel Lisa was not only the father of navigation on the Missouri river, but the pioneer fur-trader on that stream. As early as 1800 he was granted the exclusive right, by the Spanish government, to trade with the Osage Indians. He made thirteen trips to the Rocky Mountains in keel-boats, traveling not less than 26,000 miles, or a greater distance than around the earth. He died in 1820, and his ashes, over which a monument was erected, rest in old Bellefontaine cemetery, in St. Louis. (Sketch of Lisa in Chittenden's *American Fur Trade*, p. 125.) R. I. Holcombe, in his *History of Vernon County, Missouri*, 1887, p. 163, says that Pierre Chouteau, under Spanish license, had the monopoly of the fur trade with the Osages from about 1782 until he was succeeded by Manuel Lisa, about 1795, but that the latter divided his privileges with Chouteau until about 1802. Chouteau's establishment was called by the Spanish Fort Carondelet, and was situated near Halley's bluffs, in Vernon county.

NOTE 128.— Chittenden's *American Fur Trade*, p. 390.

Vernon counties, Missouri. They transported their merchandise up the Missouri in pirogues to the mouth of the Osage, and then up that stream to the Indian villages. The Chouteaus continued to trade with the Osages for many years and gained a wonderful influence over the tribe. Indeed, they intermarried with them, and there are descendants of this well-known family now living with the tribe in the Indian Territory after a period of 120 years.

For 200 years the history of the Missouri river has been the history of the country through which it flows, and its influence on its development should not now be underestimated. On its dark bosom the Indian paddled his canoe for centuries before the advent of the white man. Then came the French voyageur and his pirogue, his bateau, his keel-boat, and his mackinaw boat, without which the fur trade, the principal commerce in that day, could not have attained its great proportions. At last came the steamboat, the most wonderful invention of the nineteenth century.

For half a century the Missouri river was the great thoroughfare from the East to the West, and on it floated the travel and commerce of the trans-Mississippi section. No one can now appreciate its importance in the past. Military posts were established that supplies by the river route might be easily obtained, and settlements were made with a view to transporting the products of the farm to market on its waters. Capitals of states were located on its banks, that they might be accessible.

Perhaps there is not in the world a more difficult stream to navigate than the Missouri river. The Sieur Hubert was right when, in his report to his government in 1705, he said the birch-bark canoe could not be used to navigate its waters.

The greatest difficulty encountered in navigating the river was caused by constant changes in the shifting of the channel. From the mouth of the Platte to the Mississippi, on each side of the river are bluffs which parallel each other at an average distance of two miles. The channel, except during a flood, is confined to from one-fourth to one-half this distance, leaving the remainder bottom land. This bottom, which is alluvial soil, originally covered with a primeval forest, furnishes a leeway for the channel. It is "made land," caused from accretions, and the river has never relinquished its title to it. It may have been thousands of years in forming, but sooner or later the channel, unless restrained, will go back and claim its own. When the channel of the river changes it leaves a sand-bar, which soon becomes overgrown with willows and young cottonwoods. These catch and retain the silt of subsequent overflows, which continually raises the surface of the accretion, until, together with decaying vegetation, it becomes as high as the adjacent land. This process goes on for centuries, and in this way the bottom lands along the Missouri river are continually forming and reforming.

Surveys made along the lower river during the Spanish régime, and even during the early part of the last century, substantiate this statement; but if further evidence is required, let a hole be bored anywhere in the river bottoms, a mile or more from the present bed of the river, and it is probable that at a distance of about twenty-five feet, or when the level of the water in the river is reached, a wrack heap or an old log will be struck that has

lain there embedded in the soil for centuries, thus proving conclusively that the channel of the river at one time flowed there.¹²⁹

The most dangerous localities on the river were the bends, and it was in them that most of the accidents occurred to the steamboats. They were formed in the following manner: The main channel of the river is disposed to follow the bluff shore, and does so until it meets with some obstruction. A trifling object, such as a wrack heap or an old steamboat wreck, will sometimes deflect the current and send it off obliquely to the opposite shore. As the land where it strikes is underlaid with a stratum of white sand, it melts before the strong current as a snow-bank before the noonday's sun. This undermining process goes on at every rise, until in the course of a few years a great bend is formed, thousands of acres of land are swept away, and the channel of the river is a mile or more away from where it formerly ran.

Some of these bends are as much as twenty miles long and have been many years in forming. The land along the shore was originally covered with a dense growth of large timber—cottonwood, elm, walnut, etc. As the banks are undermined these immense trees tumble into the channel and float along the current until their roots, the heaviest part, after dragging awhile, became anchored in the bottom of the river. There they remain for years, some extending above the surface of the water and others beneath and out of sight. The former, from being continuously in motion, caused by the swift current, are called "sawyers." From the velocity of the current, and the innumerable snags, these bends were a continuous menace to steamboats, and no pilot approached one, especially at night, without trepidation and fear.

Each bend had its own name, sometimes derived from the name of a planter who lived near by, or from some steamboat which had been previously wrecked there. Among the former were "Murray's," "Howard's," "Wolf's," "Penn's," and "Pitman's bend." Among the latter were "Malta bend," "Diana," "Bertrand," "Alert," and "Sultan bend." Among the most-noted localities on the river—noted because they were the most dangerous, and contained the greatest number of wrecks—were "Brick-house bend," "Bonhomme bend," "Augusta bend," and "Osage chute." Many a magnificent steamer was wrecked in them, and with them the fortunes of their owners. There were other bends which bore euphonic names, such as "Nigger bend," and "Jackass bend," and a good story could be told as to how the latter received its name, if space permitted.

Where the current changed from one side of the river to the other were called "crossings," and it was there that the greatest difficulty was encountered by the navigator; although, as there were no snags in such places, there were no disasters. The water spreads out over a large space at these crossings, and instead of one main channel there are many chutes, none of which, in a low stage of water, were deep enough to float a boat heavily

NOTE 129.—In 1858, the town of Brunswick, Mo., was situated on the bank of the Missouri river, and was the shipping-point for all the Grand River country. It is now an inland town, and the river flows five miles away. In 1896 a farmer was digging a well in the river bottom near the town, where the river formerly ran. A Bible was found in the excavation, and on the cover was the name "Naomi." The book was sent to some of the old steamboat men in St. Louis to see if they could suggest any explanation of its strange presence where found. It was distinctly recalled by Capt. Jo La Barge, and others of the old steamboat men, that the steamer Naomi was wrecked at that identical spot in 1840. It was the custom of the missionary societies to present to each boat, when she came out, a Bible, which was attached to the table in the ladies' cabin by a small brass chain. On the back of the book was lettered the name of the boat. On Keemie Wetmore's map of Missouri, 1837, the town of Brunswick is placed on a sharp northern bend of the river.

loaded. The boats ran aground in low water in these crossings, and frequently were several days in getting over the bar. In such cases the spars were resorted to. They were two long poles, one on each side of the bow of the boat, attached to the capstan by tackle. They were thrown overboard, and by means of pushing on them the vessel was virtually lifted over the bar as with a pair of stilts. It was no unusual sight, in the palmy days of steambotting, to see as many as a half-dozen fine steamers aground on a crossing within a short distance of each other. It was push and pull, spar and warp, back and go ahead, night and day, without a moment's cessation until the boat was safely over the bar. The jingling of the bells, the hissing of steam, together with the swearing of the mate, rendered it an animated and interesting scene to the passenger as he stood on the hurricane deck and looked on, but it was terrible on the crew.

To return to the primitive river craft, it is not necessary to describe the canoe, as its universal use to-day has rendered it a familiar object. The birch-bark canoe, so often seen on the northern lakes, was not adapted to the Missouri, on account of its frail construction; and, besides, the birch tree, from which the bark was taken, is not found on the river. The craft universally used was the cottonwood canoe, or "dugout," made from a log fifteen to twenty-five feet long and three or four feet in diameter. The cottonwood grows along the river everywhere, and such logs were easily procured. This canoe possessed the requisites of strength, lightness of draft, and durability, and was not only the primitive craft of the French voyageur, but had been in use by the Indian from time immemorial.

The pirogue¹³⁰ was another craft used by the French in the fur trade, to which it was especially adapted. It was really a double canoe, built in the shape of a flat-iron, with a sharp bow and a square stern. Two canoes were securely fastened together a short distance apart, the whole being decked over with plank or puncheons. On the floor was placed the cargo, which was protected from the weather by skins. The boat was propelled upstream by oars or a line, and steered by an oarsman, who stood on the stern. A square sail was also resorted to, going up-stream, when the wind was in the right quarter, and a distance of from ten to fifteen miles per day could be made under favorable conditions. Such boats were usually from thirty to forty feet long and from six to eight feet beam, and, being of light draft, were good carriers. They were much safer than the canoe, as from breadth of beam they could not be upset.¹³¹

The bateau, as its name indicates, was still another craft employed by the early French fur-trader. It was a flat-bottomed, clumsily constructed boat, especially adapted to transporting a cargo of furs down-stream, and did not differ materially from the flat-bottomed boat. It was usually fifty to seventy-five feet long and ten to twelve feet beam. The gunwales were hewn from cottonwood logs, and the bottom was spiked onto stringers running lengthwise of the boat. The bow and stern were square, with a sufficient rake to prevent impeding headway. The oar, the pole, the line and the sail were the appliances relied upon for motive power in ascending the

NOTE 130.—See, also, Kansas Historical Collections, vol. 8, p. 428.

NOTE 131.—When Lewis and Clark ascended the Missouri river, in 1804, their fleet consisted of six small canoes and two large pirogues.—Thwaites' Lewis and Clark, vol. 1, p. 284; vol. 7, p. 320. See, also, index.

stream, but in going down the boat was allowed to float with the current, being kept in the channel by the steersman.¹³²

A very unique craft in use by the fur-trader, from 1810 to 1830, on the upper tributaries of the Missouri, the Platte, the Yellowstone, and the Niobrara, was the bull-boat. It was especially adapted to the navigation of these streams on account of its extreme lightness of draft. Indeed, the excessive shallowness of the water precluded navigation by any other of the primitive craft. It was probably the lightest-draft boat ever constructed for its size, but could carry a cargo of from 5000 to 6000 pounds. The framework of the bull-boat was constructed of willow poles, twenty-five or thirty feet long, laid lengthwise, and across these other poles were laid. All were then securely fastened together with rawhide thongs. Along the tops of the vertical portions of the framework, on the inside, were then lashed stout poles, like those forming the bottom of the boat, which served as gunwales. To these gunwales were lashed cross-poles, to prevent the former from spreading. Not a nail was used in the entire structure, all fastenings being secured with rawhide thongs. The frame so constructed was then covered with buffalo hides sewed together with sinews, the seams being pitched with a cement made of buffalo tallow and ashes.¹³³

A similarly constructed boat to the one described above, although much smaller and of a different shape, was in use on the upper Missouri by the Mandan Indians when they were first visited by the Hudson Bay traders, about 1790. This boat was about the size and shape of a wash-tub, and one buffalo hide was sufficient to cover it. It could safely carry one person.¹³³

The return of Lewis and Clark from the Rocky Mountains, in September, 1806, and the wonderful account they brought back of the immense number of beaver and other fur-bearing animals found in that country, at once gave a new impetus to the fur trade. Companies were formed in St. Louis of the most enterprising merchants, who invested sufficient capital to prosecute the trade with intelligence and vigor.¹³⁴ The most skilful and experienced boatmen were employed to command the boats, which were destined for the mouth of the Yellowstone. The distance was nearly 2000 miles, against a strong current, and much of the route lay through a country inhabited by fierce and warlike tribes. The voyage was one of great labor, hardship, and danger, and only the most suitable and best-equipped craft that could be devised would answer the purpose of such a venture. The keel-boat was destined to supply this want. It was the steamboat without steam as a motive power.

The keel-boat was usually from fifty to seventy-five feet long and fifteen to twenty feet beam. The keelson extended from stem to stern, and it was a staunch vessel, well modeled, sharp bow and stern, and built by skilful workmen, after the most-approved methods of shipcraft of that day.

NOTE 132.—“The boats used by the Indian traders are of various sizes, but the most commonly preferred carry from 15,000 to 25,000 weight. Their sides are low and their oars short, so that they may be navigated near the shore, where the counter-currents or eddies accelerate their progress; their bottoms are nearly flat, so that they are enabled to pass in shoal water; they are also somewhat narrow, and their length is generally from forty-five to sixty feet.”—Stoddard's *Sketches of Louisiana*, 1812, p. 308. See, also, *Thwaites' Lewis and Clark*, vol. 5, p. 390.

NOTE 133.—Wyeth's *Oregon*, p. 54; Chittenden's *American Fur Trade*, vol. 1, p. 35. *Thwaites' Lewis and Clark* has many indexed references.

NOTE 134.—The Kansas Historical Society possesses an original record-book of the Missouri Fur Company, of St. Louis, January, 1812, to January, 1814, 134 pages, containing the autographs of many of its members.—*Collections*, vol. 3, p. 51.

Such a boat had a carrying capacity of ten to twenty tons, a draft of thirty inches light, and cost, usually, from \$2000 to \$3000. Amidship was the cabin, extending four or five feet above the hull, in which was stored the cargo of Indian merchandise. On each side of the cabin was a narrow walk, called by the French "*passe-a-vant*," on which the boatmen walked in pushing the boat along with poles. The appliances used for ascending the river were the cordelle, the pole, the oar, and the sail.¹³⁵ The cordelle was a line, sometimes 300 yards long, which was fastened to the top of the mast extending from the center of the boat. The boat was pulled along by this line by a long string of from twenty to thirty men, who walked along the shore. When an obstacle was encountered which prevented the men from walking along the bank, the line was made fast to some object on the shore, and she was pulled up by the men on the boat pulling on the line. This process was called "warping." There were shallow places along the river where it became necessary to use the poles, and in such places they were resorted to. The oars came into use when it became necessary to cross from one side of the river to the other, as it frequently did.

The crew of a keel-boat, in the fur trade called a "brigade," frequently consisted of as many as 100 men, although this number included many hunters and trappers *en route* to the mountains, who were not regular boatmen. They went well armed, and every boat carried on her bow a small cannon, called a "swivel." The captain of the boat, called the "patron," did the steering, and his assistant, called the "bosseman," stood on the bow, pole in hand, and gave directions to the men at the cordelle. It was necessary that these officers should be men of great energy, physical strength, and personal courage. The sail was seldom used, except in the upper river, where the absence of timber rendered the wind available.

It required nearly the entire boating season to make a trip to the Yellowstone, and, as may well be imagined, the labor was most arduous. If a distance of fifteen miles a day was made it was considered a good day's work. It was push and pull, through rain and storm, from daylight to dark; and it is exceedingly doubtful if men could be hired at any price at this day to perform such laborious work. The rations furnished consisted of pork and beans and lye hominy, and from this allowance the pork was cut off when game could be procured by the hunters. There was no coffee and no bread.

The boatmen employed on these voyages were French Canadians and creoles, and many of them were offshoots from the *coureurs des bois*.¹³⁶ These were in some respects different from their progenitors, for they were a hard-working, obedient, cheerful class, and were happy and contented under the most discouraging circumstances. They constituted a peculiar and interesting type of pioneer life on the Missouri river, now, like the woodsmen, entirely extinct. Many of the sons of these early river-men became pilots on the first steamboats on the river, and their sons, following the occupation of their fathers, stood their "trick at the wheel" as long as there was a steamboat on the river.

In the spring of 1811 there occurred on the Missouri river the strangest

NOTE 135.—Frederick Chouteau describes the keel-boat, and its use by him on the Kansas river, in the Kansas Historical Collections, vol. 3, pp. 424, 428; see, also, Chittenden's *American Fur Trade*, p. 32.

NOTE 136.—Wallace's *Illinois and Louisiana under French Rule*, pp. 118-196; Coues's *Expeditions of Zebulon M. Pike*, p. 276.

race ever run on any river in the West. It was a race between two keel-boats from St. Louis to the mouth of the Yellowstone, a distance of 1790 miles.

John Jacob Astor was then preparing to establish his trading-post, Astoria, at the mouth of the Columbia river, and in addition to an expedition sent by sea, around Cape Horn, had projected another up to the Missouri river, to cross over the mountains and join the first on the Pacific. The latter was to be under the command of Wilson Price Hunt, a partner of Astor. Hunt wintered on the Missouri river, at the mouth of a small stream called Nodaway, a little above the site of St. Joseph, Mo., and set off up the river from this camp April 21, 1811. Manuel Lisa, the pioneer fur-trader, who had built the first house,¹³⁷ a trading establishment, in what is now Montana, was in command of a boat belonging to an opposition company. He felt that it was important for him to overtake Hunt and travel in his company, for mutual protection in passing the Sioux country. He also felt some anxiety as to whether two of Hunt's companions, rival traders on the Missouri a previous season, and whom he had served a scurvy trick, might not incite some of his Indian patrons against him. Hunt, in his turn, doubting Lisa's protestations of friendship, and sympathizing with his companions, made all haste to prevent being overtaken. Lisa left St. Louis April 2, and by great exertion overtook Hunt at the Great Bend of the Missouri, now in Lyman county, South Dakota, on June 2, after traveling 1100 miles, or about two-thirds the distance to the Yellowstone. He, therefore, made 1100 miles in 61 days, an average of 18 miles a day. The voyage was considered a most remarkable one and the time was never beaten on the Missouri river by a keel-boat.¹³⁸ The two parties continued up the river to the Aricara village; and the race finally terminated in a better feeling between the patrons and crews on the rival boats.

It is impossible, in this age of steam and electricity, for any one unacquainted with the character of the Missouri river to comprehend the difficulties of such a voyage as these boats made in 1811. At the break of day the horn of the patron called the men to the cordelle, and from that time till dark they tugged along the shore; half bent, wading in water, scrambling over rocks and through brambles and brush, they pulled the boat against the swift current, until at last the glistening snow on the peaks of the Rockies gave assurance that they were approaching their journey's end.

The mackinaw boat was made entirely of cottonwood plank about two inches thick; it was about fifty to sixty feet long, with twelve-foot beam, and had a flat bottom. The gunwales arose about three feet above the water-line amidship, and increased in height toward the bow and stern. In the bottom of the boat were stringers, running fore and aft, and to these were spiked the bottom plank, in the first years with wooden pins, but later with iron nails. The sides, which were also of plank, were supported by knees, at proper distances. The keel showed a rake of thirty inches, fore and aft, and the hold had a depth of four feet amidship and about five feet on the bow and stern.

In the middle of the boat was a space partitioned off with bulkheads,

NOTE 137.—Historical Society of Montana Contributions, vol. 2, p. 120.

NOTE 138.—Bradbury's *Travels in the Interior of America*, editions of 1819 and 1904; Irving's *Astoria*, 1836; Breckinridge's *Views of Louisiana*, Pittsburgh, 1814.

similar to the cargo-box of the keel-boat, which has been described. In this was stored the cargo of furs, put up in bales, which extended several feet above the gunwales. The entire cargo, consisting of beaver and other valuable furs, was then covered over with buffalo skins, securely fastened to the gunwales by cleats. The poop deck, on which the steersman stood, was used as quarters for the men. The voyage was always made on the June rise, and as the current was then swift, and there was no danger from sand-bars, a distance of 100 miles per day was made. A crew of five men was all that was necessary, as the boat simply floated down with the current. The only danger anticipated was from the snags in the bends and the Indians, and these had to be carefully guarded against. For mutual protection, the mackinaw boats usually went down in fleets of from six to twelve, but it was not unusual for a single boat to make the long voyage alone. A trip down the Missouri river was to the mountaineer an event of a lifetime and one never forgotten. They have been described by such early travelers as Catlin, Wyeth, Brackenridge, Lewis and Clark, De Smet, and others.

As the mackinaw boat was only intended for a single voyage down the river, they were cheaply built. There was near every large trading-post on the river a boat-yard, called by the French a "chantier," where the lumber was gotten out and the boat constructed. There were no sawmills in the upper country in that day, and the lumber was sawed out with a whip-saw. It was a tedious process, but answered the purpose. ¹³⁹

In the spring of 1845, as a barefooted boy, the writer stood on the bank of the Missouri, opposite Jefferson City, Mo., and saw what was probably the last mackinaw boat pass down and out of the river. There were ten or twelve boats in the fleet, and, as they passed at intervals of half an hour or more, they were all the morning in view. It was the last of this primitive mode of navigation in the fur trade on the Missouri river. The steamboat had supplanted the keel-boat in the up-river fur trade in 1832, but it never entirely supplanted the mackinaw boat while the trade continued, for that craft furnished the cheapest transportation, in this particular trade, for down-stream navigation, ever devised.

In following the evolution that has taken place in the navigation of the Missouri river, we come at last to the steamboat, the par excellence of all water crafts on Western rivers.

The new craft came none too soon to supply the rapidly increasing demand for transportation in the West; and it is a remarkable coincidence that the same year, 1807, in which the first Anglo-American settlement was made on the Missouri,¹⁴⁰ witnessed the successful application of steam, as a motive power, on the Hudson. The settlement of the country along the Missouri river was greatly retarded, for several years after the Louisiana purchase, by continual conflicts with the Indians; and it was not until after the war of 1812, and the conclusion of treaties of peace with the various hostile tribes, that immigration from the older states began to flow into the new territory. Previous to the advent of these pioneers, the pirogue, the batteau and the keel-boat had been sufficient to supply the limited wants of

NOTE 139.—Chittenden describes this boat in his *American Fur Trade*, p. 34.

NOTE 140.—"In 1807 a few American families located on Loutre island (in the Missouri river, a few miles below the present town of Hermann). at that time, with the exception of the small French settlement at Cote sans Dessein, the 'far West' of the new world."—Barns's *Commonwealth of Missouri*, p. 178.

the fur-trader, but the time had now come, with the change of government, the arrival of the Anglo-Saxon, and the rapid advancement of civilization, when better facilities were demanded by the growing commerce of the West. The surplus products of the alluvial soil must find transportation to the markets of the world. Without such facilities the settlement of the country would have been retarded many years, and the rapid development which did occur, would not have been witnessed. The steamboat was destined to supply this want, and proved the great factor, not only in the development of the Mississippi valley, but in revolutionizing the commerce of the world.

For several years, foreseeing the urgent need of additional transportation, especially on inland waters, the inventive genius of the American mind had been engaged in an endeavor to supply this want by applying steam as a motive power to river craft. As early as 1736 Jonathan Hulls, an Englishman, had made some experiments along this line, but had failed. The first attempt made in this country was by James Rumsey. He was so far successful as to construct a steamboat, which he propelled on the Potomac river in 1786 at the rate of four or five miles an hour, but the experiment, for some reason, proved a failure. Others during the same period were endeavoring to accomplish the same object—Symington, in Scotland, John Stevens, at New York, and Oliver Evans, at Philadelphia. Each partially succeeded, but all failed, either from the want of proper facilities for manufacturing the machinery, from a proper conception of the application of the power of steam, or more likely from the want of sufficient means to advantageously prosecute their experiments. Without an exception, having exhausted their resources, they died poor.

In 1786, the same year in which Rumsey was experimenting on the Potomac, John Fitch, a Connecticut Yankee, was making similar experiments on the Delaware; and was so far successful that in 1788 he built a boat that ran at a speed of eight miles an hour on that stream. He, however, like his coworkers, finally failed for want of sufficient means to carry forward his efforts to a successful termination. He died a pauper, and the following record, found in his diary, after his death, is pathetic. He said: "The day will come when some more powerful man will get fame and riches from my invention; but nobody will believe that poor John Fitch can do anything worthy of attention."

The dying prediction of John Fitch proved prophetic. A young mechanical genius of Philadelphia, Robert Fulton, came into possession of Fitch's plans and drawings, and, with the financial assistance of Chancellor Robert R. Livingston, of New York, who became associated with him, carried into practical effect the ideas and plans of the man who was, in fact, the inventor of the steamboat. The world has given to Fulton the honor which justly belongs to the unfortunate genius whose ashes repose at Bardstown, Ky., where he was buried on the banks of the Ohio. During his lifetime he had expressed his desire to be buried there, that, as he said: "The future traveler on that stream may point to my grave and say: 'There lies the man who invented the steamboat.'" ¹⁴¹

It was in August, 1807, that the Clermont, Fulton's boat, made her first successful trip on the Hudson; and from that day and that trip steamboat

NOTE 141.—Justice to the Memory of John Fitch, by Chas. Whittlesey, Cincinnati, 1845.

navigation became an assured fact and the trade and travel of the world entered on a new era.

The complete success attending steam navigation on the Hudson immediately turned the attention of the principal projectors and others to its application on the Western rivers, and, in 1809, Nicholas J. Roosevelt, a relative of President Roosevelt, who had become associated with Fulton and Livingston, went to Pittsburg and there built a boat, called the New Orleans. The history of this boat, the first built west of the Alleghanies, is interesting. She was a lubberly craft, propelled by a wheel at the stern, 138-foot keel, 20-foot beam, and had a measurement of about 400 tons. She had two small cabins in the hold, one aft for ladies and one forward for gentlemen, and was built at a cost of \$38,000. Before building the boat Captain Roosevelt constructed a flatboat and went down the river to New Orleans, for the purpose of determining if his steamboat could stem the current of the Mississippi. He then returned, and began her construction in 1810. It was not until the latter part of October, 1811, that the New Orleans cast off her moorings at Pittsburg. As she proceeded down the river her appearance created a mixture of fear and surprise among the settlers along the banks, many of whom had never heard of such an invention as a steamboat. The vessel reached Louisville, a distance of 678 miles, in sixty-four hours. She was detained above the falls because of low water until December, and passed New Madrid, Mo., on the night of December 16, just as the first shock of the great earthquake¹⁴² occurred, the most astounding convulsion of nature ever known in the West. Finally, after a long and tedious voyage, she arrived at the city of New Orleans. She ran between Natchez and New Orleans at a profit to her owners until July 14, 1814, when she was snagged near Baton Rouge and sank.¹⁴³

While other boats of crude and imperfect construction followed the New Orleans, such is the velocity of the current in the Mississippi that it was not until 1815 that sufficient improvement had been made in their machinery as to enable them to overcome this obstruction to navigation. In that year the *Enterprise* made the first successful trip up the river. She left New Orleans on May 6, and arrived at Louisville on the 31st, making the voyage in twenty-five days; a remarkable achievement in that day.¹⁴⁴

Owing to the difficulty that has been referred to, the swift current of the Mississippi, it was not until 1817 that any steamboat succeeded in ascending that stream above the mouth of the Ohio. On August 2, 1817, the steamer *Zebulon M. Pike*, a side-wheeler, came up the river to St. Louis, being the first steamboat to land at that place. Her arrival was attended with great demonstrations of joy among the inhabitants, who justly considered the event as the beginning of a new era in the destinies of the Mississippi valley.¹⁴⁵

It was not until 1819 that any attempt was made to navigate the Mis-

NOTE 142.—*The Navigator*, Pittsburg, 12th ed., 1824, p. 234.

NOTE 143.—*The Navigator*, Pittsburg, 12th ed., 1824, p. 27; also, in Scharf's *History of St. Louis*, p. 1094; *Niles's Weekly Register*, May 21, 1814, p. 197; *Cist's Cincinnati Miscellany*, 1845, vol. 1, pp. 150, 157; *Lloyd's Steamboat Directory*, 1856, p. 41.

NOTE 144.—Built at Brownsville, Pa., 1814, *Cist's Cincinnati Miscellany*, p. 151. For further information, see *Niles's Register*, 1814, p. 320; 1815, pp. 320, 404; also, *Lloyd's Steamboat Directory*, p. 43.

NOTE 145.—Scharf's *History of St. Louis*, 1883, vol. 2, p. 1096; Chittenden's *American Fur Trade*, vol. 1, p. 106.

souri river by steam. The voyageurs and traders up that stream had given it as their opinion that the tortuous channel, the strong current, and the innumerable snags and sand-bars would render steam navigation impossible. Such, however, were the increasing demands of commerce that Col. Elias Rector and others, of St. Louis, in the spring of that year, chartered a steamboat called the Independence, John Nelson, master, to make a voyage to old Chariton, the name of a town then located near the town of Glasgow, Mo., but which has long since disappeared from the maps. The Independence left St. Louis May 15, 1819, and arrived at old Franklin, another town now abandoned, on the 28th. She continued her voyage to Chariton, and returned to St. Louis June 5. It was a slow and tedious voyage, but it solved the question of navigating the Missouri river by steamboat.¹⁴⁶

During the same year a fleet of steamboats arrived at St. Louis intended for a voyage up the Missouri river—the first Yellowstone expedition. This undertaking, which was partly military and partly scientific, the troops being in charge of Col. Henry Atkinson, is known in history as "Long's expedition," from the name of Maj. Stephen H. Long, an army officer, who had charge of the scientific party. The instructions were to proceed up the river as far as the Yellowstone, to ascertain if the upper river could be navigated by steamboats, and also to establish military posts. It was intended to make a grand military display, and thus, by overawing the northern Indians, withdraw them from the influence of the British, who were then contending for the fur trade in that region.

The names of the four steamboats which constituted the fleet were Thomas Jefferson, R. M. Johnson, Expedition, and Western Engineer, the latter being in charge of Major Long. The Jefferson struck a snag in Osage chute, at the mouth of the Osage, and sank,¹⁴⁷ being the first steamboat of the many wrecked on the Missouri river. The Western Engineer had been built expressly for this expedition, and from her unique construction is worthy of a description. She was a small stern-wheeler, seventy-five feet long, thirteen feet beam, and drew nineteen inches light. She was intended to impress the Indians with awe, and there is no doubt she did so. On her bow, running from her keelson forward, was the escape-pipe, made in imitation of a huge serpent, painted black, and its mouth and tongue painted a fiery red. The steam escaped from the mouth of the serpent, and we can readily imagine that the Indian who saw this wonderful piece of marine mechanism recognized in it the power of the great Manitou.¹⁴⁸

There is a difference of statement among the various writers as to the movements of the boats of this expedition. James's account of Long's expedition may be relied upon for those of the Western Engineer, which left St. Louis June 21, reached Cow island or Cantonment Martin¹⁴⁹ August 18, and finally arrived at Council Bluffs on the 17th of September.¹⁵⁰ The Thomas

NOTE 146.—Barns's Commonwealth of Missouri, 1877, p. 199; Scharf's History of St. Louis, 1883, p. 1100; Chittenden's American Fur Trade, vol. 1, p. 106; Niles's Register, July 10, 1819, p. 836.

NOTE 147.—Paxton's Annals of Platte County, p. 5.

NOTE 148.—Niles's Register, July 24, 1819, p. 368; Barns's Commonwealth of Missouri, p. 200; Scharf's History of St. Louis, vol. 1, p. 1099.

NOTE 149.—Cantonment Martin, the first United States military post established on the Missouri west of the Kaw, was located on an island below Atchison, Kan., called by the French "Ile au Vache," and by the Americans "Cow Island."

NOTE 150.—Thwaites' Western Travels, vol. 14, preface; Niles's Register, July 31, 1819, p. 377.

Jefferson, R. M. Johnson and Expedition left St. Louis July 5, and the last two seem to have reached Cow island in the latter part of August.¹⁵¹

On their arrival at Cow Island the Expedition and Johnson tied up, and the troops went into winter quarters. As these boats were found to be entirely unfit for the river they returned to St. Louis in the spring. The Western Engineer, which proved to be the only boat of the fleet at all adapted to the navigation of the river, although she could make only three miles an hour upstream, proceeded up the river, and on the 17th of September arrived at Fort Lisa, a trading-post established by Manuel Lisa in 1812, about five miles below Council Bluffs.¹⁵² Here she also went into winter quarters, and returned to St. Louis in the following spring. It having become apparent that the marine part of the expedition was an unqualified failure, the river was abandoned, and Major Long, with his company of scientists, went overland to the Platte. The machinery of the boats was so imperfectly constructed that it was continually breaking, and, besides, the boats, excepting the Engineer, were so slow and drew so much water that but little headway could be made. To the little Engineer, however, belongs the distinction of being the first steamboat to ascend the river as far as Council Bluffs.¹⁵³

From the sparsely settled condition of the country, the limited demand for transportation, and the difficulties of navigation, there were but few steamboats on the Missouri river previous to 1840. Side-wheelers were the favorites then, and have ever been since, as they were more easily handled in a swift, crooked channel, among snags. The boats in use during this period were heavy, clumsy craft, built of strong timbers, and were usually from 100 to 130 feet in length, twenty to thirty feet beam, and six to seven feet hold. But little attention was paid to the model, and they drew, with an ordinary cargo, from three to five feet.¹⁵⁴ They carried a single engine, with one or two boilers. Of course, with such heavy draft and imperfect machinery, the progress of such boats up-stream was exceedingly slow; indeed, they did not make more than five or six miles an hour, and the puffing of the steam from their escape-pipes could be heard for miles. There were no steam-whistles in that day; they were not invented until 1844, nor were they needed on those primitive boats.

During the period from 1820 to 1840 the entire traffic on the lower river was confined to the towns, the Santa Fe trade at Westport Landing, now Kansas City, and the government trade at Fort Leavenworth. As early as 1829¹⁵⁵ there was a regular packet between St. Louis and the latter place,

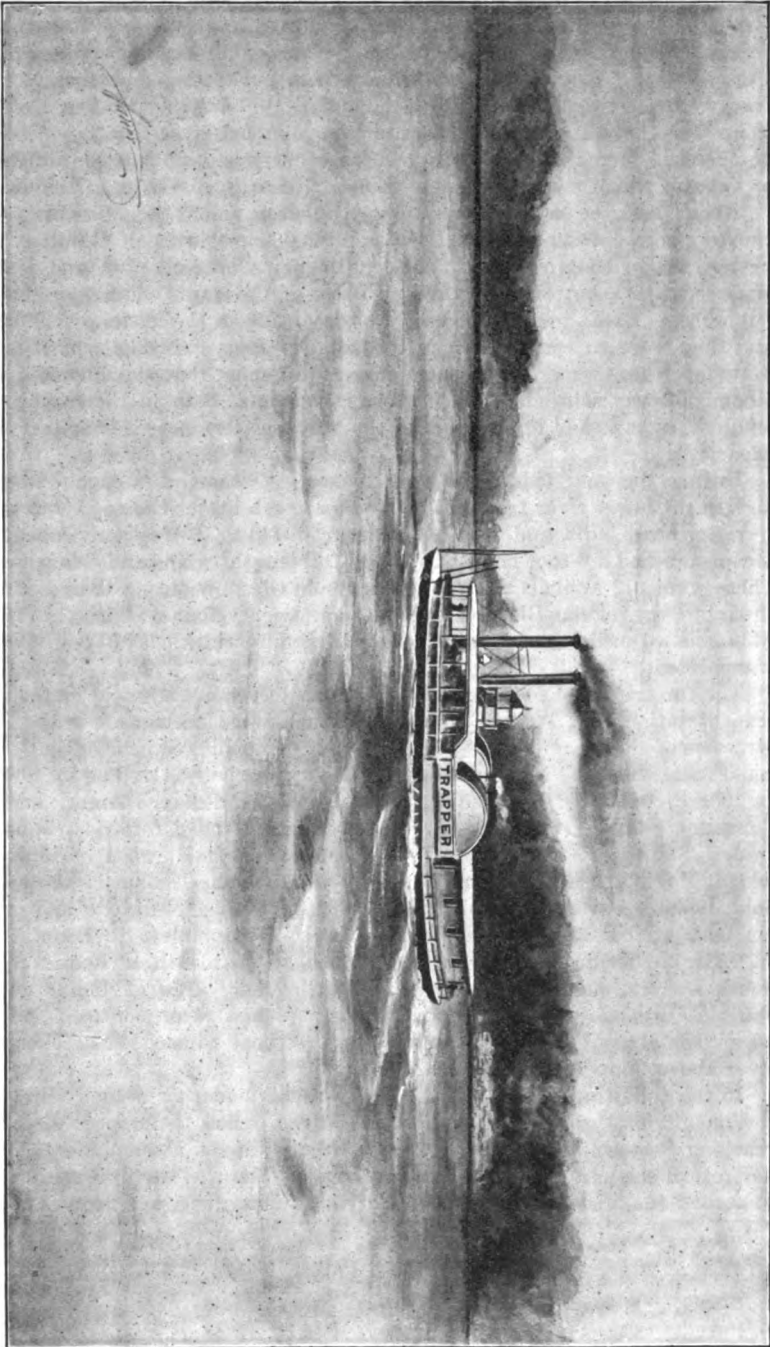
NOTE 151.—Judge W. B. Napton, of Marshall, Mo., has in his possession a number of old letters written by Captain Martin, Col. John O'Fallon, General Atkinson, and other officers of this expedition, at different points on the river, to Gen. Thomas A. Smith, the general in command of the district, who was then at Franklin, and who, Mr. Napton says, died on his estate, in Saline county, Missouri, in 1844. From this correspondence the following extracts are made: "The Engineer passed St. Charles four days since."—Letter of John O'Fallon to Gen. T. A. Smith, June 28, 1819. "St. Louis, July 7, 1819. The residue of troops embarked on board of the steamboats Johnston, Jefferson, and Expedition, and four keel-boats, on the 5th, and short of St. Charles the two first were badly grounded, and 't is probable that ere this that the last is in the same predicament; the river is falling. Colonel Atkinson is here and believes that these boats, in the present state of the water, cannot navigate the Missouri."—O'Fallon. "September 3, 1819. The steamboat Expedition arrived a few days ago. . . . It seems that the steamboats are not to go further unless perhaps the Johnston, which has not reached this place. The last accounts from her she was below the channel bar."—Willoughby Morgan.

NOTE 152.—Thwaites' Long's Expedition, vol. 1, p. 221.

NOTE 153.—See Niles's Register, July 24, 1819, p. 368. Also *Missouri Intelligencer*, June, 1819. Transactions of the Nebraska State Historical Society, vol. 4, p. 20.

NOTE 154.—Chittenden's La Barge, p. 111.

NOTE 155.—Paxton, in his Platte County Annals, says: "Prior to 1830 only an occasional steamer ventured up the dangerous Missouri."



The Pioneer Steamboat. 1820-1880.

which continued in the trade for several years. There were no settlements above, except at St. Joseph and Council Bluffs. There was but little travel on the river during that period, and the modern cabin was not adopted until 1836. Previous to that time the usual accommodations for passengers and crew were the two small cabins placed in the hull of the boat. During 1831 there were only five regular boats on the Missouri river, but by 1836 the number had increased, so rapidly had the country become settled, to fifteen or twenty, which made thirty-five round trips to Boonville and Glasgow.¹⁵⁶

About 1840 the rapidly increasing population along the Missouri river caused a corresponding demand for additional transportation facilities. A better class of boats was built; full-length cabins were adopted, and double engines, with a battery of boilers, in place of the single engine, one-boiler "dingey." Great improvements were also made in the model of the hull, and they were so constructed as to have the same carrying capacity and draw much less water. The same inventive genius that had invented the steamboat was continually making improvements, both in the machinery and hull, so as to add to the speed of the boat and also increase her carrying capacity.

During the year 1842 there were twenty-six steamboats engaged regularly in the lower river trade. They were a much better class of boats than were formerly built, and were generally from 140 to 160 feet long, about 30 feet beam, and a 6-foot hold. They had full-length cabins and side wheels. There were 312 arrivals and departures from Glasgow during the year, and the Iatan, the regular Glasgow packet, made twenty-four weekly trips from St. Louis. During the season, 46,000 tons of different kinds of freight were transported.¹⁵⁷

The fur trade had so increased by 1830 as to require a better method of transportation, and, besides, such improvements had been made in the construction of the steamboat as to lead the fur companies to believe that they could successfully be used in navigating the upper river as well as the lower. In 1831 Pierre Chouteau, who was then at the head of the American Fur Company, built a boat called the Yellowstone, intended for the mountain trade. She was 130 feet long, 19 feet beam, 6-foot hold; good model; side wheel; single engine, two chimneys; fly-wheel; ladies' cabin in the stern hold; boiler decks open; no hurricane roof; pilot-house elevated; and drew six feet, loaded to seventy-five tons. The Yellowstone left St. Louis April 16, 1831, on her maiden voyage, and arrived at the mouth of Bad river, in South Dakota, on June 19. After discharging her cargo of Indian goods she took in a cargo of furs and buffalo-robcs and returned to St. Louis, where she arrived July 15. She was the first boat to ascend the Missouri river above Council Bluffs.¹⁵⁸

In the following year, 1832, the Yellowstone made her second trip "to the mountains," as the old river men always called the upper Missouri, reaching Fort Union, at the mouth of the Yellowstone, about June 17. On her return she arrived at St. Louis on July 7. She was the first steamboat to ascend the Missouri to the mouth of the Yellowstone, and demonstrated

NOTE 156.—"The steamboat arrivals ascending the Missouri river at Boonville, in 1831, were only five. In the year 1836, on the 20th of September, the arrivals at the same port had amounted to more than seventy."—*Wetmore's Gazetteer of Missouri*, p. 69.

NOTE 157.—*Missouri Intelligencer and Patriot*.

NOTE 158.—*Chittenden's American Fur Trade*, p. 339.

what Major Long had attempted to establish, that the upper Missouri was navigable by steamboats as high up as that river. The Yellowstone made two trips during the year 1833. The preceding year will be ever memorable as that in which the Asiatic cholera first made its appearance in the United States.¹⁵⁹ The terrible scourge followed the watercourses, where at that day the population dwelt, and, in proportion to the inhabitants, was more fatal than it has ever been since. In 1833 there was a recurrence of the plague, which the Yellowstone did not escape. That year she made two trips, Prince Maximilian's party ascending the river on the first, leaving St. Louis on April 10 and arriving at Fort Pierre May 30.¹⁶⁰ The prince then changed his quarters to the steamer Assiniboine, which had also ascended that spring. The Yellowstone immediately returned to St. Louis with a load of furs and began her second voyage. By the time she arrived at the mouth of the Kaw half of her crew were dead. There was no Kansas City there then, but only a landing at Chouteau's trading-post, just below the present city.

It being impossible to proceed further with a diminished crew, Captain Bennett, the commander, manned the yawl with a few men and returned to St. Louis for the purpose of obtaining an additional crew. During his absence the boat was left in charge of Joseph La Barge, then eighteen years of age, who was just beginning his long career of more than fifty years as a steamboat man on the Missouri river. Alarm soon spread among the inhabitants who were then living near the landing, and created such consternation that they threatened to burn the boat.¹⁶¹ La Barge, perceiving the

NOTE 159.—Cholera first visited the western United States in 1832, through emigrants from Ireland by way of the St. Lawrence. The epidemic rapidly spread up that river and the lakes, from Chicago to the troops at Rock Island and Jefferson barracks, and down the Mississippi river. (Dr. John M. Woodworth, "Cholera Epidemic of 1873," U. S. Ho., Ex. Doc., No. 96, 43d Cong., 2d sess., p. 563.) Niles's Register, August 25, 1832, p. 452, states that "the cholera was prevailing at St. Louis at our latest dates," and in the issue for December 1, p. 226, that St. Louis was practically free from cholera. The disease also spread among the Sacs and Foxes, and this issue of the Register mentions the death of Keokuk, an error, as that famous chief afterwards moved to Kansas with his tribe. (Hist. Coll., vol. 8, p. 190.) This year the cholera does not seem to have ascended the Missouri. In 1833 the cholera reappeared, first on the Mississippi, ascending that stream and its branches, and reaching St. Louis in May. (Niles's Register, June 1, p. 221.) The issue of August 17, page 401, copies from the *St. Louis Republic*: "The Western mails bring melancholy tidings of the spread of cholera," and states that St. Charles lost sixty of her best citizens in July. Cholera was again introduced into Canada and the United States from Europe in 1834, and from Cuba in 1835. (Doctor Woodworth's report, p. 592.) In December, 1848, cholera was introduced at New Orleans from Europe, and from thence traveled by boat up the Mississippi and the Missouri. At St. Louis, early in April, 1849, "the disease was again epidemic, and during May and June the mortality was excessive." The steamer *Sacramento*, a cholera-infected vessel, reached St. Joseph, Mo., April 21, loaded with California emigrants. "September 7 it was reported at St. Louis that cholera was raging among the Northwestern Indians to an alarming extent." "From St. Louis the disease was carried to the head waters of the Mississippi and Missouri." (Doctor Woodworth, pp. 609, 617.) D. D. Mitchell, superintendent of Indian affairs at St. Louis, reports, September 14, 1850, page 18: "I am informed by Indian traders, recently from the Platte and upper Missouri, that several bands of the Sioux Indians have suffered severely by the cholera, and that this epidemic was introduced by the whites." The *Western Journal*, a St. Louis monthly, February, 1851, page 264, reports the number of deaths from cholera at St. Louis, in 1849, as 4285, and in 1850, as 872. During 1851 to 1853, slight epidemics occurred in the East and West. In 1854 there was great loss of life from cholera at New Orleans. "St. Louis suffered more severely than any other city in the United States. The river steamboats became again infected: the disease was carried to the head waters of the Mississippi, Missouri, and Ohio. From St. Louis the disease was carried into St. Charles, Gasconade, Boone, Cooper, Chariton, Lafayette," and other Missouri counties. (Woodworth, pp. 635, 636.) The cholera was again on the Missouri river in 1855, and in Kansas.—See Kan. Hist. Coll., vol. 7, pp. 101, 325.

NOTE 160.—The dates of the first trip of the Yellowstone in 1833 are taken from Maximilian's account in Thwaites' *Early Western Travels*, vol. 22, pp. 237-316.

NOTE 161.—Joseph S. Chick, of Kansas City, in a letter written in May, 1806, says: "I was born in Howard county, Missouri, August 3, 1828; arrived in Westport, Mo., March 7, 1836, and in Kansas City, Mo., December, 1843. At that time there was, as I remember, the Evans tavern, at the foot of Main street and levee, a warehouse, and two other houses. My father built the next houses—a warehouse on the levee and the first residence on the hills in Kansas City. Kansas City's corporate limits extended south from the river about one-half mile. Since then, by

danger, raised steam himself during the night, and, taking the wheel, ran the boat above the mouth of the Kaw, where she remained undisturbed. On Captain Bennett's return the boat proceeded on her voyage, and arrived at Council Bluffs in August.

It was the custom of the American Fur Company, which by 1831 had obtained a complete monopoly of the fur trade,¹⁶² to send up annually to the mountains one boat. Occasionally two were dispatched, but usually one was sufficient to carry up the supply of goods. These voyages were always attended with great danger and hardship and required the most skilful navigation. The lurking savage, as he lay concealed in the grass on the banks of the river ready to fire on the unsuspecting boatmen, was a continual menace, and many a brush occurred between the red man and his white brother. The greatest difficulty encountered in navigating the boats was from the scarcity of fuel. There were no settlements above St. Joseph at that day, and above the Platte there was but little timber. The only wood to be obtained was from the wrack heaps, and this, being driftwood, wet and sodden, would scarcely make steam at all; but it was the only dependence for fuel, and while half the crew were engaged in cutting wood, the other half stood guard, muskets in hand, to protect them from a surprise by the Indians.¹⁶³

There were other difficulties to be overcome by these navigators of the upper river. In ascending the quantity of water naturally diminished, and the narrowing of the channel made it absolutely essential that the trip should be made on the June rise. This rise, caused by the melting of the snow in the Rocky Mountains, begins in May and continues to the latter part of July.¹⁶⁴ It required quick work and skilful navigation to take a boat from St. Louis to the Yellowstone, a distance of nearly 2000 miles, and back, before the subsidence of the annual rise.

During the period from 1831 to 1846 the navigation of the upper Missouri river was confined almost entirely to the boats belonging to the American Fur Company. Among these boats the following made the annual voyage in the years indicated: Yellowstone, 1831-'33; Assiniboine, 1833; Diana, 1834;

various expansions, it has taken in the town of Westport; therefore, I can claim residence in the present Kansas City from March 7, 1836. In 1838 there may have been a few French and half-breed families at the mouth of the Kansas river. I hardly think cholera could have prevailed at that time, for the reason that there was no material to work on. Farther up the Missouri, where many tribes lived on the river, cholera was very destructive. The first appearance of cholera in Kansas City was in the spring of 1849, and was introduced by a colony of Belgians brought here by Chouteau and Guinotte, just at the commencement of the California emigration. A great many citizens and emigrants died from the disease, and the town was largely deserted for several months. After the first appearance nearly every boat ascending the river was a hotbed for the disease, and it prevailed annually for several years, but never as bad as at the first outbreak. Probably 1855 was the last, until 1866, it appeared again. Since then there has been no recurrence." The cholera "came first in 1849. It first made its appearance among some Belgians brought here by Mr. Guinotte and Mr. Chouteau. There were about eighty of them camped below town, and the cholera proved very fatal among them, and soon spread to other classes of the population and to Independence, Westport and other neighboring places. . . . Kansas City, this year having a large trade and many steamboats touching her levee from points below, received the scourge in its most fatal form. It followed the California emigrants in 1849 and 1850 on to the plains, and besides decimating their numbers also greatly depressed the trade and emigration."—*History of Jackson County, Missouri*, 1881, p. 411.

NOTE 162.—Chittenden's *American Fur Trade*, p. 1337.

NOTE 163.—See, also, Chittenden's *La Barge*, p. 117.

NOTE 164.—"The river has two regular floods every year, one usually in April and the other in June. The first flood is short, sharp, and often very destructive. The second flood is of longer duration and carries an immensely greater quantity of water, but does less damage than the first. The April flood is due to the spring freshets along the immediate valley, as the snow melts off and the first rains come. The June rise comes primarily from the melting snows in the mountains."—Chittenden's *Early Steamboat Navigation on the Missouri River*, p. 83.

Antelope, 1835; Trapper, 1836-'37; St. Peter, 1837; Elk, 1838; Platte, 1839; Emilie, 1840; Otter, 1841; Shawnee, 1842; Omega, 1843; Nimrod, 1844; Iatan, 1845; St. Ange,¹⁶⁵ 1851; Robert Campbell,¹⁶⁶ 1853; Spread Eagle,¹⁶⁶ 1859-'62; and Chippewa, 1861. Other boats which made trips to the mountains during this period, some of which belonged to opposition companies, were the Astoria, Big Horn, Dacota, Chian, St. Croix, St. Anthony, A. S. Bennett, and W. H. Ashley.

The voyage of 1843 was made by the Omega. She left St. Louis April 25, and the following incident, taken from her log, furnishes a living picture of the dangers to which these early boatmen were exposed. A band of Indians, hidden in the tall grass, opened fire on the boat as she passed along close to the shore. Captain La Barge, who has been referred to, was at the wheel, and a negro called Black Dave, who stood the alternate watch, was also in the pilot-house. Both were Frenchmen, as were most of the early boatmen on the upper Missouri, and Dave could scarcely speak the English language. He was as black as the ace of spades, always dressed well, with a profusion of jewelry, and might well have been taken for the king of Dahomey. Dave, whose real name was Jacques Desiré, had but one fault, his fear of the Indians. But he knew how to handle the wheel, and was recognized as one of the best upper-river pilots in his day. When the bullets crashed through the pilot-house, shattering the glass, Dave deserted the wheel, ran out of the pilot-house, and took refuge behind one of the smoke-stacks, where he remained until the attack was over. On being reprimanded for his cowardice, in deserting his post in time of danger, he replied that it was not from fear of the bullets, but that his eyesight was all he had to depend on to make a living, and he was afraid the flying pieces of glass would strike him in the eyes and put them out.

By the year 1855¹⁶⁷ the government had established military posts on the upper Missouri, and a few straggling settlements had sprung up. The supplies necessary for these posts were transported on steamboats other than those belonging to the fur company. The number of boats, however, was still limited to one or two a season. The principal points above Council Bluffs were Fort Pierre, on the west side of the Missouri river from the present Pierre, S. Dak.; Fort Clark, south of the mouth of Big Knife river, N. Dak.; Fort Union, in Montana, on the north bank of the Missouri, nearly opposite the mouth of the Yellowstone; Fort Benton, just above the mouth of the Teton river, in Montana; and Handy's Point, S. Dak., where Fort Randall was established by Gen. William S. Harney in 1856. Some of these places, once so well known, have since been wiped off the map.

The voyage of 1844 was made by the Nimrod. She was a new boat, built by the American Fur Company, and her log of the voyage, like that of others during this period, has been preserved. This was the year of the great flood in the Missouri river,¹⁶⁸ the greatest, not excepting that of 1903, that

NOTE 165.— De Smet's *Life and Travels*, Chittenden and Richardson, pp. 638, 738.

NOTE 166.— *Montana Historical Society Contributions*, vol. 4, p. 232.

NOTE 167.— Fort Pierre, South Dakota, the first military post on the upper Missouri, was established July 7, 1855. (List of military forts, arsenals, etc., in *Army and Navy Register*, 1776-1887, p. 148.) This post, named for Pierre Chouteau, jr., was originally built for a trading-post, in 1831-'32, to replace Fort Tecumseh, abandoned on account of the erosion of the river.— Chittenden's *History of the American Fur Trade*, p. 955.

NOTE 168.— See Jotham Meeker's diary for May and June, 1844, giving an account of the rise and progress of the flood on the Osage river.— *Kan. Hist. Soc. Coll.*, vol. 8, p. 473.

has occurred since the settlement of the country. When the Nimrod arrived at the village of the Maha Indians, a short distance below the present location of Sioux City, she found the water so low that she was compelled to tie up and wait for a rise. After a delay of several days she proceeded on her voyage. As this was early in May, it is a noteworthy fact, and refutes the popular impression that the overflows of the Missouri always come from the annual mountain rise, caused by the melting of snow. It is true that the melting of snow in the mountains serves to augment the flood by keeping the stage of water high, and thus becomes an important factor in an overflow, but no great flood in the Missouri was ever caused by the melting of the snow alone. They are invariably accompanied by an unusual precipitation in the vast watershed of the Kaw and other tributaries flowing into the upper part of the river just as the annual spring rise reaches this part of the river, which is about the 1st of June.¹⁶⁹

In the history of steamboat navigation on the Missouri river the decade between 1850 and 1860 may be properly termed the "golden era." The improvements which had been made, both in the machinery and in the construction of the hull, the adaptation of the stateroom cabin and the systematizing of the business all tended to lessen the danger of navigation and increase the profits. The advancement made in navigation on the Missouri river had kept pace with the march of commerce in other parts of the world.

The first navigator on the Missouri river was the little blue-winged teal; the next the Indian, with his canoe; then came the half-civilized French Canadian voyageur, with his pirogue, paddling up-stream or cordelling around the swift points. At a later day came the fur-trader, with his keel-boat; still later there came up from below the little "dingey"—the single-engine, one-boiler steamboat, which has been described. At last the evolution was complete, and there came the magnificent passenger steamer of the '50's, the floating palace of the palmy days of steamboating, combining in her construction every improvement that experience had suggested or the ingenuity of man had devised to increase the speed or add to the safety and comfort of the passenger.

The fully equipped passenger steamer, in the heyday of steamboating on the Missouri river, was a magnificent specimen of marine architecture. She was generally about 250 feet long, 40 feet beam, and had a full-length cabin, capable of accommodating from 300 to 400 people. The texas, occupied solely by the officers, was on the hurricane roof. In addition to her passenger accommodation, she had a freight capacity of from 500 to 700 tons. She was well proportioned, symmetrical, trim, fast, and sat on the water like a thing of life. Her two tall smoke-stacks, with ornamental tops, between which was usually suspended some gilt letter or device, added much to her beauty. The pilot-house, on top of the texas, was highly ornamented with glass windows on every side; a fancy railing of scrollwork surrounded the guards of the boiler deck and texas. The entire boat, except the smoke-stacks, was painted a dazzling white.

The cabin of the boat, a long, narrow saloon, was a marvel of beauty in its snow-white splendor. The floors of the cabin were covered with the softest Brussels carpets, and the staterooms were supplied with every con-

NOTE 169.— See, also, Chittenden's *Life of La Barge*, p. 83.

venience. Indeed, the bridal chambers were perfect gems of elegance and luxury. The table was elegantly furnished, and the menu unsurpassed by that of any first-class hotel. Each boat had, in the ladies' cabin, a piano, and generally a brass band, and always a string band, was carried. After the table was cleared away at night a dance was always in order, the old Virginia reel being the favorite dance. The social feature of a trip on one of these elegant boats was most charming.

The machinery and boilers of the boat were on the main deck. The latter, consisting of a battery of six or eight cylinders, was placed over a huge furnace. The machinery, consisting of two ponderous engines, ran as smoothly as the movements of a watch, and furnished the motive power to turn the two immense wheels, one on either side of the boat. The cost of such a boat as has been described was, during the period between 1850 and 1860, from \$50,000 to \$75,000.

The crew of a first-class passenger steamer consisted of a captain, two clerks, two pilots, four engineers, two mates, a watchman, a lamplighter, a porter, a carpenter, and a painter. There were, besides, a steward, four cooks, two chambermaids, a deck crew of about forty men, and a cabin crew, generally colored, of about twenty. There were also a barber and a barkeeper, for a bar was always an indispensable attachment to a first-class Western steamboat. The entire crew consisted of from seventy-five to ninety people.

The wages paid were commensurate with the size of the boat, the labor, and danger, as well as the profits of the business. Captains received about \$200 per month; clerks, \$150; mates, \$125; engineers about the same as mates. Of course, these wages included board.

It was the pilot, however, who divided the profits with the owner, and sometimes received the larger share. He was the autocrat of the boat and absolutely controlled her navigation. It was for him to determine when the boat should run at night and when she should lay by. He received princely wages, sometimes as much as \$1200 per month, and he spent it like a thoroughbred. These exorbitant wages were demanded and paid as a result of a combination among the pilots called the "Pilots' Benevolent Association." It controlled the number of apprentices, and, as no man could "learn the river," as it was called, without "being shown," it absolutely controlled the number of pilots. It had a "dead-sure cinch," and in compactness, in rigid enforcement of rules and in keeping wages at high-water mark it was a complete success, and continued to maintain its organization as long as steamboating was profitable.¹⁷⁰

NOTE 170. — *Messrs. Editors:* I noticed in your paper, some days ago, some very forcible editorial remarks on the late monopoly of the steamboat trade of the Missouri river. It appears that all the pilots have been hired at extravagant wages, whether they work or not, so as to keep out all transient boats. You notice the case of the *Tropic*. This boat started on a voyage from Pittsburg to St. Joseph, on the Missouri river; on her arrival at this point she could get no pilot at any price; and, after waiting three days, was compelled to give up her trip, paying to the boat that took it two-thirds of all she got for the whole voyage. Had there actually been no pilots in port, it might have been set down as one of the misfortunes of trade; but, in this case, I understand there were plenty of pilots walking about the levee, rejoicing at the success of their scheme. They were all under wages. Now, I pronounce this combination illegal, and every man concerned in it liable for the damage the captain and owners of the boat suffered, and if a suit had been brought against any one, or all of them, every dollar of it would have been recovered; and they are now subject to indictment, in either the state or United States courts. In 1845 a similar combination occurred among the boat owners on the Pennsylvania canal, and the first thing they knew a number of the most active business men connected with the combination found themselves in jail, and it was with great difficulty that they got out. They were taken up for *conspiracy*. Aware of these things, our Missouri boatmen have acted very cunningly. The case of the *Tropic* was so glaring, and the damage so easily procured, that the monopolists have

Piloting on the Missouri river was a science, and the skilful pilot was a man of wonderful memory of localities. No man, indeed, ever became a first-class pilot who was not endowed with this peculiar faculty. He was required to know the river throughout his entire run as a schoolboy knows a path to the schoolhouse, upside down, endways, inside, outside, and crossways. He had to know it at midnight of the darkest night, when called on watch, as well as in daylight. He was expected to know every sand-bar, every crossing, chute, towhead, and cut-off; the location of every wreck and every dangerous snag, from one end of the river to the other. He had also to be able to determine the location of the boat on the darkest night from the reverberation of the sound of the whistle as the echo resounded from the adjacent bluffs. He was expected to know every landmark on the shore, the location of every cabin, and the peculiar bark of every squatter's dog.

On one occasion a pilot attempted to make a crossing near Hill's Landing, on the lower river, on an exceedingly dark night. He missed the channel and ran the bow of the boat square up against a bluff sand-bar. On being scolded by the captain, he admitted that he could not recognize a single landmark, so extreme was the darkness, but had guided the boat solely by the familiar bark of a dog, which belonged to a wood-chopper whose cabin stood near the head of the crossing. The dog was accustomed to come out on the bank of the river, whenever a boat approached, and salute it vigorously, by barking, until it had passed. Unfortunately, on this particular night, the dog had changed his position and was farther up the river than his usual location, which was in front of his owner's cabin.

As has been stated, the dangerous localities on the Missouri river were the bends, on account of the snags, and it was in them that most of the accidents occurred. Often has the writer stood in the pilot-house, in going down-stream, when on looking ahead it seemed impossible to find a space sufficiently wide for the boat to pass between the snags. Good judgment, a keen, quick eye and an iron nerve were prerequisites in a pilot; for there were times in the experience of every one when a miscalculation as to the power of the wind, the force of a cross-current or even the wrong turn of the wheel would have sent his boat to the bottom of the river. It was the custom, in running such dangerous localities, to straighten the boat at the head of the bend and then "belt her through," by throwing the throttles wide open and putting on every pound of steam. Only in this way would the boat respond to the rudder, and thus prevent flanking on the dangerous snags.

On one occasion, on a down-stream trip, which the writer recalls, there were two pilots on the boat, Capt. Bob Wright and his son-in-law, Gates McGarrah. The former was an old, experienced pilot, and was recognized as among the best on the river. The young man, who was scarcely of age, was also a skilful pilot, but a reckless, nervy, dare-devil. It was Captain Wright's watch when we came to the head of the bend, and he was at the wheel. McGarrah was in the texas asleep. The old man was generally

bought the boat, and thus quieted her owners' claims. As what is everybody's business is nobody's business, there is no man who has sufficient interest to bring suit; and if the community will tamely submit to it, they can go on and buy up every dangerous opponent. But, gentlemen, remember that these high wages and these high-priced boats have to be paid for, with large additions, by the *producers*, the *consumers*, the *merchants*, and the *immigrants*, in the shape of freights and passage. It is an attempt to arrest the great principle of trade; to cut off the supply of boats demanded in that section of country. It is, therefore, now, with this whole community, either to raise means to bring this matter before the courts of law, or to bear with it as it is."—*St. Louis Intelligencer*, April 26, 1855.

cool and collected, but on this occasion, as the boat was heavily loaded and full of people, he seemed to realize his responsibility. His hands trembled like a leaf, and as I watched him I saw that he had lost his nerve. The boat was held back, and he sent for McGarrah. The young fellow came running into the pilot-house laughing and whistling, took the wheel, and, putting on a full head of steam, ran through the snags without a scratch.

Such was the amount of business done on the river during the '50's, and such the skill of the pilots, that boats in the lower trade ran day and night. No night ever became so dark as to render it necessary for the boat to tie up, especially in going up-stream. A speed of ten miles an hour, up-stream, was not unusual, and a distance of 150 miles was made down-stream in a day. In July, 1856, the James H. Lucas, one of the fastest boats on the river, ran from St. Louis to St. Joseph, a distance of 600 miles, in sixty hours. In 1853 the Polar Star, another remarkably fast boat, and a great favorite, made the same run in sixty-eight hours.¹⁷¹ When the difficulty of navigating the river, the swiftness of the current and the crookedness of the channel are considered, the time made by these boats is remarkable, and shows what was accomplished, in the way of speed, in the heyday of steamboating on the Missouri.¹⁷²

From the peculiar character of the Missouri river, and the many obstacles to navigation, racing was never practiced on that stream as it was on the lower Mississippi. As in the case of the Lucas and Polar Star, a particularly fast boat would sometimes make a run against time, the wager being a large pair of gilded elk horns, which were carried by the successful boat until some other boat beat her time. But racing was risky in any case, especially on the Missouri, for the temptation always existed to increase

NOTE 171.—“The Polar Star was built and owned by Capt. Tom Brierly, whose home was on a farm near this city [St. Joseph]. She was very fast, and made the run from St. Louis in two days and twenty hours. Across her fore-castle was a streamer inscribed: “Beat our time, and take our horns—St. Louis to St. Joseph, two days and twenty hours.” Prominent citizens here presented Captain Brierly with a fine pair of elk horns, mounted with silver, with an appropriate inscription. That evening the society people attended a swell ball on the boat, in honor of the occasion. This boat was used as a flag-ship before the siege of Vicksburg, in 1863, and was afterwards burned in the Tennessee river. The James H. Lucas was brought out and run by Capt. Andy Wineland, a very popular master. She beat the time of the Polar Star, making the run to this city in two days and twelve hours, the quickest time ever made. Andrew B. Symna, Atchison's wholesale grocer, was clerk on the Lucas.” (History of Buchanan County and St. Joseph, Mo., p. 223.) Lloyd's Steamboat Disasters, p. 280, claims that the trip was made by the Polar Star in sixty-four hours.

NOTE 172.—

“ST. LOUIS AND ST. JOSEPH
UNION PACKET LINE!!!

“In order to promote the general interest of the traveling public, as well as that of the shippers, we, the undersigned, captains of steamboats running on the Missouri river, have associated ourselves together for the purpose of carrying out the above-stated objects, knowing, as we do, that there has been a great want of system and regularity on the part of boats, whereby shippers and passengers suffered great loss by delay. Our interests being identified with that of the people throughout the valley of the Missouri river, we deem it our duty to protect their interests as well as ours, and in order to effect that object have established a daily line of packets from St. Louis to St. Joseph, composed of the following boats.

Boat.	Captain.	Leave St. Louis.	Leave St. Joseph.
Peerless	Bissell	February 15, 1858	February 21, 1858.
Morning Star	Burke	February 16, 1858	February 22, 1858.
Star of the West	Ohlman	February 17, 1858	February 23, 1858.
A. B. Chambers	Gillham	February 18, 1858	February 24, 1858.
D. A. January	P. Yore	February 19, 1858	February 25, 1858.
Minnehaha	C. Baker	February 20, 1858	February 26, 1858.
Twilight	J. Shaw	February 22, 1858	February 28, 1858.
The Hesperion	F. B. Kercheval	February 23, 1858	March 1, 1858.
The Southwester	D. Hoover	February 24, 1858	March 2, 1858.
Ben Lewis	Brierly	February 25, 1858	March 3, 1858.
Kate Howard	Nauson	February 27, 1858	March 5, 1858.

T. H. BRIERLY, *President.*
F. B. KERCHEVAL, *Secretary.*”

[Advertisement in *Lecompton National Democrat*, February, 1858.]

the pressure of steam above the safety limit. Of all the disasters that ever occurred on the river, the most terrible were those caused by boiler explosions.

The next most common cause of accidents on the Missouri, after snags and sunken wrecks, was fire. The cabins of the boats were constructed of white pine, as light as they could be built, and were thoroughly saturated with lead and oil. Constructed of such combustible material, when once on fire the flames could not be extinguished, and the vessel burned with such rapidity as often to cause the loss of life.

Accidents from explosions of boilers were frequent in the early days of steamboating on the river, and the fatality in some cases was appalling. The boat always caught fire after the explosion, and those who escaped immediate death were confronted by the flames. The improvement in the material and construction of the boiler, however, and the most rigid enforcement of the inspection laws by the government, tended materially to decrease the number of disasters from this cause in the last years of steamboating.

The most terrible disaster that ever occurred on the Missouri river was that of the explosion of the *Saluda*, at Lexington, Mo., in 1852. The *Saluda* was a side-wheel steamer, with a battery of two boilers, and was on her way up the river, with her cabin and lower deck crowded with passengers, the most of whom were Mormons. The river was unusually high and the current at that place exceedingly swift. Capt. Francis T. Belt, the commander of the boat, had made repeated efforts to stem the current, but, having failed, fell back to the levee. At last, on the morning of April 9, after waiting several days for the flood to subside, he again ordered steam raised for a final effort. He went to the engine-room, and, looking up at the steam-gage, asked the engineer how much more pressure she could stand. On being answered that she had already every pound of steam that it was safe to carry, he said: "Fill her up; put on more steam," and remarked to the engineer that he would "round the point or blow her to h—l." He then returned to the hurricane roof, rang the bell, and gave the order to "cast loose the line."

The bow of the boat swung gently out into the stream and was caught by the current. The engine made but one revolution; then came a terrific crash, and all was chaos, darkness, and death! The number of those who lost their lives was never known. About 100 bodies were recovered, and it was supposed that there were as many more victims whose bodies were blown into the river and never recovered. Nearly all the officers of the boat were killed, among them Captain Belt. He was at his post on the hurricane roof, standing with his arm resting on the bell, when the explosion occurred, and was blown high up on the bank. His body when found was a mangled mass of flesh and bones. The bell which had just sounded the death-knell of so many souls was sold with the wreckage to an old German, who afterward sold it to the Christian church at Savannah, Mo., where it has hung in the belfry for more than half a century. On any Sabbath morning its clear, silvery peals can be heard, but it is doubtful if there is one among all those who are called to the house of God who knows anything of its tragic history.

A partial list¹⁷³ of boats wrecked on the Missouri river has been pre-

NOTE 173.—"List of steamboat wrecks on the Missouri river, from the beginning of steamboat navigation to the present time," in An. Rept. of Mo. River Comm'n, 1897, U. S. Ho. Rep., 55th Cong., 2d sess., Doc. No. 2, pp. 3872-3892.

served, with the names of the captains and owners, the date and place where wrecked, the cause, and many other particulars. It contains the names of 300 boats, but is not complete, as no regular record was kept of the number. Of those named, 193 were sunk by coming in contact with snags, twenty-five by fire, and the remainder by explosions, rocks, bridges, storms, and ice. More than three-fourths of the number were wrecked between Kansas City and the mouth of the river, as most of the boats ran in the lower trade. In fact, there lie buried in the lower bends the wrecks of more than 200 steamboats, covered with the accumulated sands of half a century.

Marvelous tales of gambling on the river, in old times, have been told, and it is to be regretted that many of these stories have not been exaggerated. There were boats on which gambling was permitted, and it was not unusual for a professional gambler to travel on a boat and run his game openly and aboveboard. Indeed, there were certain boats on which it was said the captain or clerk "stood in" with the gambler and shared his nefarious profits. I never saw a planter bet his negro servant on a game of cards (that is said to have occurred on the lower Mississippi), but I have witnessed scenes equally as pathetic and sad. I have seen men, after losing their last dollar, take their watches and jewelry and cast them into the jackpot. Poker was the game universally played on the river; big games they were, too; and the excitement ran high, as the passengers crowded around the table, in the cabin, on which the gold and silver were stacked.

The steamer John D. Perry left St. Louis one evening in July, 1858, with her cabin crowded with passengers. Among the number was an old gentleman, a farmer from the lower-river country, who had gone down on the previous trip with his crop of hemp, which he sold. The writer was clerk of the boat, and just as the lines were cast off the old gentleman came to the office and handed me a well-filled pocketbook, which he requested me to place in the safe. About nine o'clock that night, after the boat had gotten several miles above the mouth of the Missouri, he came to the office again and requested me to return his pocketbook. I did so, and, being busily engaged at the time, did not give the matter any further attention. It soon occurred to me, however, that it was strange that he should want his money at that time of night, and I walked back into the cabin to see what was going on. There I saw my old friend sitting at a table, on which was stacked a pile of money, playing poker with two men, whom, from their appearance, I suspected were professional gamblers.

We did not permit gambling on our boat, and our captain was violently opposed to it, and utterly abhorred a professional gambler. I went at once to the hurricane roof, where I knew the "old man" was on watch, and informed him of what was going on below. He came down in a hurry, and walking back to the table, said: "This game must stop right here. You sports can't make a gambling-house out of this boat. Mr. ——," calling the old farmer by name, "get up from that table and take your money. These men are professional gamblers and are robbing you. Now," he said, turning to the other two men, "you fellows get your baggage and get ready to go ashore."

The gamblers first undertook to bluff the captain, and then began to beg, but it was all in vain; he was inexorable. It was a dark and stormy night and the rain was pouring down in torrents, but, notwithstanding the storm,

the boat was landed alongside a dense forest and the two sporting gentlemen were made to walk a gangplank. We shoved off and left them standing there in the dark woods, miles from any human habitation, and as the buckets of the wheels struck the water we could hear their curses, loud and bitter, as they swore eternal vengeance against the boat and her officers.

During the early cholera epidemics, when a passenger died, especially a deck passenger, who was generally an emigrant, the body of the unfortunate victim was hastily placed in a rude wooden box, the boat run along shore, where a shallow grave was dug, in which the body was hastily interred. There it remained, unmarked, until the shifting current of the river invaded the sacred spot and swept away all that was mortal of the unfortunate stranger, whose friends, perhaps, never knew his fate. There were many such graves along the river in olden times, and it was not unusual for a coffin to be seen protruding from the bank, where the current had encroached.

The rough wooden boxes used as coffins were made by the boat's carpenter, who worked day and night in preparing them in advance of the death of the victims, so that when a death occurred there might be no delay in disposing of the body. On one occasion a boat was ascending the river with the cholera on board. Death was stalking the decks, and one morning, among those who had died during the night, was a man of unusual height. No box was found of sufficient length to contain the body. What was to be done? The captain, whose name need not be mentioned, although he has been dead for more than forty years, called for an ax, and deliberately cut the man's legs off and laid them beside the body in the box, and thus the poor fellow was laid away in a hastily dug grave.

In the spring of 1849 the steamer James Monroe left St. Louis, bound for the Missouri river, crowded with people, who, for the most part, were California emigrants. On approaching Jefferson City the people of that town—such was the fear of the epidemic—forbade the boat landing, and, to enforce their command, planted an old cannon called the "Sacramento" on the bank of the river and threatened to blow the boat out of the water if she attempted to touch the wharf. The boat stopped about a mile below the town, and the poor, unfortunate passengers, in their effort to escape from the plague-ridden vessel, came up the bank of the river, where afterwards many of their dead bodies were found. Finally, the compassion of the citizens overcame their fear, and churches were turned into improvised hospitals, and the best care possible was given those who had survived. Those of the unfortunate crew who had escaped death fled from the pestilence, and the ill-fated boat, after lying there for several months, was taken back to St. Louis.

The most unfortunate trip that was ever made by a steamboat up the river, and the most far-reaching in its results and in the sacrifice of human life, was that of the *St. Peter*. She was a single-engine boat, built by Pierre Chouteau and Peter Sarpy for the fur trade. She left St. Louis in the spring of 1837, bound for the mountains, loaded with supplies for the different posts. Her deck crew was composed of negroes, and before she arrived at St. Joseph, then called the "Blacksnake Hills," the smallpox had broken out among them, and one who had died was buried there. The contagion immediately extended to other members of the crew, and the danger of communicating the disease to the Indians, who were then numer-

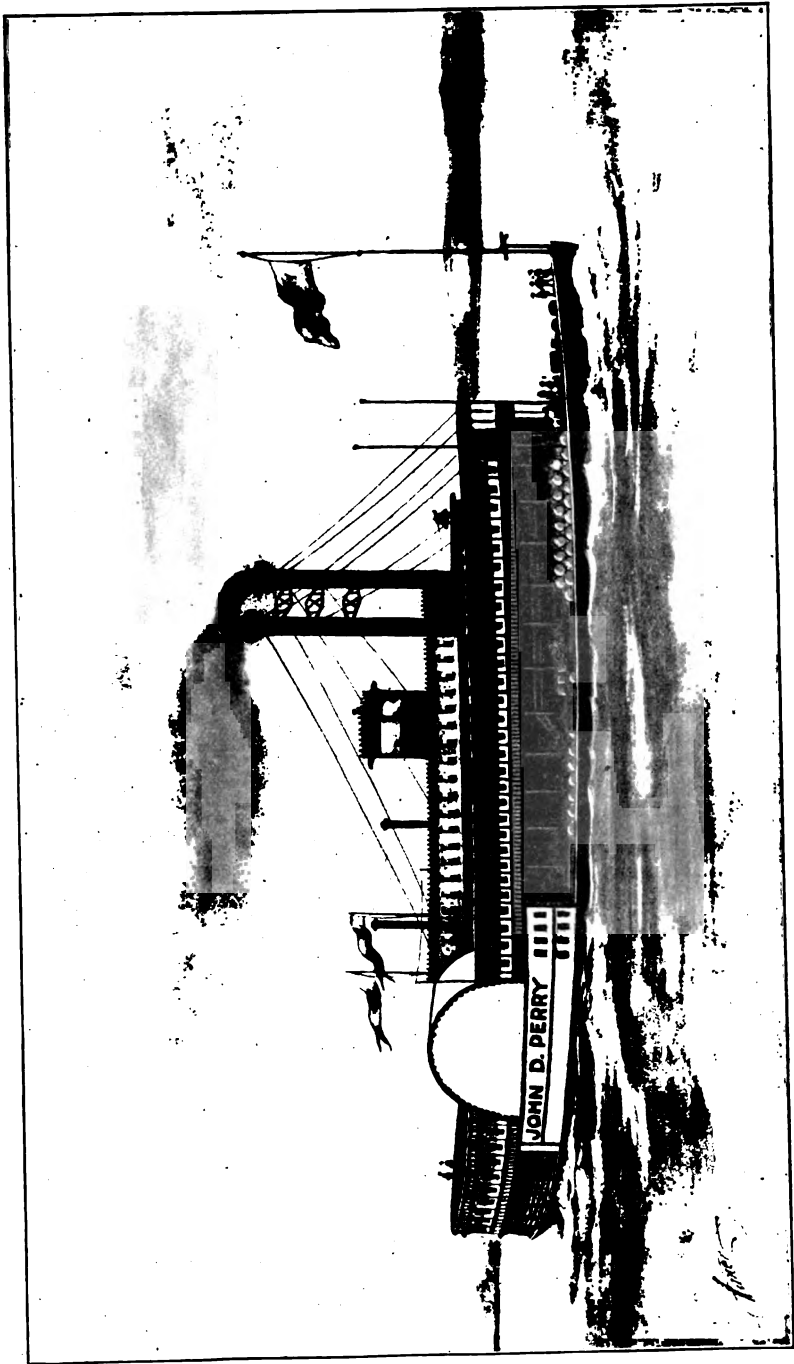
ous along the river, became apparent. Runners were sent forward to give the alarm and warn them to keep away from the banks; but notwithstanding this precaution the terrible contagion spread, and was communicated to every tribe east of the Rocky Mountains. The fatality, as the Indians knew no way to treat the disease, was appalling, and among some tribes amounted to annihilation. In the case of the Mandans, a tribe then seated near where Bismarck, N. Dak., is now located, a population of 1700 was reduced to 31. Among the Pawnees, who were then on the Platte, the death rate was so great that, according to the official report made to the government, they were reduced, within a year, from 10,000 to 4500—one-half the tribe had died. Utter dismay pervaded all the tribes, and they fled from the pestilence in every direction, leaving the bodies of their dead to be devoured by the wolves.

The year 1858 may be taken as the year in which steamboating on the Missouri river reached the summit of its prosperity. There were then not less than sixty regular packets on the river, besides perhaps thirty or forty transient boats, called "tramps," which came into the river from other streams and made one or two trips during the season. Packet lines were established to Miami, Kansas City, St. Joseph, Omaha, and even to Sioux City. They carried the United States mail and the express freight, and the semiweekly or daily arrival of the regular packet was looked forward to with the same degree of certainty as we now look forward to the arrival of a railroad-train. So numerous were the boats on the lower river, during this period, that it was no unusual sight to see as many as five or six lying at a landing at the same time, and at no time was a boat out of sight during the boating season, which continued from March till November. The prosperity which this great traffic brought to the river towns was phenomenal, and the population of many of them was greater fifty years ago than it is to-day.

The usual life of a steamboat, barring accidents, was from five to ten years,¹⁷⁴ and she was expected to make money from the first turn of the wheel. If she did not she was considered a failure, for the depreciation was estimated at ten per cent. the first year and twenty-five per cent. each year thereafter. There were many boats in the regular trade which paid back their cost the first year, and by the end of the second year at furthest they were expected to show a clean balance-sheet. Steamboating was a hazardous business, and one attended with great risk, both to life and property, but the profits, with the rates of freight from fifty cents to one dollar per hundred pounds, and passage from St. Louis to Kansas City twenty-five dollars, were commensurate with the risk. No insurance could ever be obtained against explosions, and the hull risk was from twelve to fifteen cents per hundred.

But the business of steamboating, notwithstanding all its drawbacks, was both profitable and pleasant, and there was a fascination about it which prevented those who had once followed the river ever becoming exactly satisfied on shore. The continual change of scenery, the panoramic views of forests and farmhouses, the meeting with interesting people, and above all

NOTE 174.—The Ontario, built in 1868, "is already considered as past its prime. The constant service in which boats are kept on our great rivers of the West, where commerce and transportation are very considerable and much varied, uses them up in a very few years."—From a letter written June 10, 1866, in *Father De Smet's Life and Travels*, Chittenden and Richardson, 1906, p. 646.



A Missouri River Steamboat. 1860-1860.

the social feature of steamboating, rendered the avocation a pleasant one. The most pathetic feature connected with steamboating on the Missouri river was the tenacity with which the old steamboat man clung to the river. He seemed never to be able to realize the changed condition in the method of transportation which came, but continued the unequal contest with the new method, hoping for the return of the good old days, until the fortune he had acquired was lost. There were but few instances in which they did not die poor.

It cannot be expected that in so brief a paper the names of all the steamboats that navigated the river in its palmy days can be given, but among the finest and most popular which were on the river in 1858, the banner year, were the following: Kate Howard, John D. Perry, David Tatum, Clara, Platte Valley, Asa Wilgus, Alonzo Child, F. X. Aubrey, Admiral, D. S. Carter, Emigrant, E. A. Ogden, Empire State, Isabella, James H. Lucas, Meteor, Minnehaha, Polar Star, Peerless, Spread Eagle, War Eagle, South Western, C. W. Sombart, Twilight, Thomas E. Tutt, White Cloud, and Edinburg.

Among those which came later, and which were built for some special trade, were the R. W. Dugan, E. H. Durfee, Phil. E. Chappell, Montana, Dakota, A. L. Mason, State of Missouri, and State of Kansas. Some of these ran as late as 1888. They were the last boats built for the Missouri river.

But steamboating on the Missouri river is dead. Like the cowboy and the prairie-schooner, the steamboat is a thing of the past. The whistle of the first locomotive, as it reverberated through the Blacksnake Hills, on the completion of the Hannibal & St. Joseph railroad to the Missouri river, at St. Joseph, in 1859, sounded the death-knell of steamboating on that stream. It was the beginning of the end. Steamboating began in 1819. At the end of twenty years it had grown to large proportions, and continued to grow for the succeeding twenty years. Then it began to die, and in another twenty years was dead. As the different railroads penetrated the interior, touching the different points on the great watercourse, its commerce began to wither, and it became evident, to those who watched the trend of events, that river transportation could not compete successfully with the cheaper and more rapid method.

Then came the war of 1861, causing the loss of many boats, and driving others out of the river, the presence of the guerrilla rendering navigation even more hazardous than it had been. A few boats remained, but even they, for the most part, went higher up the river, to escape competition with the railroads, and ran between Sioux City and Fort Benton.

In 1862 gold was discovered in Montana,¹⁷⁵ and, as usual in such discoveries, a great rush of population began to flow into that country. As the only means of transportation was by way of the Missouri river, this unexpected demand caused a wonderful revival in steamboating. There were but few regular boats on the Missouri at that time, but others began to crowd in from every stream west of the Alleghanies, side-wheelers, stern-wheelers, and old tubs.¹⁷⁶ The voyage to Fort Benton, the nearest point to the mines,

NOTE 175.—Montana Historical Society Contributions, vol. 2.

NOTE 176.—The Montana Historical Society publishes, in its first volume of Contributions, p. 317, a list of steamboat arrivals at Fort Benton and vicinity during the years 1859 to 1874. The following totals, obtained from the list, will show the rise and fall of this period of up-river navigation: 1859, 1; 1860, 2; 1861, none; 1862, 4; 1863, 2; 1864, 4; 1865, 8; 1866, 31; 1867, 39; 1868, 35; 1869, 24; 1870, 8; 1871, 6; 1872, 12; 1873, 7; 1874, 6.

was 2200 miles, and it was beset with danger, both in the navigation and from the Indians.

This trade, which was of short duration, proved to be exceedingly profitable, as the rates demanded and paid were exorbitant. The usual rate on freight was from ten to fifteen cents per pound, and a first-class passage to Fort Benton cost \$300. Enormous profits were made by some of the boats. On one trip the *St. John* cleared \$17,000, the *Lacomy* \$16,000, and the *Octavia* \$40,000. The *W. J. Lewis*, a new boat built in 1865, went to Fort Benton in 1866, and when she returned to St. Louis, after an absence of sixty days, had cleared her cost, which was \$60,000. The *Peter Balen*, an old tub, not worth over \$15,000, but a good carrier, made a profit of \$80,000 on one trip.

But this rich harvest only continued ten years, for, like a *Nemesis*, the railroad pursued the steamboat. In 1873 the Northern Pacific railroad reached Bismarck,¹⁷⁷ and for a second time the steamboat was forced to surrender to its invincible enemy. It was the last stand of the steamboat on the Missouri river, in its battle with the railroad.

There is not to-day a single steamboat engaged in navigating the Missouri river. All are gone. The glory of the past is gone. The evolution is complete. The Indian canoe, the pirogue, the bateau, the keel-boat, the mackinaw boat, the steamboat, have all passed away, and there now remains, on what was once the great commercial thoroughfare of the West, only the original navigator, the little blue-winged teal. The recollection of steamboating on the Missouri river is, to the old steamboat man, but a pleasant dream of the past.

NOTE 177.—“In July of this year [1873] the Northern Pacific railroad was put into operation as far west as the Missouri river.”—Goodspeed's *Province and the States*, vol. 6, p. 287.

MISSOURI RIVER STEAMBOATS.

THE list following, embracing the names of more than 700 steamboats that navigated the Missouri river during the period of steam navigation on that stream, has been compiled by Phil. E. Chappell, of Kansas City, Mo. It is not complete, as many names have doubtless been omitted, but it is perhaps the most complete list that has been preserved.¹

The first steamboat to ascend the Missouri river was a boat called the Independence. She came up as high as the mouth of the Chariton river in the spring of 1819, and thus demonstrated that the river was navigable by steamboats. There were few steamboats, however, on the river previous to 1840,² owing to the sparsely settled condition of the country and the limited demands of commerce. Those that were built for the trade during this early period were small, lubberly craft, exceedingly slow and of heavy draft. They were single-engine, one-boiler side-wheelers, without the modern cabin, and had no conveniences for the comfort and safety of the passengers. With the rapid increase of population along the lower river, in the decade from 1830 to 1840 came an increased demand for additional transportation facilities; larger boats were built; the modern cabin was adopted; and additional improvements were made, both in the hull, so as to lessen the draft, and in the machinery, to increase the speed. These improvements kept pace with the trade as it increased until the '50's, when the boats built for the lower river during the decade from 1850 to 1860 were veritable float-

NOTE 1.—Sources of information concerning steamboats; the figures following descriptions of boats refer to this list:

1. Lloyd's Steamboat Directory, 1856.
2. Early Steamboat Navigation on the Missouri River, Chittenden, 2 v., 1903.
3. Life and Travels of Father De Smet, Chittenden and Richardson, 4 v., 1906.
4. Annals of Platte County, Missouri, Paxton, 1897.
5. History of Jackson County, Missouri, 1881.
6. History of Kansas City, Mo., Case, 1893.
7. History of Buchanan County and St. Joseph, Missouri, 1881.
8. American Fur Trade of the Far West, Chittenden, 3 v., 1902.
9. Historical Collections of Montana, vols. 1-3.
10. *Western Journal*, St. Louis, 1850.
11. Nebraska Historical Collections, 2d ser., vol. 1.
12. *Atchison Champion*, 1859.
13. Early Western Travels, Thwaites.
14. Early files of St. Louis and Kansas City papers.

NOTE 2.—The Kansas State Historical Society has among its records of Gen. William Clark a diary kept at headquarters, in St. Louis, beginning with May, 1826, and ending July, 1829. It covers such topics as the temperature, wind, condition of the weather, stage of river, the arrival and departure of steamboats, and the arrival and departure of members of various Indian tribes. There was a constant coming and going of Kickapoos, Kansas, Sacs, and Shawnees. The river was stationary but a day or two at a time—seems to have been constantly rising and falling. There is no mention of a steamboat to or from the Missouri river. Trade was then limited to the upper Mississippi and with New Orleans. Louisville was the most prominent boating point; occasionally a boat came from Pittsburg. The following boats are frequently mentioned: Mechanic, Marietta, Sciota, Lawrence, Tuscumbia, Plough Boy, Indiana, Eclipse, Pittsburg, Helen McGregor, Brown, Muskingum, Decatur, Magnet, Virginia, Columbus, General Hamilton, Liberator, Cleopatra, Hercules, America, William Penn, Oregon, Courtland, Maryland, Rover, Velocipede, Criterion, Josephine, Pilot, Missouri. Mixed in with the statements of the condition of the river, movements of the boats and Indians, the diary contains many things of general interest, samples being herewith given:

"January 21, 1827.—Captain Patrick Ford, agent for the Iowa, died last night at Doctor Tiffany's.

"February 11, 1827.—House boat sunk to-day.

"February 13, 1827.—On this day George R. Clark, son of General Clark, when hunting with Henry (a yellow fellow), by accident was wounded under the right eye by the discharge of Henry's gun.

"March 1, 1827.—Four inches of snow fell. Rain and hail for an hour on the 6th; rain on the 7th; rain on the 12th; snow on the 14th; very cold on the 18th; ice in the river April 12.

"April 30, 1827.—Mississippi and Missouri, both of them, above their junction, higher at this time than they have been since the recollection of the oldest inhabitant. At Prairie du Chien the people have been obliged to desert the town. At Fort Crawford the troops have been

ing palaces, and were unsurpassed in speed, splendor and luxurious furnishings by any inland water craft in the world.

It was during this period (1859), when the Missouri river steamboat had reached its perfection, and the business its highest degree of prosperity (there being not less than 100 boats on the river), that the railroads invaded the country tributary to the lower Missouri, and sounded the death-knell of steamboating. The contest which ensued between the two rival methods of transportation was short and decisive, and it soon became apparent to the steamboat-owner that he could not compete successfully with this modern competitor for the commerce of the West.

After 1860, for a period of two or three years, there were but few steamboats on the river. The competition with the railroads, together with the general depression of the country, caused by the civil war, drove many of them into the Mississippi. Even those that remained, for the most part, retreated further up the river, and sought new trades from St. Joseph, Omaha and Sioux City to upper-river points. It was during this period (1862) that gold was discovered in Montana. There were no railroads in that day extending so far up the river, and the cheapest and most practicable route to the mines was by way of the Missouri river. A great rush of miners and adventurers to this new El Dorado set in at once, which caused an unexpected demand for transportation. There were no boats on the Missouri to supply this demand, but it was not long before they came crowding in from every stream west of the Alleghanies. There were many strange craft, but for the most part they were small stern-wheelers from the Ohio and other streams, ill adapted to the navigation of the tortuous channel and strong

obliged to evacuate the cantonment and go into tents some distance back of the fort. The Missouri has washed away entirely the trading establishment of a Mr. Chouteau, at the mouth of the Kansas (or a little below). The First regiment, on the Missouri, have been obliged to leave their garrison.

"May 12, 1827.—The river wants twenty inches of being up to the door of General Clark's stable.

"July 23, 1827.—The Kaskaskias arrive. The whole remnant of that great nation consists at this time of thirty-one souls—fifteen men, ten women, and six children.

"August 7, 1827.—Earthquake last night.

"September 8, 1827.—Party of Shawonees set out for the Kansas. Two families of the Shawonee nation of Indians renounced their intention of emigrating to the Kansas, and set off in return to their former residence in Ohio.

"April 22, 1828.—The steamboat Plough Boy arrived this morning from Louisville. Also steamboat Jubilee, from New Orleans. This night at eleven o'clock, by this boat is received the melancholy intelligence of the loss of twenty-four lives by the bursting of the boiler of the steamboat Car of Commerce. It is further ascertained that two of the aforesaid twenty-four encounterers of an untimely fate were the first and second engineer. The Egyptian mummy, from the pyramids, supposed to be 3000 years old, is brought by this boat, the Jubilee, and is intended for exhibition, when many of our fair citizens will be gratified by a sight of one of these rare relics of antiquity, it being the first one that has ever honored our city with a visit.

"May 18, 1828.—Gen. M. G. Clark departs for the Kansas river.

"June 21, 1828.—The Jubilee, Captain Hinckle, arrived from New Orleans; freight, 1462 packages dry-goods; passengers, 160. By the arrival of this boat the Catholics of the city had the pleasure of seeing the Right Reverend Bishop Rosate, appointed to officiate in this place.

"December 31, 1828.—Beautiful morning; fine day and pleasant. Here the year 1828 ends and a new year commences; consequently we shall begin on a new page, for which turn over a new leaf, and change our ways for the better.

"TO THE DIARISTS.

"Turn over here a leaf again

Together with a year;

Fill leaf and year without profane,

For time and paper's dear.

"January 1, 1829.—New Year's day. Fine morning, summer heat. Fine evening.

"March 5, 1829.—The explosion of the steamboat Helen McGregor took place at Memphis, on her passage from New Orleans to Nashville, on the 25th of February, by the bursting of her boilers, at which it is supposed between 50 and 100 persons were killed and wounded. (Information by Messrs. Maginnis and Wm. P. Clark, who were passengers on the boat.) Those who perished principally deck passengers."

current of the Missouri. They were in strange contrast to the magnificent side-wheel steamers built for the lower river during the palmy days of steamboating.

The nearest point to the mines on the Missouri river was Fort Benton, the head of navigation. It was a distance of 2200 miles, and the voyage consumed most of the boating season. It was a voyage attended with great danger, both from the savages along the shore and the many obstacles necessary to be overcome in navigating a treacherous stream, even the channel of which was unknown to the most experienced and skilful pilot. As will be seen from the number of wrecks in the accompanying list, many a boat went up the river during this period never to return.

The dates indicate the years in which the boats ran the river.

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, Burris. A small boat. Sunk at Liberty Landing, below the mouth of the Kaw. See, also, 7.

1854-'57. A. C. Goddin. Jack Ivera, master. A popular boat in her day. She sunk 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 18, 1865.

1890-'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. Alona. 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 gunboat Tennessee. This boat was afterward captured by Farragut, at Mobile. Governor Pinchback, 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, 1859. 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. Edda, 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 Laffin-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 any one, 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 *Blus* 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, 239.

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 \$5000 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 side-wheeler. The people along the shore called her the "Owl," a corruption of "Creole" or "Creowl."

1875-'80. *Belle of St. Louis*. A large side-wheel 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.

1862. Bennett. A government wrecking boat. Was herself wrecked in 1862, 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 Augster's fleet in his expedition against the Sioux on the Yellowstone, in 1875.

1895. Benton (No. 3). Sunk near Glasgow, Mo. All three of the Bentons were stern-wheel 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 (1810). Collided with the Missouri Belle, October 24, 1834. See Missouri Belle.

1836-'37. Boonville. Sunk in Kaw bend, 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-'88. 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.

— Calope. 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.

1869. Cambridge. 12.

1839. Camden. Side-wheel boat. Sunk at Patton's point, above Washington, Mo., in 1839.

1871-'75. Capital City. She was a large side-wheel boat, and was one of the eight boats constituting the Missouri River Packet Company, which ran to Kansas City in 1872-'73. In 1873 these boats carried 58,000 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.

1863-'68. 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 side-wheel, 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 23, 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 Euphrate 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 Euphrate 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 23, 1858.

1863. 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 side-wheeler. 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 Herrmann 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.

1863-'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-'78. 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.

1890-'85. C. R. Suter. Government snag boat.

1835-'40. Cumberland Valley. Sunk in the Kaw 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 mouth of the Saline river in 1859. She carried a cargo of 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.

1843-'52. Dacotah (No. 1). A side-wheeler. Wrecked at Peru, Neb., in 1852.

1884. Dacotah (No. 2). A large stern-wheel 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 side-wheel 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 *Chindown* 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 side-wheel 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 Glasgow, 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-'55. El Paso. T. H. Brierly, master; John Durack, captain. Dimensions 180 by 28 feet. Went to the mountains in 1850, and reached a point 260 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 side-wheel 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. La Barge, 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 lower-river boat.

1855. Emily (No. 2). A government boat; sunk at Atchison, Kan., in 1855. 2.

1858-'62. Emma. Cheever, master. Lower-river 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, 308 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. Euphrasia. Sunk in Euphrasia bend, below Glasgow, 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 1862. 7.

1862-'63. Evening Star. Side-wheel, lower-river 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 Wightman, 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 side-wheeler. 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 Mulvanphy's island, near the mouth of the river, October 20, 1883. Dodd, master.

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

1863-'66. Favorita. 2.

1836-'43. Fawn. Ran the river in the '40's.

1848. Fayaway (?). 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 28, 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, 186 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 Port Williams, Atchison county, Kansas, in 1856.

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

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

1855. Forest Rosa. 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.

1860-'62. 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 Sweetney, captain. Named for the famous fur-trader. 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-'28. George Washington. One of the earliest steamboats on the river. She sunk at the mouth of the La Mine in 1828.

1840. Georgetown. Sunk in lower river.

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

1838. *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 disasters, 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. Coll., 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. *Haldee*. Sunk at Charbonier Island, near the mouth of the river, in 1846. Percival G. Lowe, of Leavenworth, author of "Five Years a Dragoon," 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 was frozen in at Portland, Mo., and the party of recruits 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 covered 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 River—its 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, 1866.

1866. *Helena*. 2.

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

1854-'56. *Henry Lewis*. A. Emerson, master. Measurement, 490 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. Measurement, 296 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 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 Kansas City. On Wednesday, September 27, 1859, Hon. Anson Burlingame passed Atchison going down the river on the *Hesperian* to Leavenworth, where he spoke the following evening. This boat was owned by John W. Foreman, Jas. Foreman, A. B. Symms, and Captain Kercheval. Symms 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.

1866. *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 side-wheel 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, 465 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 Sasa. 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 Scrap-books, 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-'58. J. H. Oglesby. E. T. Herndon, master. A large side-wheeler, 225 by 85 feet. She ran in the lower-river trade, and on the 10th of October, 1859, struck a sawyer in Euphrate 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 skillful 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-'58. 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, 1858.

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 side-wheel 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. Side-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 side-wheeler. Sunk in Brick-house bend, near the mouth of the river, in 1840.

1836. John L. Roach. Sunk near Frankfurt, Mo., a little German town just above Lexington, in 1836. 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 light-draft 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). John McCloy, master. A large boat in the lower river.

1836-'37. 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. Kansas. 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 lower-river 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. John La Barge, master. 2.

1864-'72. Kate Kinney (No. 1). Large side-wheel boat in the "O" (Omaha) line. She burned at New Albany, Ind., in November, 1872.

1890-'83. Kate Kinney (No. 2). A large stern-wheel boat, built in 1890, burned at Shreveport, La., in 1883. These two boats, as well as the Cora (Nos. 1 and 2), Alice, and Joseph 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 any one 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 1, 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 River—its Navigation," by A. R. Greene, in this volume.

— Keokuk. 7.

1853-'56. Keystone. Thomas I. 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 Frankfort, Mo., in 1846. See, also, 4.

— Libby Congo. Excursion boat at Kansas City. Destroyed by cyclone.

1830-'31. Liberty. J. B. Monasset, 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 Frankfort, 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. Magera. 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 Blees, 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. Dohman, master.

1860. Mansfield. A St. Joseph and Omaha packet boat. 7.

1860-'64. Marcella. 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, master. 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 Weepert Landing on the Martha Jewett, August 31, 1855. 7.

1840-'50. Mary Blane. A lower-river, single-engine 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-'68. M. S. Mephum. A typical passenger boat of her day. She burned at the St. Louis levee in 1868.

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 steam-boating 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 Boonlick, 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 Boonlick, which was bound down-stream. The latter sustained but little damage, but the Missouri Belle was so injured that she sunk, and, as the water was very deep, she went down to her hurricane roof. The Boonlick 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.

1853. 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 big 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.

1855-'66. Mollie Dosler. Fred Dosler, master. A side-wheeler, 225 feet by 34 feet. Was sunk at Berry's Landing in 1855. After being raised she sunk again in Chamois chute, below the mouth of the Osage, October 1, 1856. The name of this boat appears in a list of steamboat arrivals at Fort Benton, June 1, 1856, 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.

— Montank. 7.

1856-'59. Morning Star. A lower-river passenger packet. She was 227 by 34 feet, and was built by Tom Briarly at a cost of \$45,000. She burned at Bissell's point, on the Mississippi, 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. Mephram.

1835. Mustang. Sunk in the lower river in 1835.

1840. Naomi. James McCord, master. A side-wheel boat. She sunk at the mouth of

Grand river in 1840, 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 26, 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 1857.

1856-'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. A fur-company 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. Sld 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. 965; 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, 1906, 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.

1820-'83. 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-'48. 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 \$90,000 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, Ill., 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. 968.

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 1869 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.

1830. 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. Plow Boy (No. 2). A small stern-wheel boat. She sunk at Arrow Rock, Mo., July 7, 1877.

1837. Plow Boy (No. 3). Another stern-wheel boat by the same name. She was wrecked near the mouth of Grand river, April 10, 1837.

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 side-wheeler, 180 by 22 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 Osawatimie, came to Kansas with Bondi on this boat. Fardee 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.

—, 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 side-wheeler on the lower river. She exploded near Cairo, Ill., in 1868.

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

1819. R. M. Johnson. Captain, Colfax. One of Col. 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 Col. 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. 7.

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 1600 lives lost.

1897. Roy Lynda. 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 Hoecken, 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 airtight; 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 26, 1851. Both of the St. Anthonys were small side-wheelers.

1835-'36. St. Charles. An early lower-river packet. She burned opposite Lexington, Mo., 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 160 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. Side-wheel 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.

1862. St. Paul.² 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, two-boiler, 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 twenty-three 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 Alleghenies, 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 (No. 1).

1890-'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. A fur-trade 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 side-wheel boat. Sunk near Portland, Mo., February 26, 1856, in Sonora port.

1858-'65. Southwester (No. 1). De Haven, master. A fine side-wheeler. Sunk at Cairo by ice in February, 1855. 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 twenty-three steamboats taken up the Yazoo and burned by the Confederates after the fall of

NOTE 3.—Many of the early steamboat men on the upper Missouri were French Catholics; hence we find the names of their patron saints given to their boats.

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 wharfyard, 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.

1864-'68. Star of the West. Parkinson, master. A Missouri river packet. Ran the lower river in 1868. Was a large side-wheel boat. She landed at Kansas City April 12, 1866, with 100 emigrants 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 23, 1866; 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 1853, 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.

1898-'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.

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

1864. 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 St. 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 dol-

lars 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-'78. Susie Silver. David Silver, master. A lower-river boat.

— Sutton. Sunk in the Missouri river. 7.

1866. Tacony. 2.

1890-'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.

1843. Tamerlane. Measurement, 220 tons. Sunk at Wakenda, near Carrollton, Mo., in 1843.

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 side-wheeler.

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 forecastle. 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 Eckler, 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 Shoo Fly 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. 996, 1001; La Barge, p. 149.

1832-'38. 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 Napoleon, Mo., in September, 1865. Twenty years after she sunk 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-'56. Watosa. A very fast stern-wheeler. She was wrecked near St. Joseph, September 28, 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.

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 a 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. 965.

1830 (?). W. H. Ashley. 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.

1856. 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 ferry-boats 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, Ill., 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 Brownville, 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-'56. Winona. Built in 1847. Side-wheeler. Sunk in Murray's bend, near Jefferson City, Mo., November 10, 1856.

1847. Wyandotte. Moore, master.

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

1881-'83. 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.

UPPER MISSOURI RIVER STEAMBOATS.

The following is a list of steamboats on the upper Missouri river from 1862 to the end of navigation, in 1888. They generally ran to Fort Benton, the head of navigation, and were engaged in transporting passengers and freight to the gold-mines in Montana. Many of these boats made only one or two trips and, as will be observed, a great number of them were lost. The particulars of the disasters, and sometimes even the localities where they occurred, have been omitted for want of space. With few exceptions they were small stern-wheelers, built for other rivers, and were ill adapted to the strong current and tortuous channel of the Missouri.

Abeona, 1867.
 Abeond, 1867.
 Abner O'Neal. Sunk near Bismarck, in the upper river, July 19, 1892.
 Agnes, 1868.
 Ajax.
 Alex Kendall.
 Alice. Sunk at St. Charles.
 Alone, 1868.
 Amanda. Burned above Omaha in 1867.
 Amaranth. Lost at Sioux City in 1869.
 Amelia Poe. Sunk in 1868.
 Andrew Ackley, 1868. 9.
 Andrew S. Bennett. Ferry-boat at Sioux City. Sunk by ice in 1888.
 Anna Lee. Sunk at Glasgow in 1881.
 Antelope, 1867-'68. 7, 9.
 Antelope (No. 2). Sunk at Bonhomme, S. Dak., in 1869.
 Argonaut. Sunk at the mouth of Missouri, 1865.
 Arkansas.
 Ashland.
 Bachelor. Sunk at Fort Pierre, S. Dak., in 1884.
 Bannock City, 1865.
 Bart Able.
 Bedford (No. 2), 1879.
 Belle of Jefferson. Exploded at mouth of Osage, July 7, 1875. Several persons killed.
 Belle Peoria. Sunk on upper river.
 Belle St. Louis, 1873.
 Ben Johnson, 1867. 7, 9.
 Benton, 1864.
 Benton, 1887. 9.
 Bertha. Sunk near St. Joe, June 25, 1872.
 Bertrand. Sunk above Omaha in 1865.
 Big Horn, 1866. This boat, or another of the same name, continued in service until 1878. 8, 9.
 Bishop. Capsized and wrecked in 1867 at Nishnabotna.
 Black Hills, 1882. Sunk at Yankton. 9.

Bridgeport. Sunk June 2, 1868, near Sioux City.
 Bright Star, 1873.
 Butte. Burned at Fort Peck, on upper river, in 1883.
 Carrie. Sunk above Omaha, April 13, 1868.
 Carrie V. Kountz. Burned at St. Louis, March 29, 1869.
 Carroll, 1877. Burned near Fort Randall in 1877.
 C. C. Carroll. Sunk at Chapman's Landing, above Glasgow, Mo., in 1886.
 Champion. Sunk at Portland, Mo., in 1864.
 Chippewa, 1859. Burned at Poplar river, Montana, May 10, 1861.
 City of Pekin.
 C. K. Peck, 1877. 9.
 Clipper.
 Coleman. Exploded and sunk near Rocheport, Mo., in 1882.
 Colona, 1858. See "The Kansas River - its Navigation," by A. R. Greene, in this volume.
 Colonel McCloud, 1878. Sunk near Bismarck, on upper river, in 1879.
 Colonel Parr. 7.
 Colossal.
 Coosa.
 Cornelia, 1870.
 C. P. Huntington. A transfer boat.
 Cutler.
 Cutter, 1864. 9.
 C. W. Mead, 1875.
 Dakotah, 1881. 7.
 Dallas. Sunk below Brownsville, Neb., in 1870.
 Daniel Boone.
 David R. Powell.
 David Watta, 1866.
 De Bussy, 1873.
 De Smet, 1873.
 Deer Lodge, 1866.
 Della. Sunk at White Cloud in 1878.
 Denver (No. 1). Burned at St. Joseph, May 16, 1867.

- Denver (No. 2). Sunk at Fort Lincoln in 1880.
- Dora.
- Dorcas. Sunk below Hermann, Mo.
- Eclipse. Sunk near Sioux City, September 8, 1887.
- Edgar. Sunk at Omaha in 1884.
- Effe Deans. 1864-'65. 7, 9.
- E. H. Durfee, 1872-'78. 7, 9.
- E. Hensley.
- Elkhorn (No. 2). 1878.
- Ella. Built at Leavenworth.
- Ella Kimbrough, 1865. Sunk near St. Charles.
- Emma. Built at Leavenworth.
- Emma (No. 2). Sunk above Omaha in 1878.
- E. O. Stanard. Sunk below Sioux City. See "The Kansas River—its Navigation," by A. R. Greene, this volume.
- Esperanza, 1872. Burned at Prophet's island, Dakota, October 23, 1874.
- Eureka, 1860. Built for the Kansas river. See "The Kansas River—its Navigation," by A. R. Greene, in this volume.
- Fanchon, 1877.
- Fanny Barker.
- Fanny Lewis, 1871.
- Fanny Scott. Burned at St. Louis, March 29, 1869.
- Fanny Tatum, 1877.
- Far West, 1871.
- Favorite, 1866.
- Flirt, 1871.
- Florence Meyer.
- Fontenell. Sunk in Amazonia bend, above St. Joe, August 21, 1871.
- F. Y. Batchelor, 1885. 9.
- Galatia.
- Gallatin, 1866. Sunk at mouth of Sioux in 1868.
- Gate City, 1874.
- G. A. Thompson, 1867.
- General Bragg. Sunk near Hermann, Mo.
- General C. H. Tompkins, 1878.
- General Custer, 1877. Sunk at Rush bottom, opposite Rulo, Neb., in 1879.
- General D. H. Buckner, 1878.
- General Dix. Burned at St. Louis.
- General Gaines.
- General Grant. Sunk below Bellevue.
- General McCook.
- General McNeil. Sunk in Howard's bend, lower river, in 1860.
- General Mead, 1880. Sunk at Pelican island, upper river, in 1888. (See page 236.)
- General Perry, 1887. 9.
- General Terry. Sunk at Omaha in 1888.
- Geo. C. Wolf. Sunk in Bowling Green bend, below Brunswick, Mo., May 3, 1874.
- George Lee. Ferry-boat at Rocheport, Mo. Sunk February 14, 1888.
- George Spangler. Sunk at Portland in 1879.
- Georgia.
- Gerard B. Allen. Burned at St. Louis, March 30, 1869.
- Gladiator.
- Glencoe (No. 2). Sunk at Nebraska City in 1887.
- Gold Dust, 1877.
- Gold Finch, 1866.
- Gov. Allen. Sunk in Malta bend in 1877.
- Grafton.
- Gray Cloud.
- Great Western. 7.
- Guidon.
- Gus Linn. Sunk below Sioux City in 1865. See, also, "The Kansas River—its Navigation," by A. R. Greene in this volume.
- G. W. Graham. Went to Fort Benton in 1867. She was the largest boat that ever went that high up; her dimensions were 249 by 40 feet. She burned at St. Louis in 1869.
- Gypsy.
- H. D. Bacon. Burned at St. Louis.
- Helena (No. 1), 1866. Sunk at Bonhomme island, on lower river, near the mouth, October 31, 1868.
- Helena (No. 2). Sunk at Bonhomme island, S. Dak., in 1887.
- Henry Adkins, 1868.
- Henry M. Shreve, 1869.
- Hilman. Sunk in Miami bend.
- Hiram Wood (No. 1), 1868. Sunk at Rose Bud, on the upper river, in 1873. 7, 9.
- Hiram Wood (No. 2). Ferry-boat at Sioux City.
- H. M. Shreve, 1869.
- Hope. Went to Fort Benton in 1880.
- Huntsville (No. 2), 1867.
- Huron. Sunk at St. John's island, near Washington, Mo., in 1871.
- Ida Fulton, 1867. 9.
- Ida Reese. Sunk at White river in 1871.
- Ida Stockdale. Sunk at Bismarck in 1871.
- Imperial, 1867. Sunk at Bonhomme island, Dakota, 1868. See 9.
- Importer, 1868.
- Ione. Sunk at mouth of Saline.
- Irene. Sunk in the lower river.
- Iron City, 1866.
- Island City. Sunk at Fort Buford in 1864.
- Jacob Saas, 1865. See, also, "The Kansas River—its Navigation," by A. R. Greene, in this volume.
- James D. Rankin. Wrecked on the Yellowstone in 1877.
- James Lyons. Sunk at Bonhomme, near the mouth of the Missouri, in 1882.
- J. C. Irvine. Built at Leavenworth.
- Jennie.
- Jennie Brown, 1867. 7, 9.
- J. F. Frazier.
- J. F. Joy, 1875.
- J. H. Lacy. Sunk at mouth of Nodaway river in 1867.
- J. H. Peck. 7.
- J. M. Chambers, 1878.
- John Warren, 1859.
- Josephine. A small stern-wheeler. In 1876 she went up the Yellowstone ten miles above the mouth of Powder river, being the highest point ever reached by a steamboat on that river.
- Judith, 1886. Sunk at Pelican island, below St. Charles, July 30, 1888. There were two Pelican islands.
- Kate Kearney, 1871.

- Kate Kinney, 1877.
- Katie P. Kountz, 1872. Sunk at Blackbird Hills, Neb., on upper river, in 1878.
- Key West, 1860-'62.
- Lacon. Captain, John Lynda. Sunk near Arago, Neb., about 1888. 7, 9.
- Lady Grace, 1867. Burned at Omaha, January 8, 1870.
- Lady Lee. Sunk at Fishing river, opposite Sibley, Mo., March 29, 1882.
- Lancaster. Sunk at Smith's Landing, near St. Aubert, Mo., in 1864.
- Leni Leoti. Sunk near Omaha in 1868.
- Leodora. Burned at Ponca Landing, S. Dak., in 1867.
- Lexington.
- Lillie, 1867. Sunk at Rulo, Neb., October 24, 1868.
- Lillie Martin, 1866.
- Little Blue.
- Little Rock, 1867.
- Live Oak.
- Livingston. Sunk at Running Water, on upper river, in 1868.
- Lizzie Campbell. Sunk near Nebraska City. Transfer boat at Nebraska City.
- Lizzie Gill. Burned at St. Louis.
- Louisville. Sunk at Pratt's cut-off, above Nebraska City, in 1864.
- Lucile.
- Lucy Bertrand.
- Luella, 1866.
- Mansfield.
- Mariner. Sunk in Onawa bend, near Onawa, Iowa, in 1867.
- Marion. Sunk below Fort Benton, in upper river, in 1866. See, also, 9.
- Mara. Sunk at Fishing river, below Kansas City, in 1865.
- Mary Bennett. Sunk at Sioux City in 1869.
- Mary Lowry.
- Mary McDonald, 1872.
- Mary McGee. Sunk at Plattsmouth, Neb., in 1877.
- Mattie Lee. Sunk in Murray's bend, near Jefferson City, in 1898.
- May Bryan.
- Metamora. Sunk near Boonville, Mo., September 27, 1875.
- Michigan.
- Milwaukee.
- Miner, 1866.
- Minneola.
- Minnesota.
- Minnie. Sunk at Leavenworth.
- Minnie Belle. A Kaw river boat. See "The Kansas River—its Navigation," by A. R. Greene, in this volume.
- Minnie Herman. Sunk at Sioux City.
- Missouri. This was the last steamboat to land at Fort Benton, and her voyage marks the termination of steamboat navigation on the upper Missouri. She landed there September 12, 1888.—Historical Society of Montana, vol. 3.
- Mollie Herbert.
- Mollie Moore. Sunk at mouth of White river, on upper river, in 1881.
- Monitor.
- Monongahela. Sunk at Leavenworth in 1870.
- Montana, 1879.
- Moses Green.
- Mountaineer, 1867.
- Nadine. Sunk at the mouth of the Missouri, September 10, 1878. Several lives lost.
- Ned Tracy.
- Nellie Peck, 1871-'80. 9.
- Nellie Rogers, 1866.
- Neut. Sunk at Port William, Kan.
- Nick Wall. Sunk on the upper river, April 25, 1869.
- Nile, 1867.
- Niobrara.
- Nora. Sunk at Pratt's cut-off, Nebraska.
- North Alabama, 1868. Sunk at mouth of Vermillion river, on upper Missouri, in 1870. Telegram in the *New York Tribune*, July 12, 1906: "Vermillion, S. Dak., July 11, 1906.—The river steamer North Alabama, which sank in the Missouri river six miles below here in 1870, strangely rose to the surface yesterday, and to-day crowds of spectators line the banks. The boat carried a cargo of flour and whisky for the Yellowstone district. The fifty barrels of thirty-six-year-old whisky have attracted lovers of good liquor, and already a scramble to find the prize has begun. As yet it has not been reached, owing to the quantities of mud accumulated over the lower decks."
- Nugget. Sunk on upper river, in Onawa bend, in 1866.
- Nymph. Sunk in Jackson bend, above Sibley, March 4, 1868.
- Octavia, 1867.
- Omaha. Sunk by ice at St. Louis in 1865.
- Ohio. Sunk below Omaha.
- Onawa. Sunk in Onawa bend, Iowa, in 1860. The town of Onawa took its name from the bend, and the bend from the boat. A similar case to the town of Malta Bend, Mo. There are nine wrecks in Onawa bend.
- Only Chance, 1866-'69. 2, 7, 9.
- Ontario. Sunk near Omaha in 1866.
- Orion. Sunk in Eureka bend, above Jefferson City.
- Oronaka.
- Osage.
- Osceola. Her cabin was blown overboard on the Yellowstone in 1878, and her hull was towed down the river, and sunk near Kansas City by striking a snag.
- Paragon, 1865.
- Paris.
- Pawnee.
- Peninah, 1868. Wrecked at Sioux City, April 6, 1875.
- Peoria Belle. Sunk in Cheyenne bend, at mouth of the Cheyenne, on the upper river, in 1864.
- Peoria City.
- Petrel. Lost at South Point, Mo., in 1883.
- Pin Oak. Lost at Sandy Hook, 1896.
- Portsmouth. Sunk below Weston, Mo., in 1861.
- Prairie State.
- Prima Donna.
- Princess. Sunk at Napoleon, Mo., May 31, 1868.
- Progress.
- Red Cloud. Sunk at Red Cloud bend, Mont., in 1882.

- Rialto. Sunk at Weston, Mo., in 1864.
 Richmond, 1867.
 Roanoke.* Sunk at Pratt's cut-off in 1867.
 Rob Roy.
 Robert Campbell (No. 2). Was on the river in 1863.
 Robert Emmet. Sunk at St. Aubert, Mo., in 1869.
 Rose Bud, 1878. Sunk at Bismarck, May 26, 1880.
 Rubicon (No. 2).
 Rucker. 7.
 St. Johns, 1865.
 St. Joseph.
 St. Luke, 1868. 9.
 Sallie, 1868.
 Seitz. Sunk in Onawa bend, Iowa.
 Senator. Sunk at Yankton.
 Seventy-six. Sunk near Spring House, above St. Charles, in 1876.
 Shamrock. Sunk at the mouth of the river in 1863.
 Shreveport, 1861-'63. Owned by La Barge, Harkness & Co., and ran on the upper river. A small, light-draft boat. 9.
 Silver Bar, 1869.
 Silver Bow, 1869. Sunk by ice at St. Louis in 1872.
 Silver City. Was on the river in 1866.
 Silver City, 1877.
 Silver Lake, 1868-'71. 7, 9.
 Silver Wave. Sunk at Columbus, Ky., in 1873.
 Sioux City (No. 2). Lost by ice at St. Louis, December 16, 1865.
 Sioux City, 1872.
 Stephen Decatur.
 Success, 1868.
 Sully. Sunk near Doniphan, Kan., October 22, 1869.
 Sunset. Sunk at the mouth of Sioux river, July 18, 1869.
 Sunshine.
 Tacomy. Sunk at Fort Peck, Montana.
 Tacony, 1866.
- Tennessee. Sunk above Sioux City, April 25, 1869.
 Thomas Morgan. Sunk near Parkville, Mo., February 5, 1866. See, also, "The Kansas River—its Navigation," by A. R. Greene, in this volume.
 Tidal Wave.
 Trover. Sunk at Trover Point, on upper river, in 1867.
 T. T. Hillman. Sunk near Grand river.
 Tyler. Sunk above St. Charles in 1879.
 U. S. Mail. Sunk on the lower river.
 Urilda, 1868-'69. Sunk in Kate Sweeney bend, near Vermillion, in upper river, April 24, 1869.
 Utah, 1869.
 Victoria.
 Vienna. Sunk at Washington, Mo., in 1889.
 Vint. Stillings. Sunk at Sioux City.
 Viola Belle. Sunk near Doniphan, Kan., August 28, 1871. 9.
 Violet. See "The Kansas River—its Navigation," by A. R. Greene, in this volume.
 Walk-in-the-Water. Sunk in Malta bend, above Miami, Mo., in the '80's.
 Walter B. Dance, 1866. Ran to Fort Benton, and afterward put in the Miami Packet Company, in the lower river.
 Washington, 1871.
 Watson. Sunk in Amazonia bend, above St. Joseph.
 Waverly, 1866.
 Welcome. Burned at St. Louis in 1863.
 Western, 1872-'78. 9.
 Western. Sunk at Yankton, Dak., March 29, 1881.
 Wild Duck.
 W. J. Behan.
 W. W. Walker. Sunk at Plattsmouth, Neb., in 1874.
 Wyoming. 7.
 Yellowstone (No. 2). A small stern-wheeler, on the upper river in the '60's. Sunk on the Yellowstone river in 1867.
 Yellowstone (No. 3), 1872-'78.
 Yorktown, 1867.
 Zephyr. A small stern-wheel boat. Sunk at Sibley, Mo., July 21, 1870.

NOTE 4.—About June 1, 1865, the Roanoke, near Fort Benton, on the upper Missouri, encountered so many buffalo crossing the water that its passage was blocked. The buffalo were in sight for 700 miles, and thousands perished in the quicksands on the banks of the river. When they would emerge from the water they would immediately sink into the quicksands and go out of sight, others coming on top of them. The officers of the boat say that a mass of buffalo five or six miles square could be seen, and that millions of them crossed the river at that time.—Buffalo clipping, *Kansas City Star*, October 31, 1904. (See page 236.)