

## **Missouri River Steamboat Companies & Independent Operators**

### **1.) Baker Line**

- o *Steamer Red Cloud*

### **2.) Benton Line** (Block P Line, Powers Packet Line, Sioux City & Northern Packet Co.)

- o *Steamer Benton*
- o *Steamer Black Hills*
- o *Steamer Butte*
- o *Steamer Helena*

### **3.) Coulson Packet Line** (Missouri River Transportation Co.)

- o *Steamer Big Horn*
- o *Steamer Key West*
- o *Steamer Western*

### **4.) Kountz Line**

- o *Steamer General Custer*
- o *Steamer Peninah*

### **5.) Peck Line** (Durfee & Peck, Northwestern Transportation Co.)

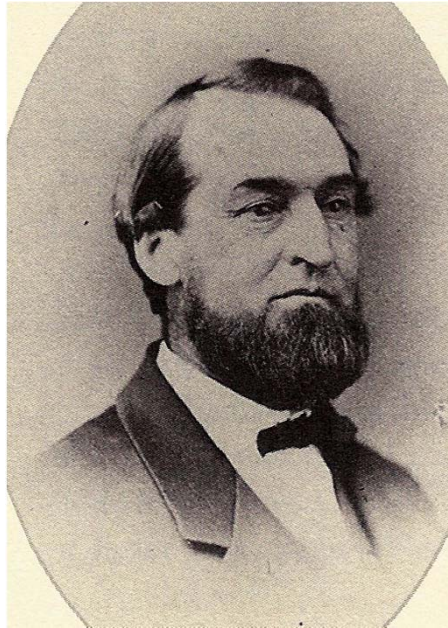
- o *Steamer Far West*
- o *Steamer Nellie Peck*

### **6.) Independent Operators:**

- o *Steamer Deer Lodge*
- o *Steamer Esperanza*
- o *Steamer Ida Stockdale*
- o *Steamer Iron City*
- o *Steamer Jennie Brown*
- o *Steamer Lillie Martin*
- o *Steamer Ned Tracy*
- o *Steamer Waverly*

### **Red River of the North & Other:**

- o *Steamer Selkirk* (Red River, Hill, Griggs & Co.)
- o *Steamer White Swan/Pluck* (Red River, Alsop Line)
- o *Steamer Peoria* (Minnesota River, Eagle Packet Co.)

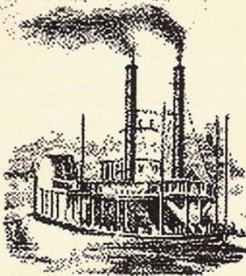


**Isaac G. Baker**

I.G. Baker & Co was originally a mercantile company based in Fort Benton, MT. In 1875, they jointly purchased the steamer *Benton* along with T. C. Power & Co of the Benton Line. Baker and Co sold their interests in the *Benton* and the Benton Packet Line to Power and Co in early 1877. However, they then bought the steamer *Red Cloud* in Apr, 1877 for \$25,000, thus inaugurating the Baker Line of steamboats. The *Red Cloud* served the Baker Line admirably till it was sunk by a snag on Jul 11, 1882. This proved to be the beginning of the end for the Baker Line in the steamboating business, as the Benton Line and Coulson Line boats handled most of I. G. Baker and Co's freighting needs after the 1882 season.

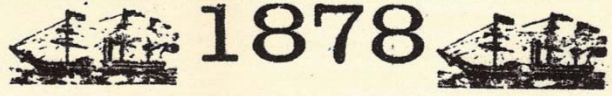
The 1883 season proved to be a hard one for many steamboats and steamboat companies. I. G. Baker and Co was dealt another blow when their steamer the *Colonel McLeod* was sunk in eight feet of water after being smashed by the steamer *Butte* (a Benton Line company boat) which had slipped off her ways at Bismarck. The sinking of the *Red Cloud* and the *Colonel McLeod* marked the end of I. G. Baker and Co's foray into river steamboating.

**I. G. BAKER & CO.**  
FORT BENTON, MONTANA.



PROPRIETORS OF THE BAKER LINE STEAMERS.  
**Finest and Fastest Steamers**  
ON THE UPPER MISSOURI  
**RED CLOUD**  
AND  
**COL. MACLEOD.**  
*Will transport Freight from all Eastern Cities to all points in Montana.*  
EASTERN OFFICE, 219 OLIVE ST., ST. LOUIS.  
**BANKERS, FREIGHTERS**  
INDIAN TRADERS,  
Dealers in General Merchandise.  
THE HIGHEST CASH RATES PAID FOR FURS AND ROBES  
**BAKER & CO.'S BONDED LINE.**  
*Will insure Goods on the Missouri River.*  
S. C. ASHBY, Agent, HELENA

Baker Line handbill from 1870's

 **1878**

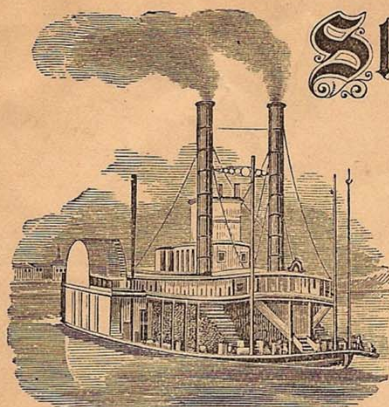
**BAKER LINE,**  
(via Northern Pacific Railroad)  
**BISMARCK**  
TO  
**Ft. BENTON,**  
Composed of the following elegant light draught  
Steamers  
**RED CLOUD,**  
W. R. MASSIE, Master. AL. MAYNARD, Clerk.  
**NELLIE PECK,**  
Wm. SIMMS, Master. F. J. DENNIS, Clerk.  
**Col. Macleod.**  
One of the above first class steamers will leave  
Bismarck every week during the season for Fort  
Benton and all intermediate points, offering to  
passengers unprecedented facilities for comfort  
and a quick trip, making  
**Close Connection**  
with all Stage Lines to the interior of Montana  
and the British Possessions.  
Passage and rooms can be secured by letter or  
telegraph of the undersigned agents:  
J. W. MOORE, 54 Clark St., Chicago.  
M. W. DeWOLF, 305 Broadway, New York.  
I. G. BAKER & CO., 219 Olive St., St. Louis.  
**H. J. KING,**  
Bismarck, D. T.

Bismarck Tribune advertisement from  
May 24, 1878 for the Baker Line



*Baker Line.***STEAMER RED CLOUD,**

JAMES SMITH, Master. AL. MAYNARD, Clerk.



R. P. Studley &amp; Co., 221 N. Main Street, St. Louis.

**Shipped,** IN APPARENT GOOD ORDER AND CONDITION, BY

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

*Chicago Ill* on Levee or wharfboat, (unavoidable  
 dangers of the river, fire, explosion and collision, with privilege of lighting,  
 towing, re-shipping and storing,) unto *J & O Boskowitz*  
*#246 Lake St* or assigns, he or they

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

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

Dated at *Benton* this *12* day of *July* 187 *7*

MARKS.

ARTICLES.

WEIGHT.

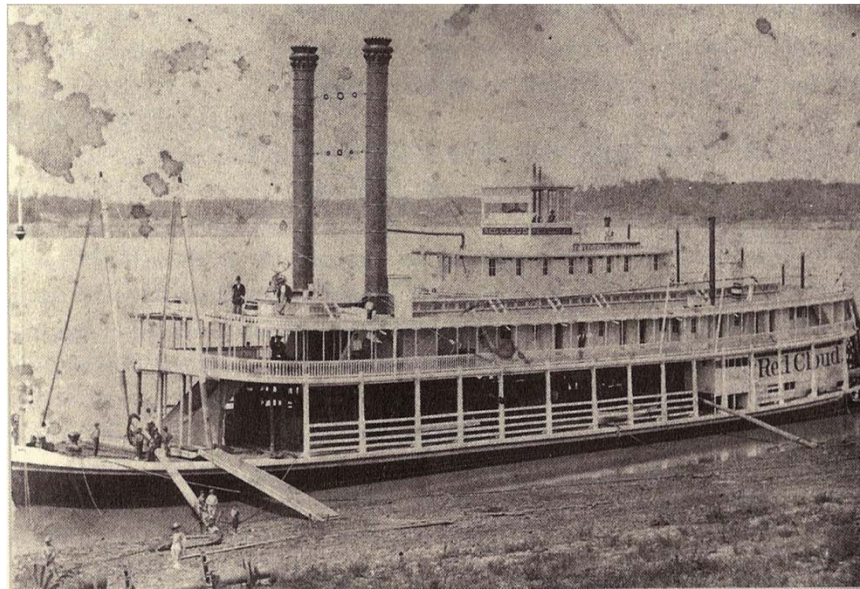
*G*  
*Grovey & Co*

558	Dry Hides	1 4 5 6 6
152	Bales Buffalo Robes	1 5 3 0 0
2	" Red Calf	2 7 0
5	" Wolf Skins	5 1 4
11	" Beaver	1 6 3 6
16	" Elk	1 7 1 9
27	" Antelope	1 9 7 8
31	" Deer	2 6 9 4
1	" Mixed Furs	1 2 5

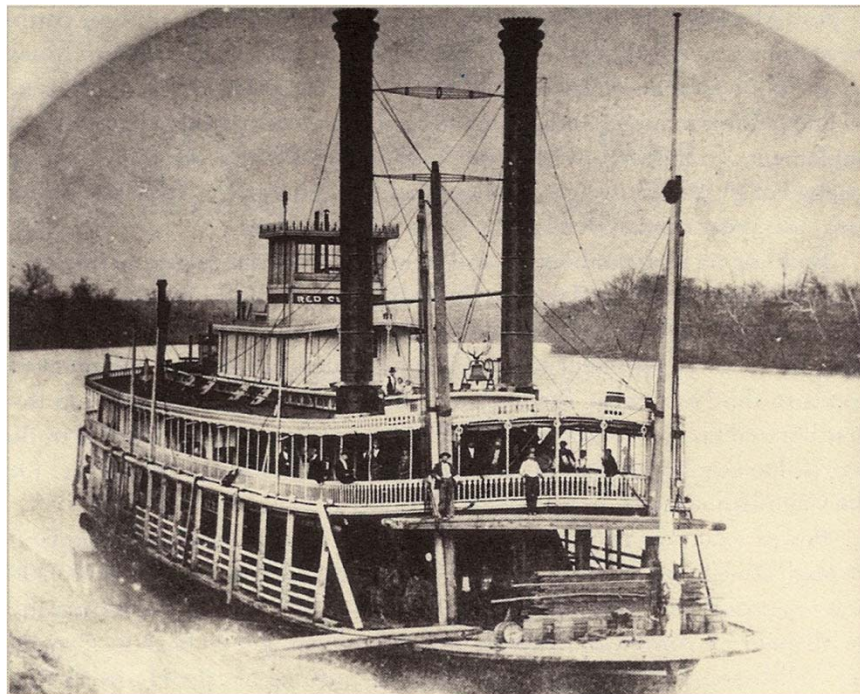
*Al Maynard*  
*38802*<sup>#</sup>

Bill of Lading for *Steamer Red Cloud* (July 12, 1877) from Benton, MT to Chicago, IL. The various peltries listed were likely off-loaded at Sioux City or Yankton and then transported overland to Chicago via railroad.



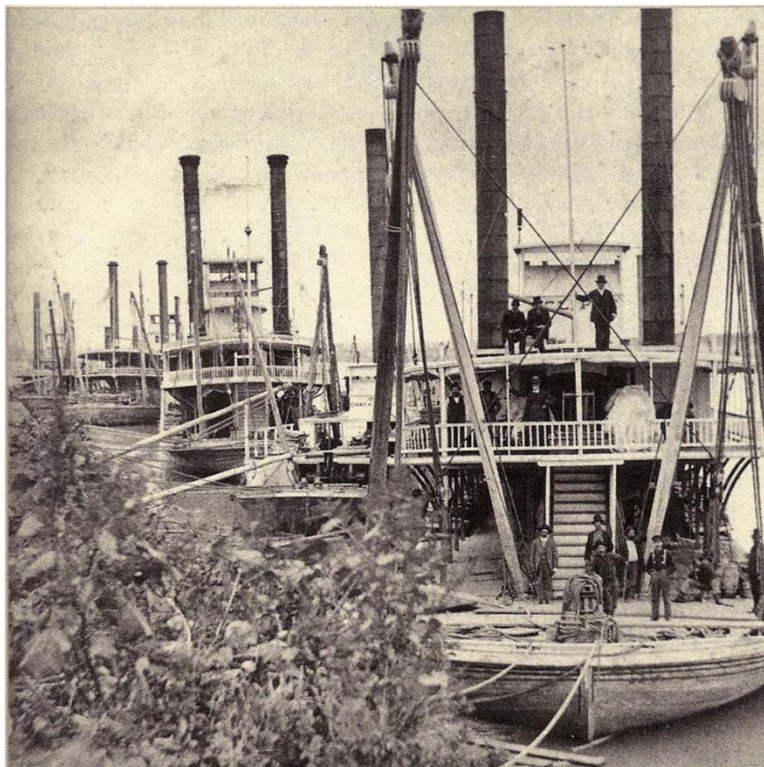


A couple of early photos of the *Steamer Red Cloud* on the Missouri River



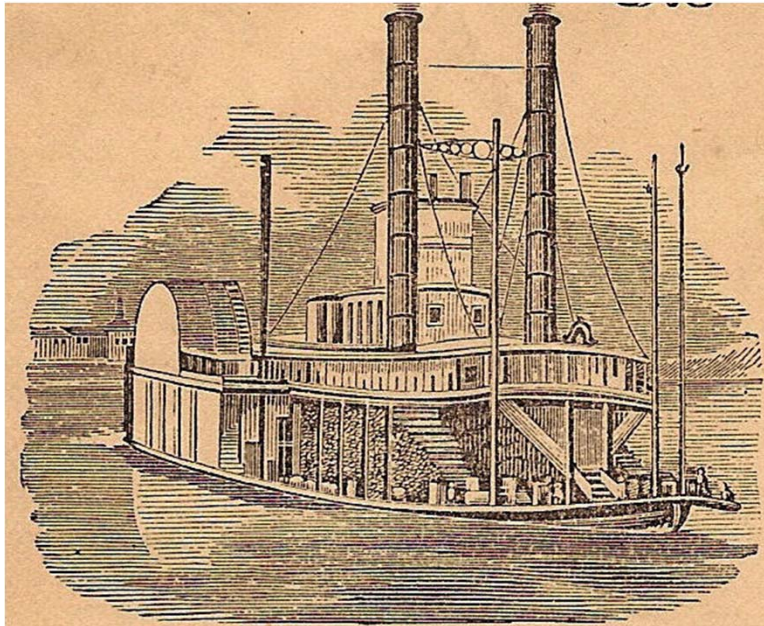


Carried by *Steamer Red Cloud* from somewhere on the Upper Missouri River to Fort Buford, Dakota where it entered the mails with their May 7, 1878 hand stamp for delivery to Chicago. The purser of the *Red Cloud* apparently applied his boat's marking to the cover the same day it was dropped in Fort Buford's mail.



*Steamer Eclipse* (foreground) with the *Steamer Red Cloud* (just behind the *Eclipse*) at Bismarck levee, ca1880





Detail from 1877 *Red Cloud* Bill of Lading

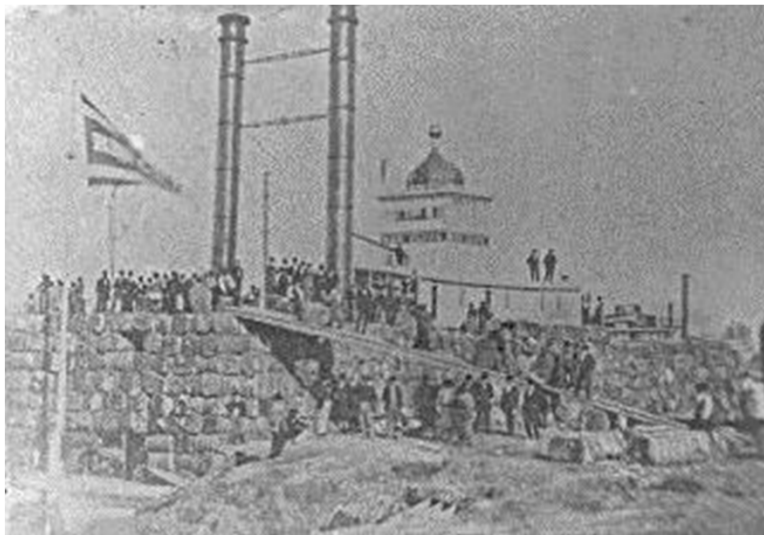
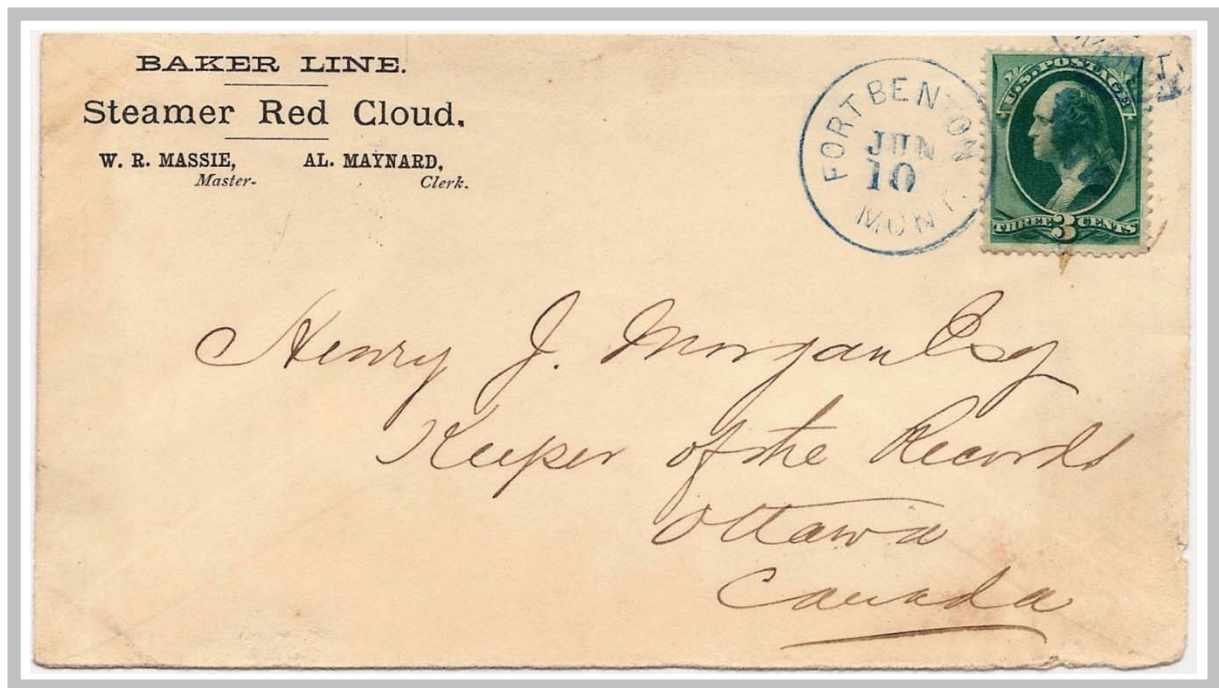


Photo reproduced on early 1900's postcard



Carried by *Steamer Red Cloud* to Fort Benton, Montana where it entered the mails with their Jun 10 (1878) hand stamp for delivery to Ottawa. Enclosed letter (on reverse) written on board the *Red Cloud* on June 8, 1878, includes:

*“our detachment numbers sixty men [Canadian Mounted Police recruits en route to Fort Walsh, Canada] and if it were not for the rowdy element, would be a happy family. I was under the impression that the material composing the Mounted Police was chosen for intelligence & physique. Now I have met all classes of society in this life...I have had dealing with the hardest of cases but I'll back some of our party as being the greatest of black-guards. Some are whiskey soaked bummers the scum of the back streets – others puny decrepid creatures sending whom to this country is little short of murder...the majority are a splendid lot of fellows...a scout was taken on board this morning who had order for us to stand at the Marias fifty miles below Fort Benton. From thence we have a march of 160 miles to Fort Walsh...Sitting Bull on the rampage”.*



Steamer "Red Cloud"  
Missouri River  
June 8<sup>th</sup> 1878  
My dear Henry—  
Since writing you at  
Bismarck we have spent a  
dreary time. This is the twelfth  
day on this boat. the magnificent  
& varying scenery of the river.  
the incidents occurring along  
the shores. wooding up. Buffalo  
antelope &c. &c. hardly break  
the monotony. Our detachment  
numbers sixty six men. and  
if it were not for the rowdy  
element, would be a happy  
family. I was under the

Carried by **Steamer Red Cloud** to Fort Benton, Montana where it entered the mails with their Jun 10 (1878) hand stamp for delivery to Ottawa. Key excerpts from the letter are transcribed on the other side of this page.



**Thomas Charles Power (1839 – 1923)**

Thomas Charles Power (1839 – 1923) was a Republican senator from Montana and businessman. He was born near Dubuque, Iowa on May 22, 1839. He attended public school and graduated from Sinsinawa College with a degree in engineering. He then worked as a surveyor in Dakota until 1860. Between 1861 and 1867 he was engaged in trade along the Mississippi River, eventually becoming president of the Benton Line of steamers.

After settling in Helena in 1876 Power started T. C. Power and Browlich, a prominent mercantile company through the northwestern United States and western Canada. He served in the United States Senate from January 2, 1890 to March 3, 1895 as one of the first two senators from Montana.

He died on February 16, 1923 and was interred in Resurrection Cemetery in Helena, Montana. The town of Power, Montana is named after him.



**Ft. Benton Transportation Company,**  
**T. C. POWER, Pres't.**  
**Chicago Office, 83 Market St.**  
**G. A. BAKER, Sec'y.**  
**St. Louis Office, 219 Olive St.**  
 The New, fast and commodious Passenger  
 Steamer,



**BENTON!**

**JAS. MCGARRY, JOHN C. BARR,**  
 Master. Clerk.  
 FOR  
**FT. BENTON**  
**AND ALL POINTS ON THE**  
**UPPER MISSOURI.**

Leaves Bismarck for Fort Benton on April 20, 1877  
 For Freight or Passage apply on Board or to  
**JAS. A. EMMONS, Agent.**

**Bismarck Tribune Apr 11, 1877 advertisement of the  
 "Ft. Benton Transportation Company"**

The Sioux City and Northern Packet Company, known as the Benton Line, the Power Line, or the Benton Transportation Company, was formally organized in 1879. It was a combination of four transportation companies (the Power Line, the Baker Line, the Charles Line, and the Benton Line) and proved to be formidable competition for the Coulson Line. The company did good business between Sioux City and Bismarck in the 1870's but gradually withdrew from business below Bismarck, as it concentrated on the Montana trade, where the Power family (one of the owner's of the line) was most concerned.

In 1880 the *Yankton Press and Dakotian* wrote:

*The Benton Line of steamers is circulating a card in which it announces that its boats will touch at Yankton and Bismarck on their upward and downward trips. The Benton Line doubtless means by this that it will load at Yankton and Bismarck but its old time hostility leads it to adopt the suicidal policy of attempting to ignore the inevitable. In its card, the Benton Line rings in the Peck Line of boats as part of its steamboat list, but Colonel Akin promptly cuts loose from the alleged combination and says his boats will do no such thing.*



No. 359 **BENTON LINE**

(T. C. POWER &amp; BRO., Proprietors.)

— VIA —  
**Northern Pacific Railroad and Bismarck, D. T.,**

TO ALL POINTS IN

**Montana and British Northwest Territory.****CONTRACTING OFFICES:**

I. P. BAKER,  
Wharftoat, bet. Olive and Locust Sts., ST. LOUIS.  
L. A. SMITH,  
363 Broadway, NEW YORK.  
A. H. PRIDE,  
143 Broadway, NEW YORK.

T. C. POWER & CO.,  
Helena, M. T.  
J. P. FARLEY,  
Helena, M. T.  
G. G. SANBORN,  
Gen'l Frt Ag't, Northern Pacific R. R., ST. PAUL.  
H. WARFIELD,  
S. C. Cor. LaSalle and Randolph Sts., CHICAGO.  
O. J. JAPRON,  
600 Clark Street, CHICAGO.

*Received from*  
*Chicago*  
*Shaw's*  
*order, dangers of river navigation excepted.*  
*Marked and Numbered as per margin, to be transported from Chicago.*  
*8*

**CONTRACT RATES:**

*Per 100 lbs.*  
*Charges Advanced, \$*

**WEIGHTS SUBJECT TO CORRECTION**

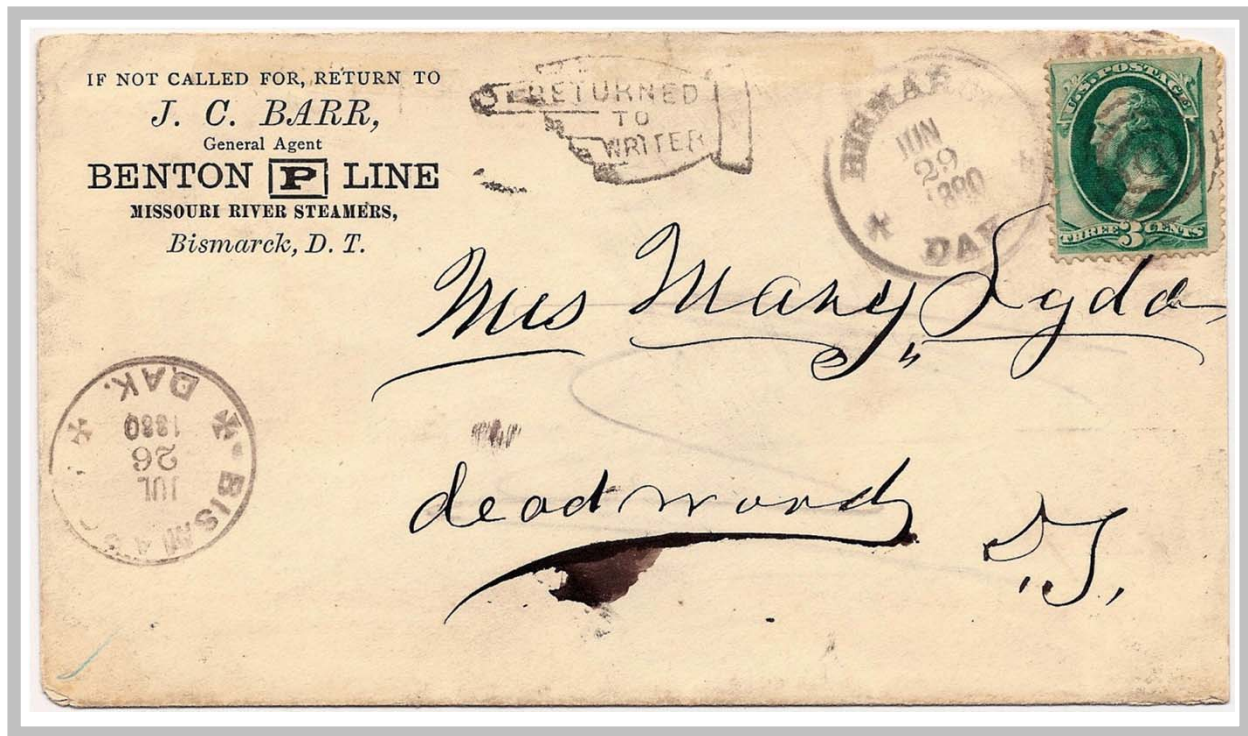
No liability will be assumed for wrong carriage or wrong delivery of goods that are marked with initials, numbered or imperfectly marked.  
NOTICE.—In accepting this contract, the shipper or other agent of the owner of the property carried expressly agrees to all its stipulations, exceptions and conditions.

**MARKS.****ARTICLES.****WEIGHT.**

7 16 Mc Knight & Co		12 60
set of		

themselves against losses of Missouri River Navigation, must effect their own insurance.



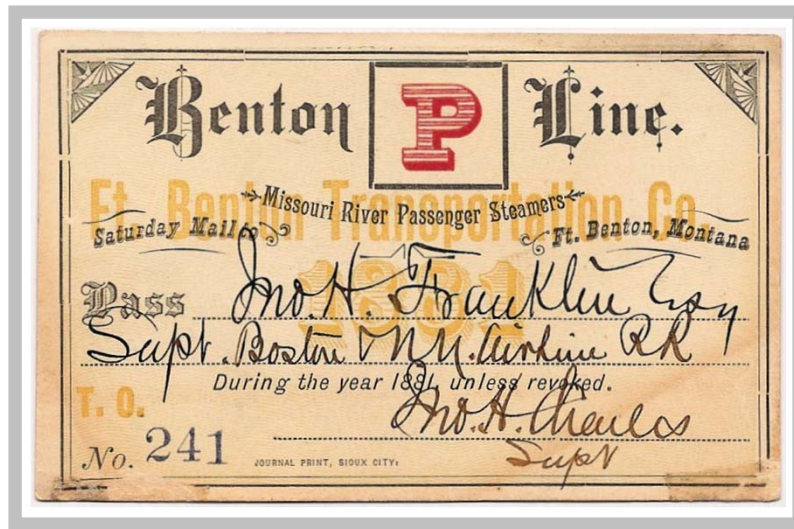


Corner card of J. C. Barr, General Agent for the Benton Line at Bismarck, D.T. Mailed from Bismarck with their handstamp Jun 29, 1880 to Deadwood, Dakota Territory. Received at Deadwood with their backstamp Jul 4 (1880). The cover was apparently advertised and Mrs. Lydd did not call for the letter, as a second Jul 24 Deadwood marking indicates return to Bismarck, where it was received Jul 26, 1880.



Reverse of cover, noting the Steamers *Benton*, *Helena* and *Butte* in the Benton Line fleet





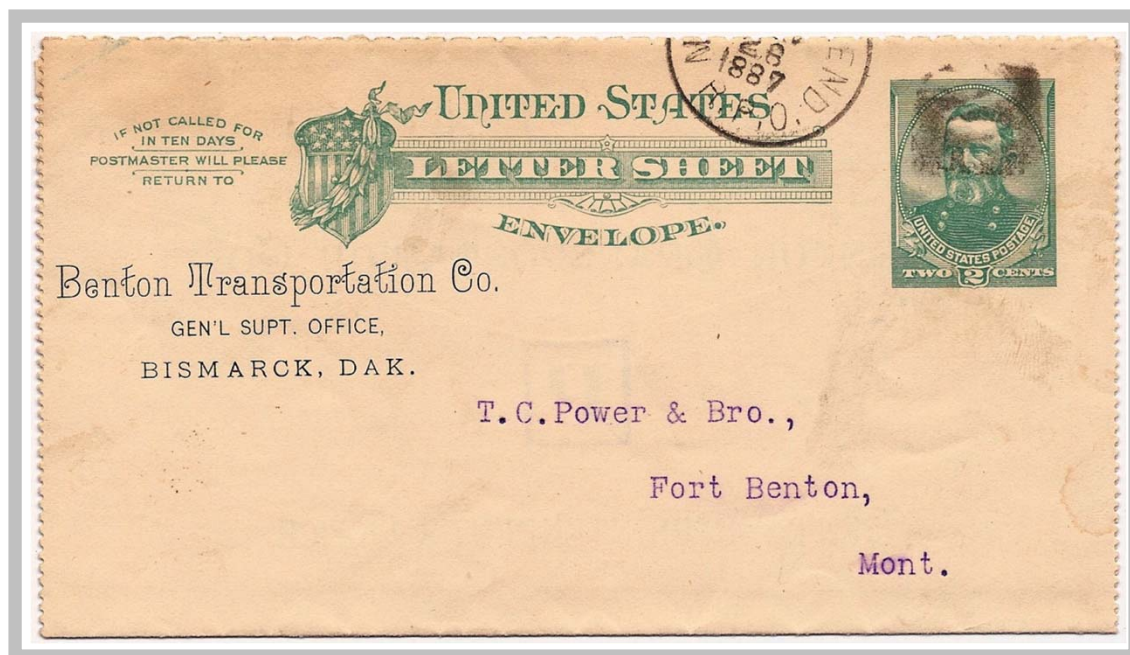
### Benton Line season pass for the year 1881

These passes were many times issued to officers of other transportation companies, in this case, to the Superintendent of the Boston and New York Railroad.

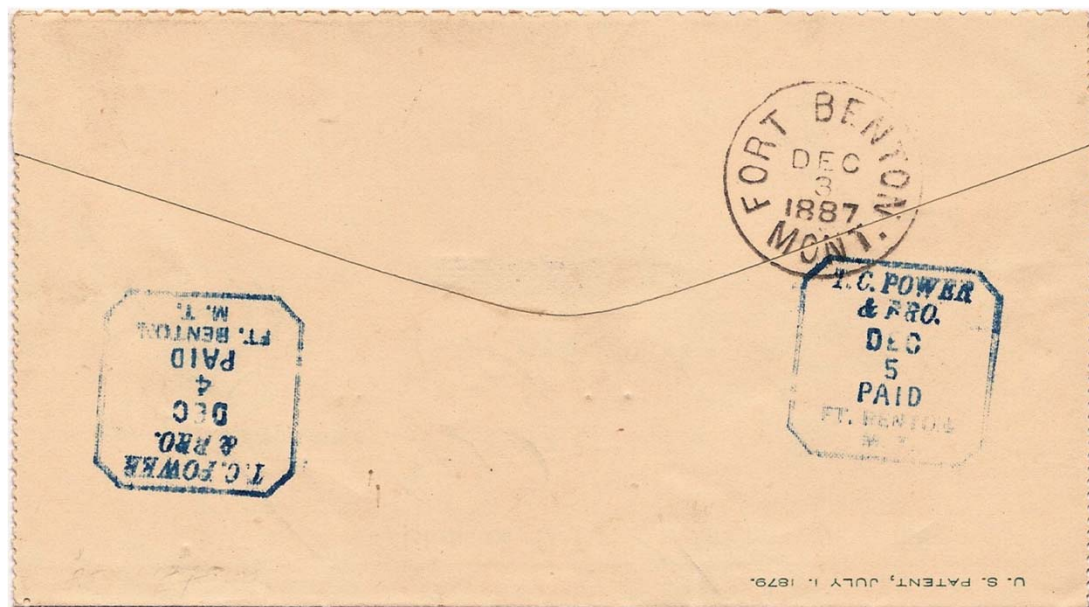


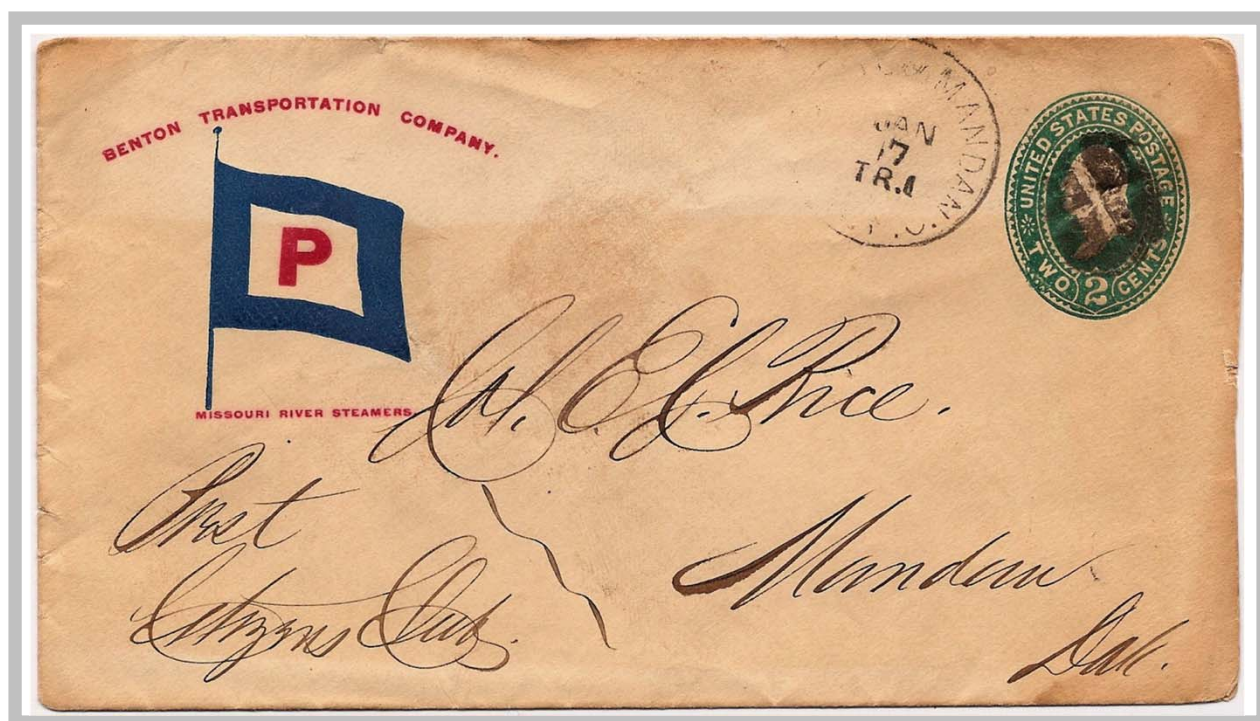
Mailed from Casselton, Dakota with their Sep 1, 1882 handstamp to "President of Steamboat on Missouri River, Bismarck, Dakota" with inquiry about rates for transportation from Bismarck to St. Louis. The blue Benton Line marking is the office receipt handstamp of Isaac P. Baker, General Agent and reads **Gen Agts B.T. Co./Benton "P" Line/Sep 2, 1882/Isaac P. Baker, G.A.**





**Benton Transportation Co.** corner card cover sent via Mandan & Great Bend R.P.O. with their Nov 28, 1887 handstamp to Fort Benton, Mont., received Dec 3, 1887. Letterhead illustrated below, along with reverse of cover showing two strikes (Dec 4 and Dec 5) **T.C. Power & Bro. Dec 5/PAID/Ft. Benton M.T.** markings.



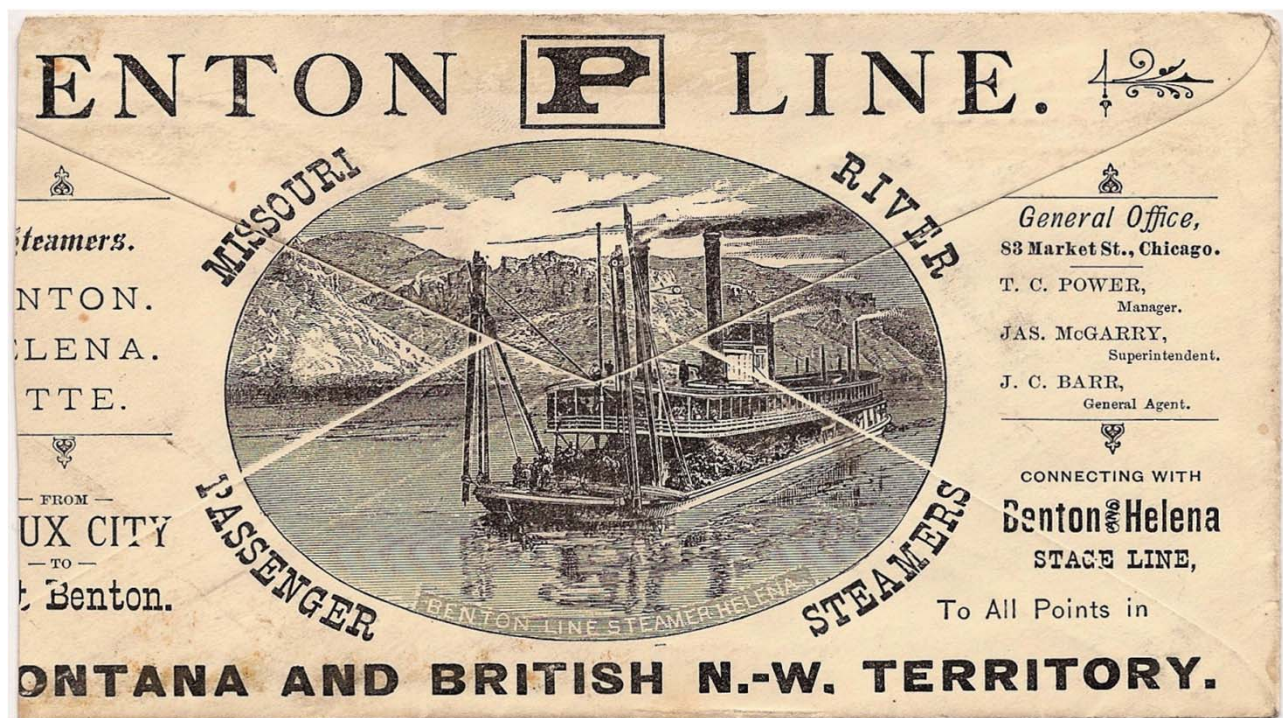


Illustrated corner card of the **Benton Transportation Company** showing their "Block P" company flag. Mailed via St. Paul & Mandan R.P.O. Jan 7 (1887, 1888 or 1889, based on other known examples of this postmark) to Mandan, Dakota.





Carried by *Steamer Benton* from somewhere on the Upper Missouri River to Fort Yates, Dakota where it entered the mails with their postmark Nov 11, 1879 for delivery further downstream to Bismarck. The *Benton* was a stern wheeler of about 400 tons, measuring 197' x 33' x 5', built at Pittsburg in 1875, and was one of the famed “mountain boats” owned and operated by T. C. Power & Bros “Block P Line”. It had a long and remarkable career during the Indian Wars and the pioneer days in Dakota and Montana Territories. She sank on July, 18, 1897 after running into a drawbridge at Sioux City.



Reverse of cover, noting the Steamers *Benton*, *Helena* and *Butte* in the Benton Line fleet



## Steamboat Benton

*Image from the Gallery of Gary R. Lucy*

Type: Sternwheel wooden-hull packet

Size: 197' x 33' x 5'

Power: Engines by James Rees, 15's - 5 ft; three boilers, each 38" x 24'

Launched: 1875, Pittsburgh, Pa.

Destroyed: 1897, Jul 18: under the command of Capt. James P. Boland boat became sideways when stopping for drawbridge at Sioux City, backed into piling, holing hull. Out of control, she plunged under the un-raised drawbridge, destroying her upper works and was wrecked.

Areas: Missouri River, Ohio River, and Mississippi River

Owner(s):

- 1875: T. C. Power & Bros. and I.G. Baker & Co.
- 1889: Sold to Capts. James T. Boland and Thomas B. Sims
- 1897: Capt. Thomas B. Simms of St Louis

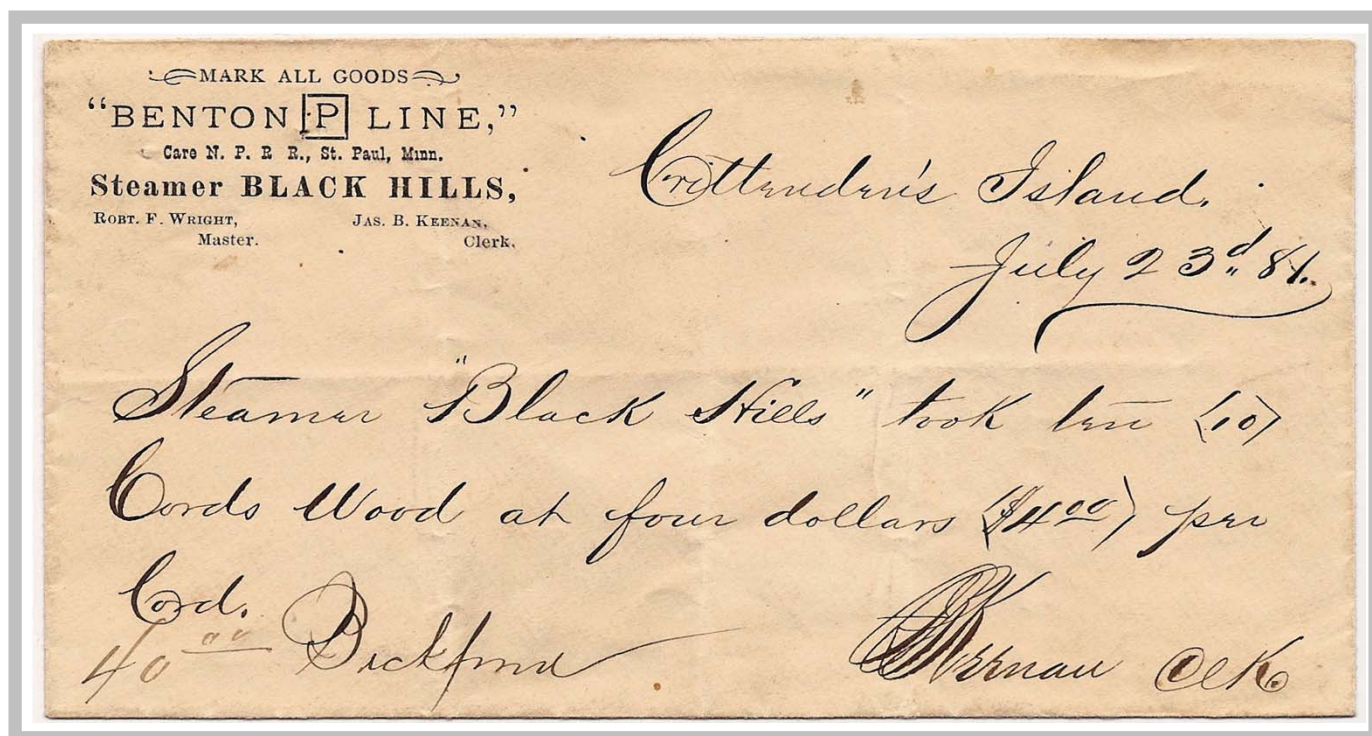
Captain(s):

- 1875: James McGarry
- 1877, Sept: Grant Marsh
- 1889, Sept 15: Asa P Boland
- 1896: James P. Boland

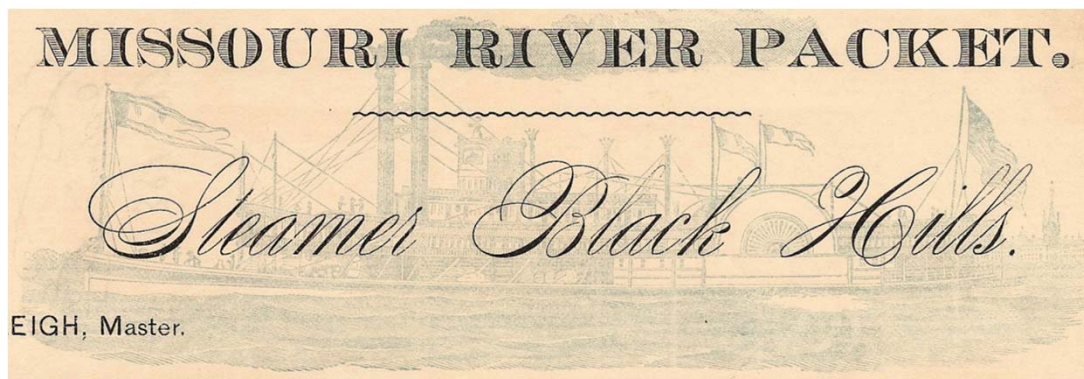
Comments:

- 1877, Sep: Involved in the Nez Perce conflict at Crow Island on Upper Missouri
- 1889, Sep 15: Five miles above Washington, Mo., snagged, sunk and raised. Pilot at the time was George G. Keith
- 1895, Jul 31: Tiller line parted; she swerved into a snag and sank, but was raised.





Corner card cover of *Steamer Black Hills* used as receipt for wood by James B. Keenan, the clerk of the steamboat. The *Black Hills* was a stern-wheeler of about 350 tons built at California, PA in 1877 for the Block P Line. She operated on the Upper Missouri River until she was crushed in ice at Bismarck, Dakota on Mar 28, 1884.



Type: Sternwheel, wooden-hull packet.

Size: 135' x 27.5' x 4.5'

Power: 14's - 4 1/2 ft., two boilers each 42" x 21'.

Launched: 1877, California, PA

Destroyed: Mar 28, 1884 after wintering at Bismarck, was cut down by ice

Area: Missouri River and Yellowstone River; spent some time on Osage River, Missouri

Owners: Timothy B. Burleigh (1/2), James C. McVay (1/4), Thomas M. Rees (1/4)

•1879 – Coulson (Missouri River Transportation Co.) Line

•1881 – Benton, or Block P, Line

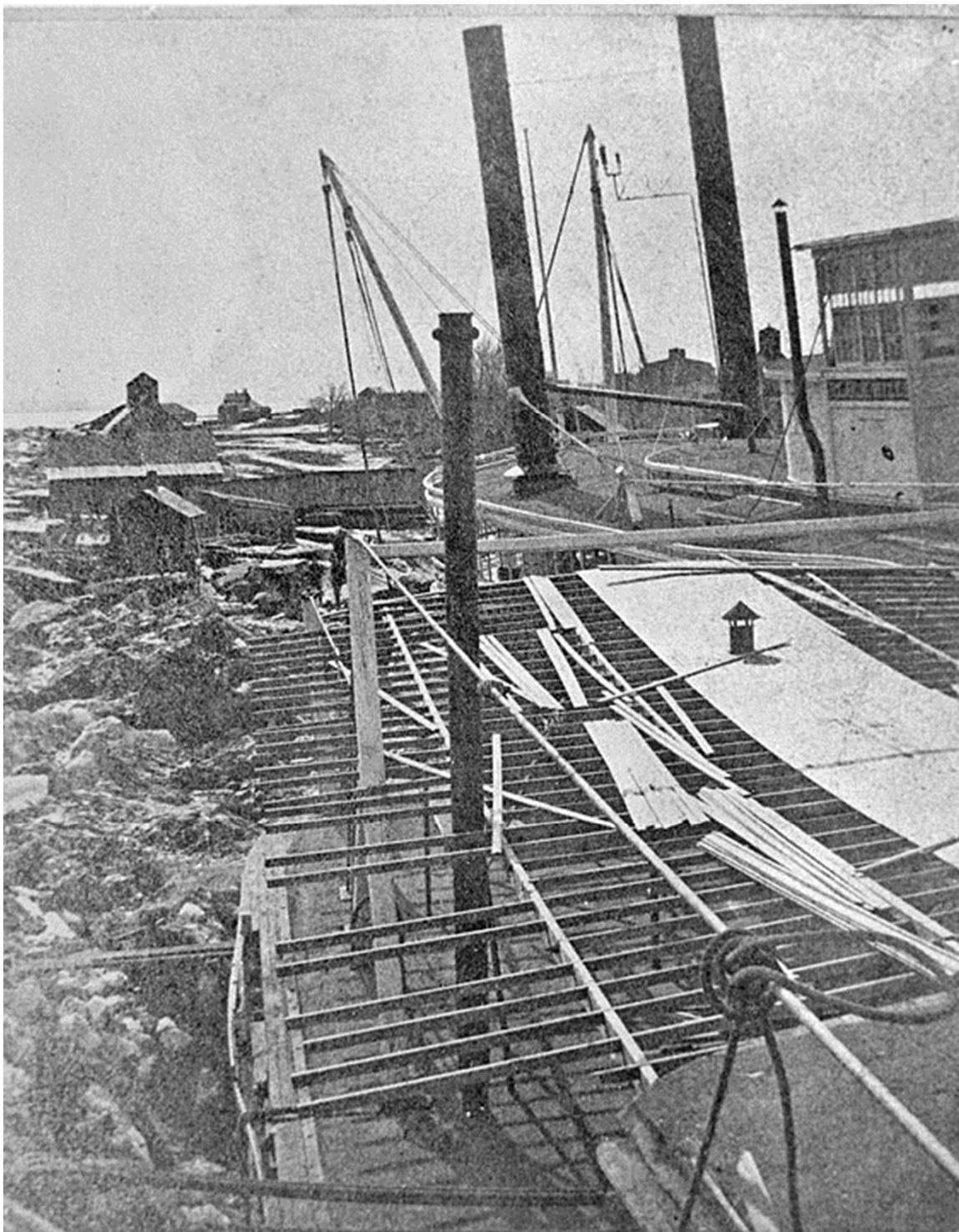
Captains:

• First master, Timothy B. Burleigh, Yankton, Dakota

• Pilots, William Gordon and Jim Witten

• 1881, Jul 23: Capt. Robt. F. Wright

Comments: Machinery and cabin came from the *Silver Crescent*



*Steamer Black Hills* on the right with the *Benton* in the foreground being crushed in ice at Yankton (Mar, 1881). The *Black Hills* survived this incident and was not destroyed until 1884 at Bismarck (by ice).





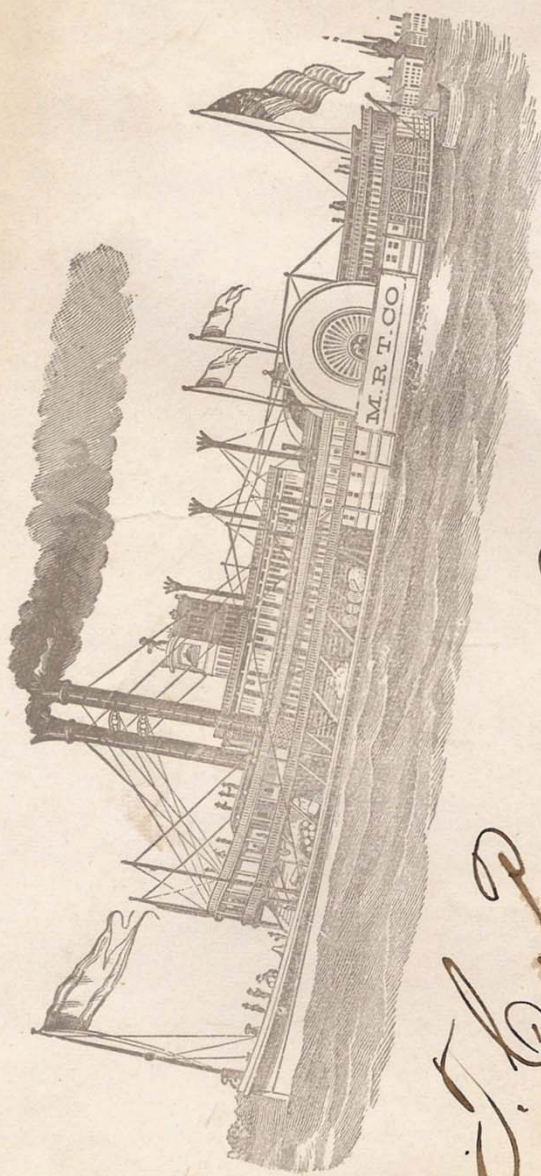
Missouri River Packet - Steamer Black Hills

1881 receipt. Received from **Steamer "Black Hills"** the sum of twelve (12) dollars – labor on damaged corn.



*Steamer Black Hills* (center) alongside the *Butte* at Yankton, following the great ice gorge of Mar, 1881.



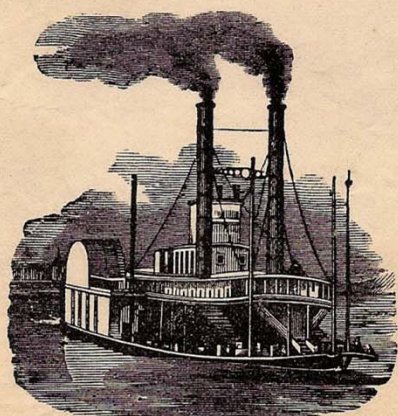


*T. C. Power & Bro*

RETURN TO  
STEAMER BLACK HILLS,  
YANKTON, DAKOTA,  
If not called for in TEN days.

Carried outside the mails  
by **Steamer Black Hills**  
with their Yankton,  
Dakota illustrated cover to  
“T. C. Power & Bro”  
(owners of the Benton  
Line of steamboats, of  
which the *Black Hills*  
belonged)



**RECEIVED FROM**

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

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

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

Dated at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_\_

HUGH R. HILDEBRATH PRINTING COMPANY, 215 OLIVE STREET, ST. LOUIS.

**MARKS.****PACKAGES.****WEIGHT.**

*A. C. Power & Co*  
*Fort Benton*

STEAMER BUTTE  
 JUN 1 1882  
 BENTON LINE.

18	Bundles Side Boards	
18	Bottom Boards	"
13.0	Bundles End Boards	
9	" Wash	"
9	Jockey Boxes	
10	Seals	
1	Bundle Neck Yoke	(9 yoke)
6	" W Irons	(18)
5	" Springs	(10)
2	" Saddle	(10)

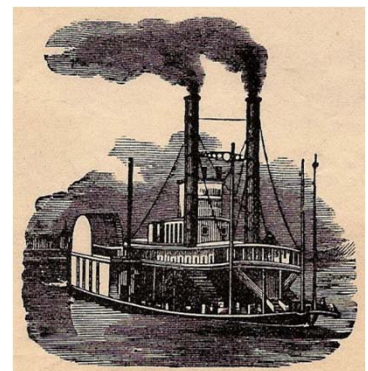
Bill of Lading for the *Steamer Butte* (Jun 1, 1882 handstamp) for carriage of wagon and stage parts from somewhere on the Missouri River (likely Yankton or Bismarck) to Fort Benton, Montana. The *Butte* was one of the government-owned boats, along with the *Helena*, which pursued Chief Sitting Bull following the Little Bighorn massacre in 1876. The *SD Historical Collections* (Vol. 26, pp 206-207) note that the *Benton*, *Butte* and *Helena* were owned by the Benton Transportation Company in 1879. The *Butte* burned above old Fort Peck, Montana on Aug 1, 1883.

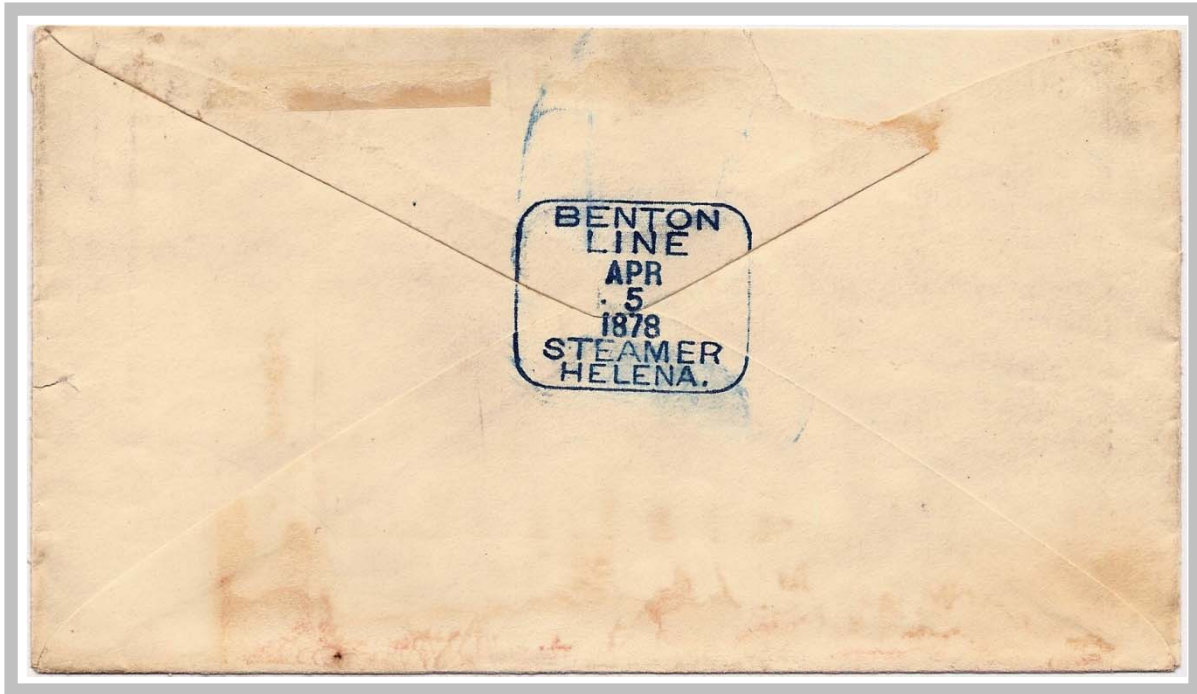




1 " Brake Rods (18)  
 18 Brake Bars  
 8 Double Trees complete  
 17 Bolster  
 3 Bunches Double Trees (10)  
 2 Bunch Brake attachment 9  
 9 Rake for Brakes  
 18 Hangers for Brake  
 9 Lever

36 Iron Braces  
 18 hind Gears  
 18 Fore do  
 2 Box Fixture  
 8 Reaches  
 18 Tugger  
 72 Wheels  
 1 Box Fixture

Second page of Bill of Lading for the *Steamer Butte*

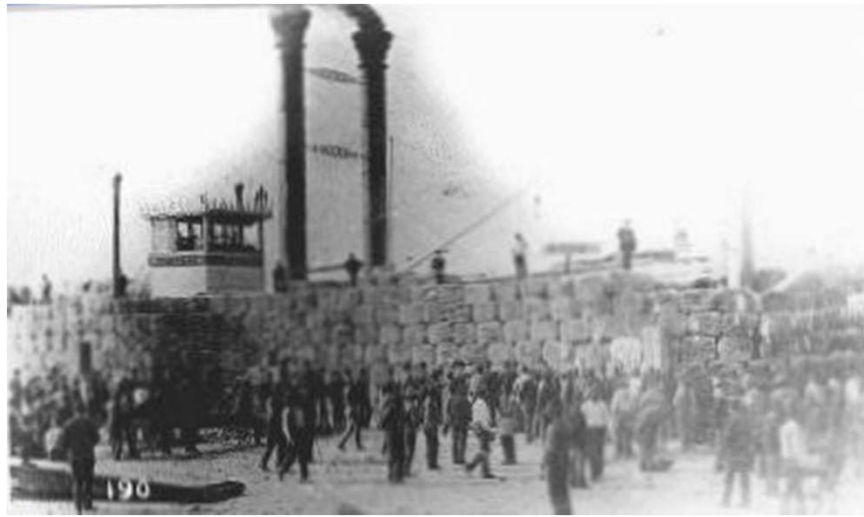


Carried by *Steamer Helena* from somewhere on the Missouri River to Glasgow, MO where it entered the mails with their Apr 6 [1870's] postmark for delivery to Beaver, PA. The *Helena* was a stern wheeler, measuring 194' x 33' x 4.5', built at California, PA in 1878, and was one of the famed “mountain boats” owned and operated by T. C. Power & Bros “Block P Line”. She sank on Oct 23, 1891 on a snag near Bon Homme Island on the Missouri River.



Front of cover, with postmark Glasgow, MO. Apr 6 (1870's)





### *Steamboat Helena in New Orleans*

*From postcard reproduction of early photo*

Type: Sternwheel wooden-hull packet

Size: 194' x 33' x 4.5'

Power: unknown

Launched: 1878, California, Pa.

Destroyed: sank after hitting a snag on Oct 23, 1891 near Bon Homme Island, South Dakota

Areas: Upper Missouri River and Osage River

Owner(s):

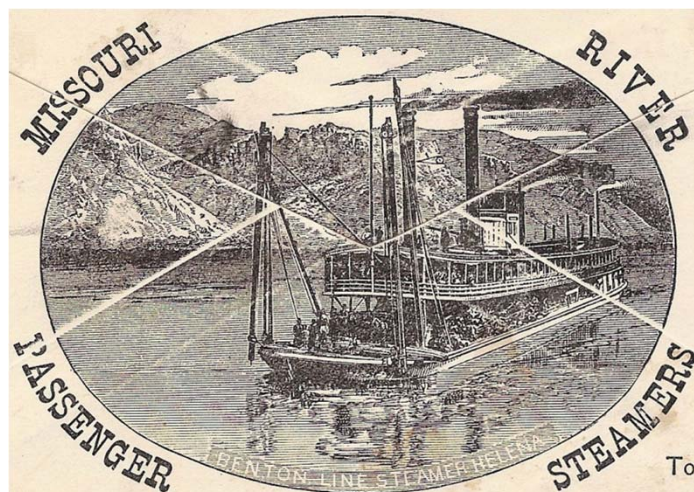
- 1880: T.C. Powers and Bros., Powers Packet Line ,
- ?: Benton Transportation Line
- May 6, 1887: old to A.S. Bryan and others, Washington, Mo.

Captain(s):

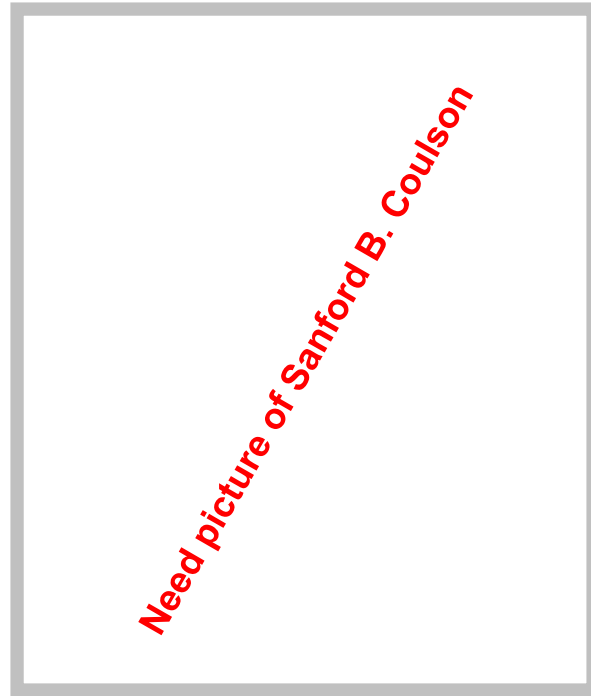
- Thomas C. Powers
- James McGarry
- 1891, when sunk: master, G. W. Murray; pilot, Ed Anderson

Comments:

- 1880: at Milk River Landing 460 miles below Fort Benton
- 1880: at Bismarck ferrying train passengers across river to Mandan; transported Sioux Indians to reservations
- 1884: was the first spring arrival at Fort Benton, coming in a week ahead of others



*Steamer Helena*, from  
inset on reverse of  
Benton Transportation  
Company advertising  
cover



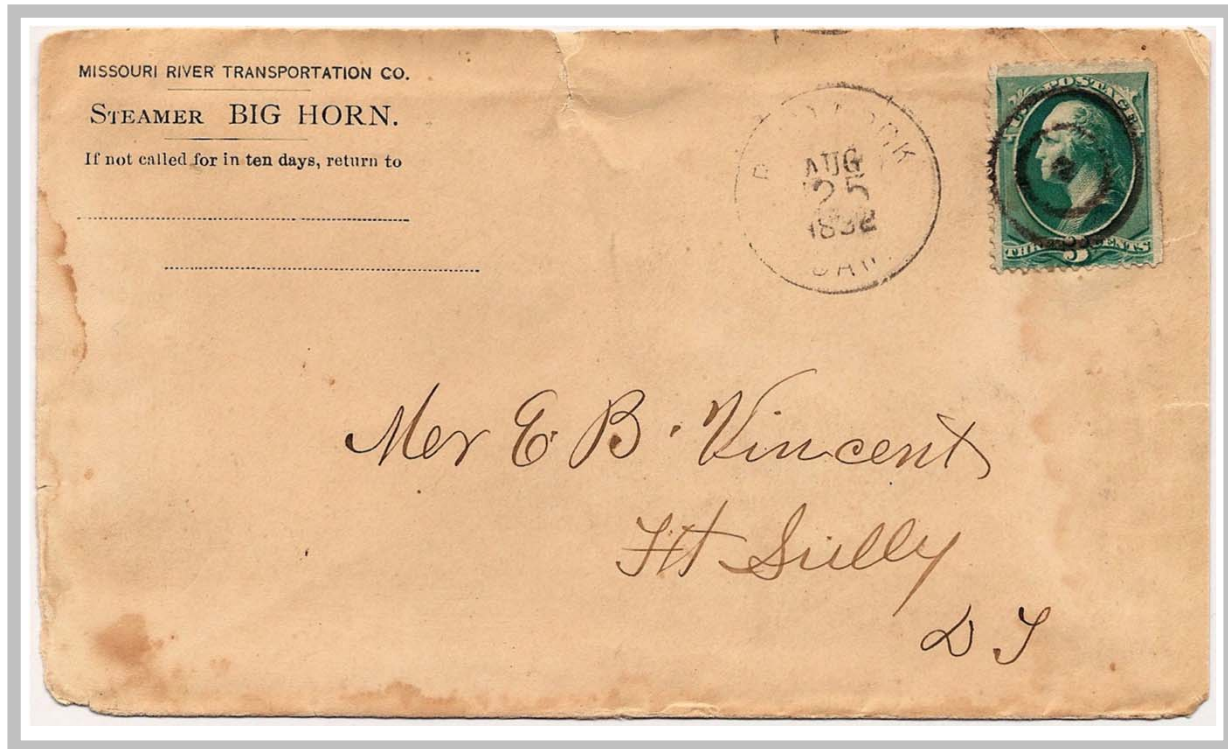
W. S. Evans and D. S. H. Gilmore, both of Pittsburgh, PA, bought half interest in a steamer in the early part of 1869, with W. J. Kountz (later owner of the Kountz Line) owning the other half interest. They entered the Missouri River trade and had a very successful season. A Kountz man was captain and refused to give Evans and Gilmore a satisfactory statement of the business. Kountz offered to buy out Evans and Gilmore and after considerable discussion, they sold their interest to him. Martin Coulson and Sanford B. Coulson had been engineers on this boat. Together, they joined with Evans and Gilmore, returned to Pittsburgh, and built the *Far West* during the winter of 1869-1870. During the summer of 1870, the Evans, Gilmore and Coulson interests built another boat, the *E. H. Durfee*. As the business grew, they needed a shoreman to handle the land end of the business and Sanford B. Coulson was appointed to the job.

After the close of navigation on the Missouri River in 1871, several of the interests combined and formed a large company, the object of which was to secure complete control of the steamboat business above Sioux City. This new concern became known as the Coulson Packet Company. The men comprising it were Sanford B. Coulson, Martin Coulson, John Coulson, James McVay, John Todd, Grant Marsh, E. H. Durfee and C. K. Peck. The original boats owned were the *Nellie Peck*, *Far West*, *Western*, *Key West*, *E. H. Durfee*, *Sioux City* and *Mary McDonald*.

This combination of boat owners did not last long and before transportation opened up in the spring of 1876, a new company had been formed, known as the Missouri River Transportation Company (W. S. Evans, S. B. Coulson and J. C. McVay officers). The boats originally owned by this company were the *Key West*, *Far West*, *Josephine*, *Carroll*, *E. H. Durfee*, and *Western*. Later the company added the *Dacotah*, *Montana*, *Wyoming*, *Rosebud*, *Big Horn* and *Black Hills*. For several years, the *Black Hills* was owned by Dr. Walter Burleigh of Yankton. In 1879 she was among the Coulson boats (Missouri River Transportation Company) and in 1881 she belonged to the Power Line. In the late summer of 1876, the Coulson Line chartered the *Nellie Peck*, *Silver Lake*, *Yellowstone*, *John M. Chambers*, *Peninah* and *Benton* of other lines...thus making an actual list of steamboats owned/used by a particular company virtually impossible to compile.

The *Carroll* burned, the *Far West* was sold in 1880 to the Peck Line, the *Black Hills* was sold to a Mississippi company in 1880 and then bought back the following spring, the *Western* was destroyed by ice during the great flood of 1881, and the *E. H. Durfee* was sunk May 23, 1881. A readjustment of the Missouri River Transportation Company had been made by the spring of 1882 and the *Montana* and *Key West* were turned over to the Todds. The *Big Horn* was sunk by a snag on May 8, 1883 and the *Josephine* was sold to the government in 1885. Sanford B. Coulson sold part of his interest in the *Dacotah* on Jun 19, 1884 and the remaining interest on Nov 24, 1887, when he also sold the *Wyoming*. This last transaction practically ended the ownership of steamboats by Evans, Gilmore and Coulson.





Carried by *Steamer Big Horn* from an unknown point on the Upper Missouri River to Bismarck, Dakota where it entered the mails with their postmark Aug 25, 1882 for delivery further downstream to Fort Sully. The *Big Horn* was a stern-wheeler, owned and operated by the Missouri River Transportation Company, in the Upper Missouri trade. It was the 4<sup>th</sup> steamboat to bear the name. The *Big Horn* snagged and sank on the near the mouth of the Poplar River on May 8, 1883.

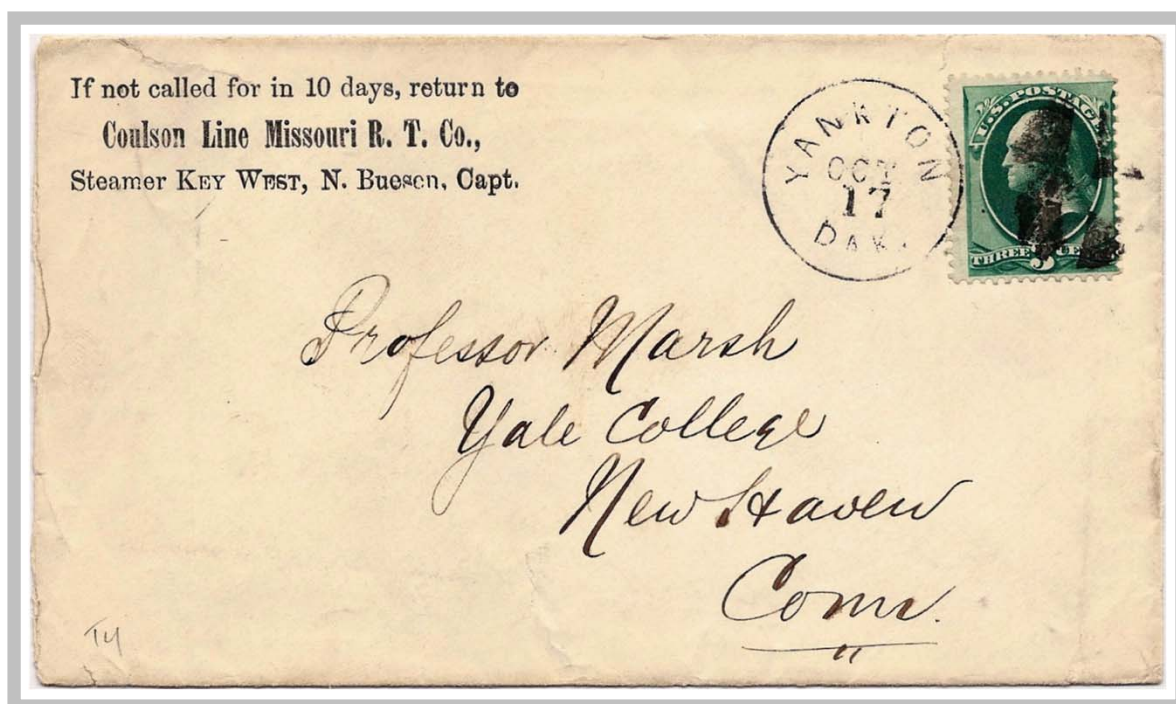
W. E. Evans, Jr. in a letter to his nephew, James Gilmore, told of his experiences on the *Big Horn* during the summer of 1877, at which time the boat made a round trip every between Yankton and Fort Pierre every week. She carried 100 tons of freight and was crowded with passengers. There were only eight staterooms for passengers, in which the women stayed. Evans noted that one could scarcely walk in the cabin nor on the boiler deck outside because of sleeping men, and that “everyone was crazy for gold”.



Two images showing the *Steamer Big Horn*: above, 3<sup>rd</sup> boat from the right with damaged boats from an apparent ice gorge (the *Big Horn* snagged and sank in 1883, thus this photo is likely from the great ice gorge at Yankton in 1881); below, at the Northern Pacific Railroad transfer ferry (Bismarck)







Possibly carried by *Steamer Key West* on the Missouri River to Yankton, Dak. where it entered the mails with their Oct 17 [early-to-mid-1870's] postmark for delivery to New Haven, Connecticut. Professor Marsh was head of paleontology at Yale College; many covers from Dakota are known addresse to him in reference to dinosaur bone finds.

Type: Sternwheel wooden-hull packet

Size: about 422 tons, 200' x 33' x 5.4'

Power: unknown

Launched: 1871, Pittsburgh, PA

Destroyed: sold in 1882 and name changed to *New Iberia*

Areas: Upper Missouri River and Yellowstone River

Owner(s):

- 1871: John Todd and Nicholas Brunson of Columbia County, OH, Sanford S. Coulson, William S. Evans, and David S. H. Gilmore of Pittsburgh, PA

Captain(s):

- 1873: Grant Marsh; pilot, Nick Buesen, who had the first 1<sup>st</sup> class license to navigate the Yellowstone River

Comments:

- 1873: participated in an exploratory trip of the Yellowstone River, went 460 miles to the mouth of the Powder River
- 1873, May 6: Captain Grant Marsh took her up the mouth of the Yellowstone River, into the mouth of the Powder River and back to the Missouri River in just nine days
- Total of 23 trips made to Montana points, most to Fort Benton

## RED CLOUD IN AN UGLY TEMPER.

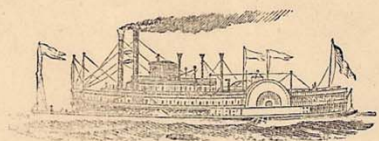
ON BOARD STEAMER KEY WEST, July 13, via YANKTON, Dakota Territory, July 14.—The Stanley Commission, with Mr. Hayt, Commissioner of Indian Affairs, held a council with the Red Cloud Indians at the agency, on the Big Bend of the Missouri, last Thursday. Commissioner Hayt first addressed a few pleasant words to Red Cloud and his warriors, and Red Cloud responded. He spoke for them all, and what he had to say was all they had to say. He wanted to go to White Clay Creek, over 200 miles from the Missouri. He had looked the ground over, recently, and was satisfied. There was no use in talking about his locating any nearer; that point was fixed. The Great Father had promised him his selection, and he produced a pamphlet of the Union Pacific Railway containing the President's words to that effect. He wanted 500 cows, also oxen, wagons, farm-houses, and school-houses. He was contented with their supplies, and believed they got all the Great Father sent them. He wanted a Catholic priest, and hoped this commission would not forget it.

Red Cloud's firm position was applauded by the other chiefs. The commission saw at once that Red Cloud was determined to go where he chose, and it was apparent that their mission was a failure, as far as a site accessible from the Missouri River was concerned. Gen. Stanley followed Red Cloud. He called attention to the fact that the cost of transportation of their gifts from the Great Father would come out of their supplies. Mr. Haworth, one of the Commissioners, and a former agent for the Kiowas and Camanches, said Red Cloud had made a good speech, and that he was right. That unexpected declaration brought down the Indian house. Haworth surrendered on sight. Rev. Mr. Riggs, the third Commissioner, said he had been with them as long as he could remember, and still loved them. He spoke in Sioux, and claimed he was appointed on the commission because he could talk their language, and there would be no misunderstanding on account of interpretation. The council was short and all one-sided. Dr. Irwin, the agent, boldly counsels the Indians to go West, and has insisted on this advice in the face of contrary instructions from Washington. Spotted Tail is equally determined, and says he will burn down the agency buildings if his intended move from the Missouri is hindered.

The commission left to-day with an Indian escort for the Territory. They will be gone 20 days or more. Commissioner Hayt is opposed to the movement West, and is evidently disappointed. He will reach Yankton to-morrow and proceed East on the first train. Spotted Tail's choice of country is only 65 miles from the Missouri.

*New York Times* article (July 15, 1878) written on board the Key West July 13, 1878





# W. S. WETZEL & CO.,

## STEAMBOAT AGENTS,

### COMMISSION MERCHANTS, AND DEALERS IN GENERAL MERCHANDISE.

*John Coulson* on board Steamer *Western*  
 Received of W. S. WETZEL & CO., At FORT BENTON, In good order and condition, the following articles, marked as below, which are to be delivered, without delay, in like good order, and Condition, to *North Pacific Rail Road Co*  
 at *Bismarck D.T.* paying freight  
 at the rate of *forty Cents per Bale* and charges \$ *None*  
 Dated at *St Benton* this *first* day of *June* 1877

MARKS.

ARTICLES.

WEIGHT.

*Ganney & Co*  
 To be forwarded  
 to *L & A Bush Knutzy*  
*246 LaSalle St*  
*Chicago*  
*Ill*

*21 Bales Buffalo Robs*  
*1 Bale Wolf Bear & Beaver skins*  
*Ganned*

*By Steamer Western*

Bill of Lading from the *Steamer Western* (June 1, 1877) for buffalo robes, bear skins, and beaver skins transported from Fort Benton, MT to Bismarck to the “North Pacific Rail Road Co.” for delivery to Chicago.

The *Western* was a sternwheel wooden-hull packet of 475 tons, measuring 212' x 34', powered by 16's – 5' with three boilers. Launched in 1872 at Pittsburgh, PA, the *Western* was crushed and destroyed by ice near Yankton in 1881. The boilers were salvaged from the wreck, but the engines are probably still under part of the inverted hull. As of 1998, the ribs and planking were visible slightly above water level. The *Western* made a total of nine round-trips to Fort Benton in her career.

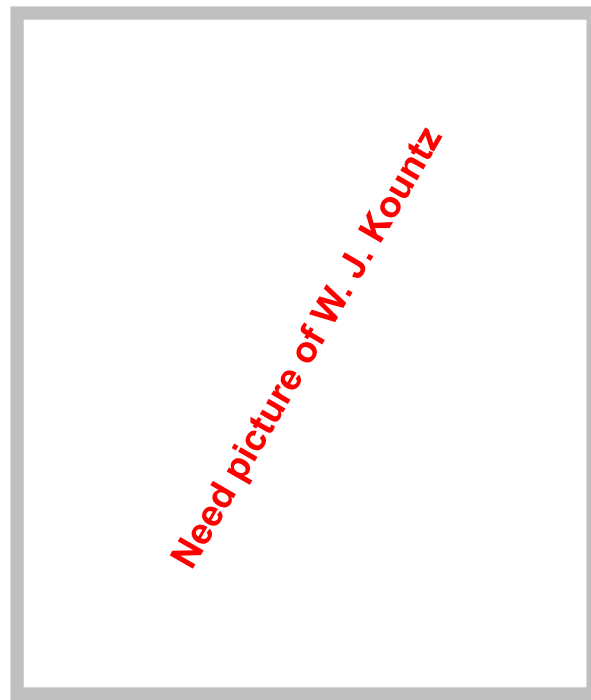


Steamboats lined up at Bismarck levee in 1877, from left: *Far West*, *Nellie Peck*, ***Western*** and *Benton*.



The wreck of the **Steamer Western** (Mar 31, 1881) during the great ice gorge at Yankton.





Captain W. J. Kountz's line of steamboats was primarily active on the lower Missouri River of Dakota Territory in the late 1870's; however, it appears that they participated in the Upper Missouri River and Yellowstone River trade at various times. The *Yankton Press and Dakotian* reported on Jul 3, 1879 that Kountz had six steamers engaged in the trade from Sioux City to points above: *Fontanelle*, *General Custer*, *General Meade*, *General Rucker*, *General Tompkins*, and *Peninah*. Kountz was also noted as being part-owner of the *Luella* in 1866.

At times, the Kountz Line retreated completely to Sioux City, where they had their offices, and didn't have a boat operating north of that point. However, the *SD Historical Collections* (Vol. XXVI, page 212) notes that a government contract was let to W. J. Kountz in 1878 to for traffic up the Yellowstone River, with Sanford B. Coulson getting the more lucrative contract from Yankton to Fort Benton. Kountz gradually withdrew completely from the upper river trade and Missouri River navigation, instead focusing on the Mississippi River, where obstacles were not so prevalent and railroad competition not as strong.



Received, from *John Grewy* In apparent good order on  
board the good Steamer *Genl Custer*  
the following articles, marked as below, which are to be de-  
livered without delay, in like order, (THE DANGERS OF NAVIGATION, FIRE,  
EXPLOSION AND COLLISION EXCEPTED) to *agt U.P.R.R. Bismarck (To be*  
*forwarded to J. & A. Baskin on Lake St. Chicago*  
at the rate annexed, *or 3 1/2 cts Per Bale and 15 cts Per Hide*  
and Charges, \$.....

IN WITNESS WHEREOF, The Master, Clerk or Agent of said Boat has affirmed to *4* Bills of  
Lading, all of this date and tenor, one of which being accomplished, the others to stand void.

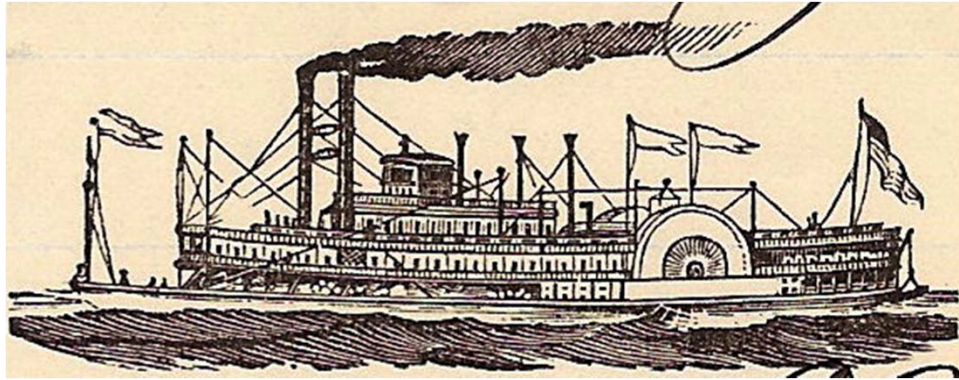
Dated at *Benton* this *7* day of *July* 18*77*

Sold by Robert D. Patterson & Co., Stationers, 300 and 302 North Main Street, St. Louis.

MARKS.	PACKAGES.	WEIGHT.
<i>Grewy &amp; Co</i>	<i>1 42 Bales Buffalo Robes</i>	
	<i>4 " Beaver</i>	
	<i>1 " Sheep</i>	
	<i>1 " Mixed Furs</i>	
	<i>1 " Elk</i>	
	<i>4 " Wolf</i>	
	<i>7 " Antelope</i>	
	<i>9 " Deer</i>	
	<i>393 Dry Bear Hides</i>	<i>3 Hides Cu</i>
	<i>H. G. L.</i>	
	<i>all</i>	

Bill of Lading for the *Steamer General Custer* (July 7, 1877) for transport of Buffalo Robes and various peltries from Benton [Montana] to Bismarck, to then be shipped via UPRR to Chicago.





The *Yankton Press and Dakotian* reported on July 3, 1879 that W. J. Kountz had gone to St. Paul. He had six steamers engaged in the trade from Sioux City to points above, those being the *General Rucker*, ***General Custer***, *General Tompkins*, *Fontanelle*, *Peninah* and *General Meade*.

Type: Sternwheel, wooden-hull packet

Size: 182' x 28' x 3.8'

Power: 14-1/2's – 4 ft, two boilers, each 38" x 24'

Launched: 1870, Pittsburgh, PA

Destroyed: Oct 5, 1879 on a snag near Rule, NE

Area: Missouri River

Owners: Captain William J. Kountz



1877

IN WITNESS WHEREOF, The said Steamer Panninah  
hath affirmed to 4 Bills of Lading of this tenor and date, one of which being  
accomplished the other to stand void. Advance charges None  
At the rate of forty Cents per Bale per 100 pounds. To Rimarsch

Bill of Lading for *Steamer Peninah* (May 23, 1877) from Fort Benton, MT to Bismarck, Dakota Territory.





The *Steamer Peninah* at Coal Banks in northern Dakota Territory (ca1880). The *Peninah* was one of six steamers of the **Kountz Line** owned and operated by W. J. Kountz.

Type: Sternwheel wooden-hull packet

Size: 172' x 27' x 5.6'

Power: thought to be the machinery from the first *Peninah*, built in 1868 and sunk in 1875, with 14's x 4-1/2', three boilers 38" x 22'

Launched: 1876, Pittsburgh, PA

Destroyed: Nov 7, 1887 in a fire on the Red River in Louisiana

Areas: Missouri River, went up a tributary of the Marias River for a shipment of buffalo robes, lastly on the Red River of the south

Owner(s):

- Captain William J. Kountz

Captain(s):

- Sept 23, 1877, William J. Kountz

Comments:

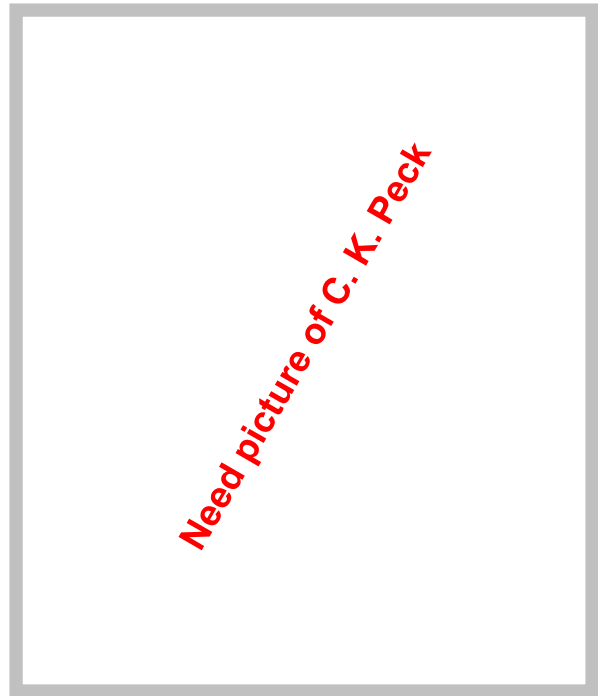
- Charters by the Coulson Line for the summer of 1876
- Sept, 1877 was involved in the Nez Perces conflict at Crow Island on the Upper Missouri River
- 1879 snagged at Bon Homme Island
- 1880 last time at Fort Benton

The *Yankton Press and Dakotian* reported on Jul 3, 1879 that “W. J. Kountz has gone to St. Paul. He had six steamers engaged in the trade from Sioux City to points above, viz. *General Rucker, General Custer, General Tompkins, Fontanelle, Peninah and General Meade.*”

The *Press and Dakotian* reported on Sep 22, 1879 that “the steamer *Peninah* of the Peck Lines struck a snag and sunk when within one hundred yards of Bon Homme landing. She was laden with Black Hills machinery, and was a total loss.” Later reports show that she was raised and much of her cargo salvaged (*Press and Dakotian*, Oct 6, 1879).

In the spring of 1881, the *Peninah* and *Nellie Peck* were washed up on the shore at Yankton, Dakota due to ice gorges in the melt of the Missouri River that spring. The *Peninah* had to be drawn over rollers 3700 feet and it was not until July 26 that she reached the river that summer.

By 1882, the *Peninah* was owned by the Peck Line, as it is noted in the SD Historical Collections (Vol. 26, p.205) that “by 1882 the Peck Line had fallen upon evil ways; its boat, the *Peninah*, was tied up in litigation for almost an entire season during that year”.



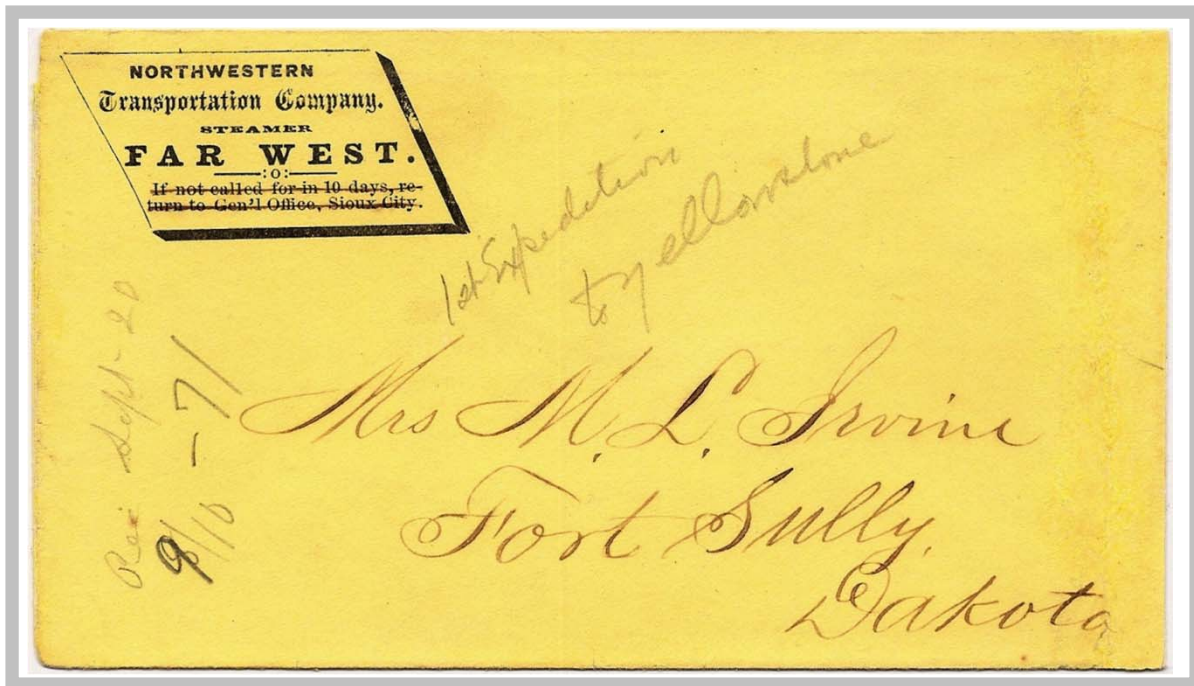
The Peck Line of Missouri River steamboats was formed in 1876 when Messrs E. H. Durfee and C. K. Peck severed ties with the Coulson Packet Line and combined their assets with the Northwestern Transportation Company, which had started a line of boats based out of Sioux City in 1868. After this combination, all of the boats of the company were commonly known as Peck boats. The Peck Line was headquartered out of Sioux City, although it was closely allied with Yankton interests and tended to treat the latter as a hub for operations. The Peck Line of boats prospered during the years of government contracts and Black Hills trade in the mid-1870s. In 1880 the *Yankton Press and Dakotian* wrote:

*The Benton Line of steamers is circulating a card in which it announces that its boats will touch at Yankton and Bismarck on their upward and downward trips. The Benton Line doubtless means by this that it will load at Yankton and Bismarck but its old time hostility leads it to adopt the suicidal policy of attempting to ignore the inevitable. In its card, the Benton Line rings in the Peck Line of boats as part of its steamboat list, but Colonel Akin promptly cuts loose from the alleged combination and says his boats will do no such thing.*

By 1882, the line had begun to decline significantly, and by 1885 it was out of business. The *Sioux City Journal* on Jul 20, 1885 told of the closing chapter in the history of the once powerful Peck Line:

*The Nellie Peck started for St. Louis at two p.m. Sunday going out of sight in grand style and quick time. Charles Chamberlain advanced the money to take the boat out of litigation and move her down the river and accompanied her to look after his interests. So the last boat of the Peck fleet passed out of Sioux City history and all but one, the Terry, out of the upper river. Steamboating is not what it was when the Nellie Peck came to Sioux City, a new boat fourteen years ago.*



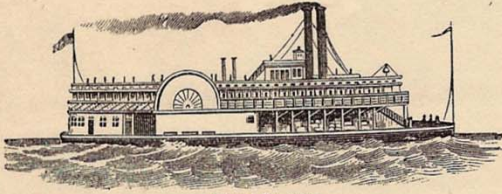


Carried privately by military courier to Fort Rice and then by *Steamer Far West* down the Missouri River to Lt. Javan B. Irvine's wife at Fort Sully. Enclosed letter (copy on back of this page, with original now in SD State Archives) datelined "*Sept 10th, 1871, Camp on the Chanta Wakapa, 25 miles from Fort Rice D.T.*", reads in part, "*yesterday we travelled 11-1/2 miles and today 13-1/2...we have seen no Indians or any other game...we have 104 wagons and between 350 and 400 animals, and about 500 men.*" This was Irvine's first expedition to the Yellowstone region.



*The Steamer Far West at Citadel Rock, artwork by Gary R. Lucy*

S. B. COULSON, Master.



Haven &amp; Co., Print.

*Sioux City June 7<sup>th</sup> 1872*  
*Giving to*  
**To Steamer FAR WEST, Dr.**

*For Freight on 28 Bales Robes &c*

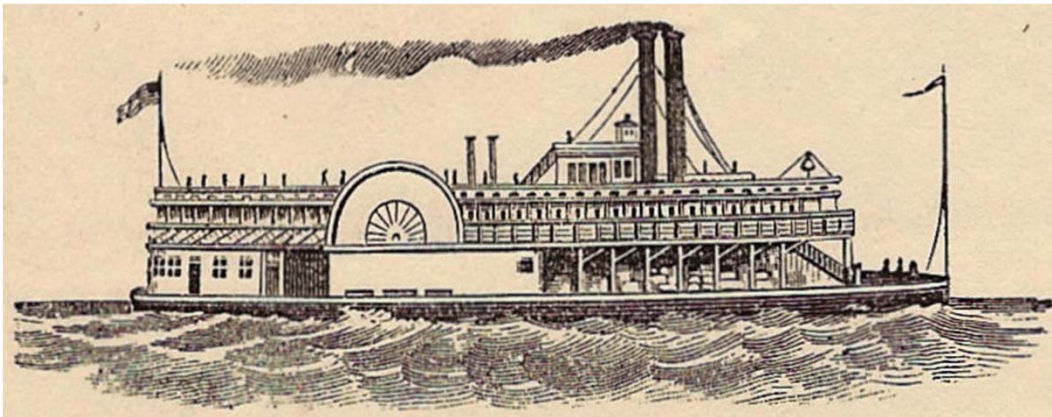
*@ 50¢ 14 00*  
*23 25*

*Received Payment.*

*J. E. [Signature]*

*ce 10*

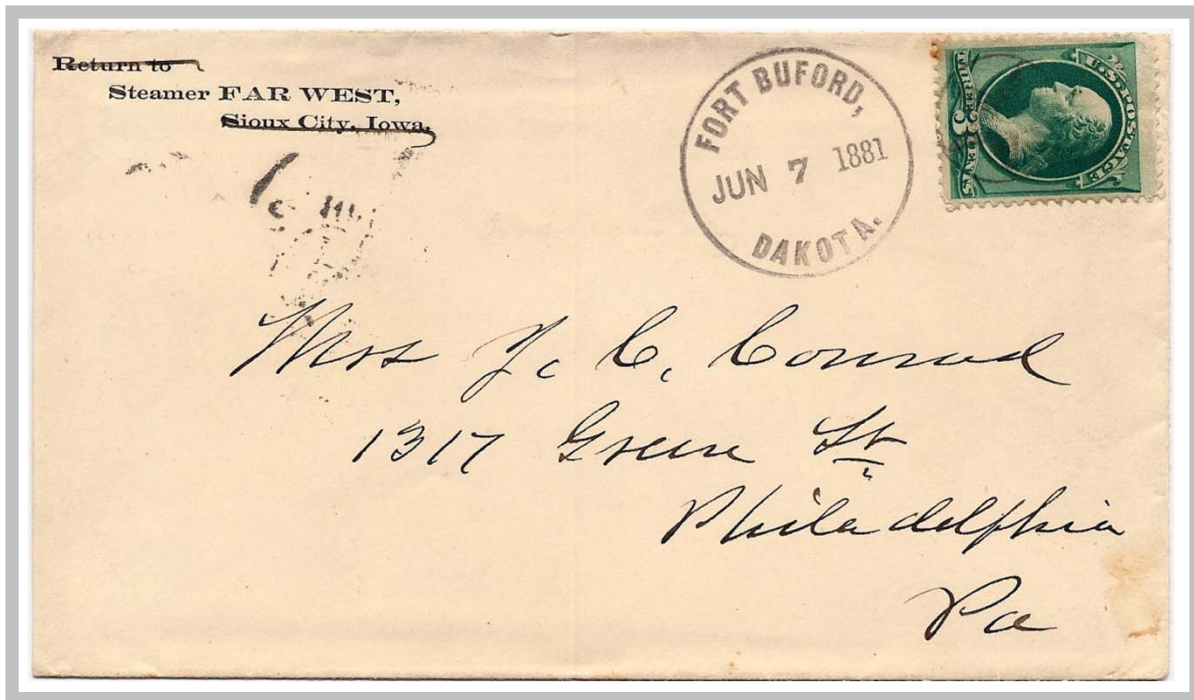
Freight receipt from the **Steamer Far West** (Sioux City, June 7<sup>th</sup>, 1872) for 28 bales of [buffalo] robes & c [etc]. Likely for carriage of the buffalo robes from the Upper Missouri River region downriver to Sioux City (from where they would have been further carried by train).



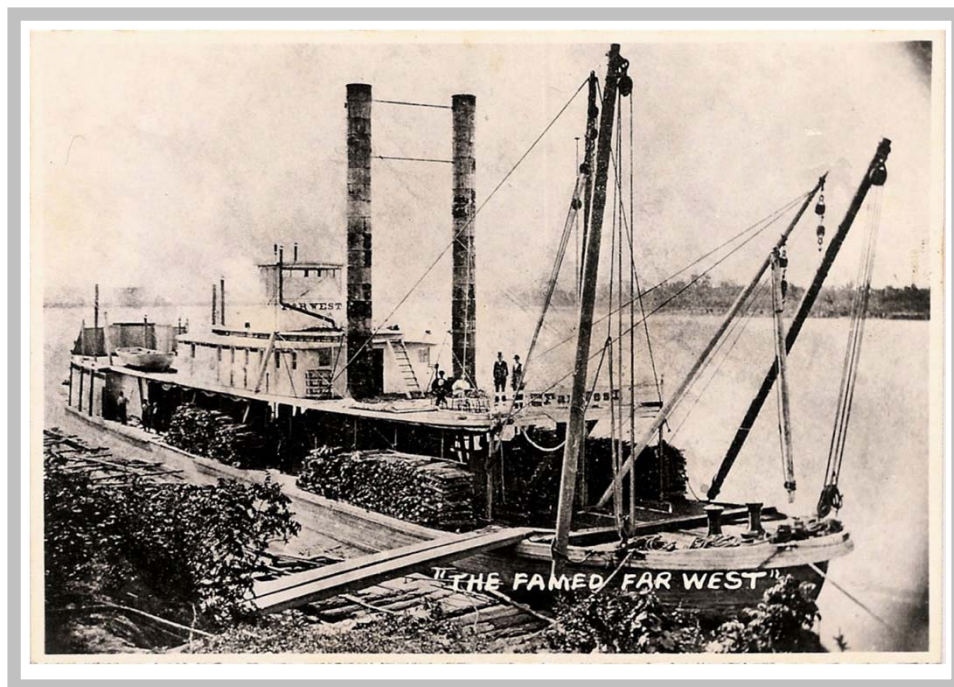




**A full rigged model of the famed *Steamer Far West***

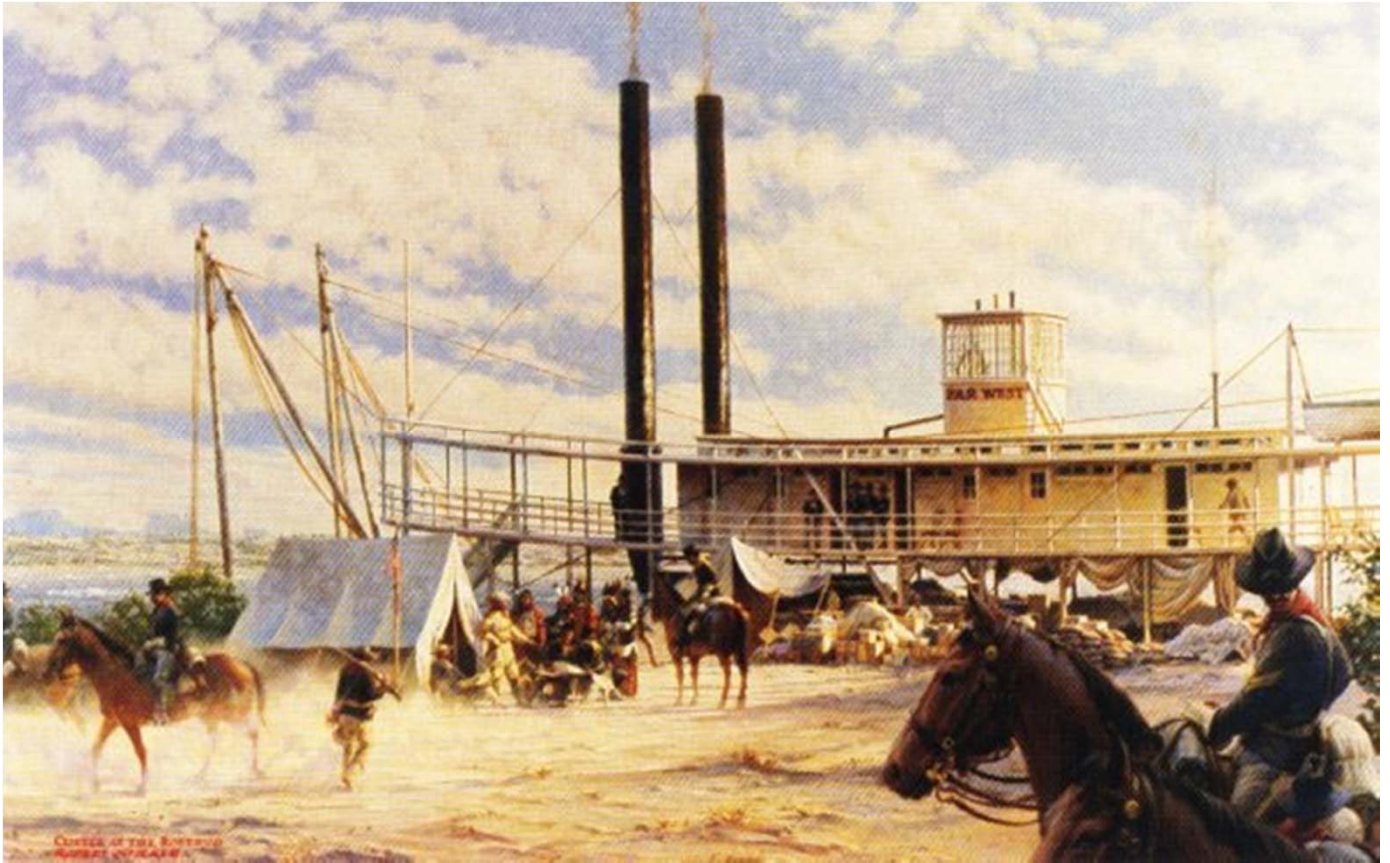


Possibly carried by the *Steamer Far West* from the Upper Missouri River area to Fort Buford, Dakota, where it entered the mails with their Jun 7, 1881 postmark for delivery to Pennsylvania.



*"The Famed Far West"* on early 1900's photo postcard





Artist's depiction of the *Steamer Far West* at a freight landing



Corner card of the *Steamer Far West*; the enclosed letter (on reverse of this page) contains a letter written by E. B. Vincent from Fort Sully, D.T. on June 21, 1882 claiming that the *Far West* took on wood at Bull Berry Island; with return note from E. Wood, Clerk of the *Far West*, refuting the claim.

Type: Sternwheel, wooden-hull packet

Size: 190' x 33' x 6'; could carry 200 tons and 30 cabin passengers; drew 20" un-laden

Power: 15's – 5 ft, three boilers

Launched: 1870, Pittsburgh, PA

Destroyed: Oct 30, 1883, Missouri River at Mullanthy Bend, 7 miles below St. Charles, MO on snag

Area: Upper Missouri River and Yellowstone River (1876-77), some trips on Osage River

Owners:

- Built for Captain Sallie B. Coulson of Coulson Packet Line
- Northwest Transportation Co., also called the Peck Line, Sioux City/Yankton
- Sold to Capt. Henry M. Dodds and Victor Bonnet

Captains: John .M. Belk, Grant Marsh (at times), and Mart Coulson in 1881; master and pilot Henry Jasper King

Comments:

- Raced the *Nellie Peck* from Sioux City to Fort Benton and back in 1872 with Matt Coulson on the *Far West* and Grant Marsh on the *Nellie Peck*, the *Far West* winning by 3 hours (17 days and 20 hours)
- Became Custer's support boat with Grant Marsh as Captain
- Brought Little Bighorn survivors down the Yellowstone on Jul 4-5, 1876 (700 miles to Fort Abraham Lincoln in 54 hours, arriving at 11 pm on Jul 5, 1876)



Fort Sully Dake,  
June 21<sup>st</sup> / 1882

Dear Sir,

On your up trip when you  
passed Bull Berry Island April 30<sup>th</sup>  
I believe you took 24½ Cords of  
my wood. Will you remit to me  
by P.O. order as soon as possible (at  
\$350) = \$85.75

Yours truly  
E. B. Vincent

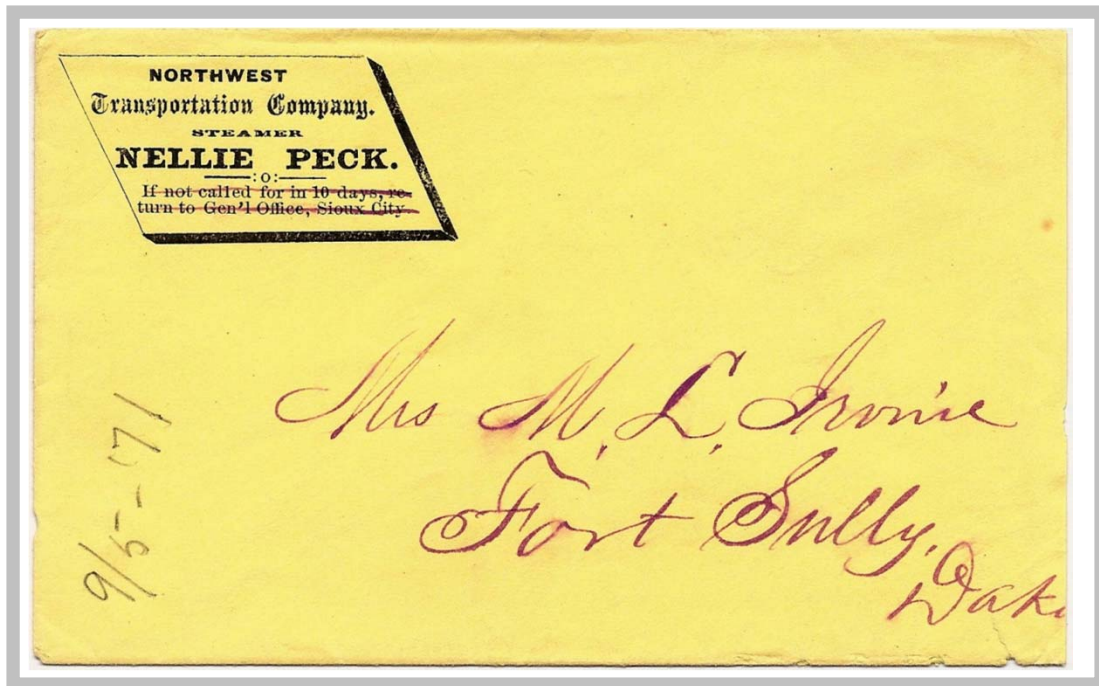
Capt Chas. "Far West"  
Bismarck Dake,

Mr Vincent

You are mistaken, the *Far West*  
did not take your wood, we did not  
wood between McKing's Point & La Beau's

Yours truly  
E. Wood

Clerk *Far West*



Carried privately by *Steamer Nellie Peck* from Fort Rice to Fort Sully, with enclosed letter written by Lt. Javan B. Irvine while “On board Transport *Far West*, Cannon Ball River, 8 miles below Fort Rice, D. T. 11 a.m. Sept 5<sup>th</sup>, 1871”. The letter was handed over at Fort Rice to the downstream-bound *Nellie Peck* for private delivery to Fort Sully. The original letter, now in SD State Archive, is reproduced on the reverse of this page and includes:

“we passed the **Peninah** yesterday at 3 p.m. although she left Grand River two hours ahead of us. She has not been seen since we passed her....At Sheyenne Agency, Dr. Hall was ordered on board to accompany the troops to Rice...we are now in sight of Fort Rice and can see the wagons of our train on the opposite side of the river...we arrived at Fort Rice at 12 o'clock noon precisely, and had just landed, when the ‘**Nellie Peck**’ was observed coming down...I returned to the boat and met Capt Peck and Grant Marsh of the Steamer ‘**Nellie Peck**’. The engineers with a train of 60 citizen wagons have not yet arrived from Minnesota, and the ‘**Far West**’ will remain here two days to ferry them across the river...Fort Rice is a well built post, and presents a fine appearance from the outside...I will write again by the ‘**Far West**’ and give you all news of interest...J. B. Irvine”





Corner card and illustrated advertising cover for the *Steamer Nellie Peck*, possibly carried by the *Nellie Peck* to Fort Sully Dakota where this cover entered the mails with their indistinct postmark (verified by a nearly identical cover in the Milgram collection) for delivery to Benton Road, Montana Territory.

Type: Sternwheel wooden-hull packet

Size: about 350 tons, 201.4' x 35.2' x 4',

Power:

Launched: 1871, Brownsville, PA, construction supervised by Captain Grant Marsh

Destroyed: still operating as late as 1892

Areas: primarily Upper Missouri River (Jan, 1875 made cotton run from Little Rock to New Orleans)

Owner(s):

- Durfee and Peck, Leavenworth, KS (Northwest Transportation Company)

Captain(s):

- 1871-72: Grant Marsh

Comments:

- Made some 14 trips to Fort Benton, MT during her career
- Was first arrival into Fort Benton in the spring of 1872, with Captain Grant Marsh
- **Raced the *Far West* from Sioux City to Fort Benton and back in 1872 with Matt Coulson on the *Far West* and Grant Marsh on the *Nellie Peck*, the *Far West* winning by 3 hours (17 days and 20 hours)**



Steamboats lined up at Bismarck levee in 1877, from left: *Far West*, *Nellie Peck*, *Western* and *Benton*.



goods *Bentley Mann*  
*Sioux City, Iowa,*

May 25

1867

Through from ..... to ..... at ..... per 100 pounds.

MARKS OR NUMBERS.

ARTICLES.

WEIGHTS.

✓ 3 Bales Buffalo Robs	
✓ 3 " Beaver Skins	
1 " Wool	
23 " Wolf Skins	
✓ 1 " Mixed Furs	

31

15

155

217

23.25

31

75

155

217

23.25

John C. Harrison

Atty

Wm. H. Perry

John C. Harrison

John C. Harrison

Atty

Wm. H. Perry

John C. Harrison





Rear view of steamboats at Bismarck levee in 1877: *Nellie Peck* on left, *Far West* on right



**STIOUX CITY AND MONTANA PACKET.**  
 GRANT MARSH, Master.  
 Clerk.  
 N.W.T. Co.  
 Steamer **NELLIE PECK**  
 Hildreth, Printer & Stationer, Olive and Second Streets, St. Louis.

Trip No. *22*  
 Pro. No. *22*

For Freight on

MARKS.	Weight.	Rate.	Amount.
<i>3 Bales Buffalo</i>	<i>20</i>		
<i>1 " Beaver</i>	<i>20</i>		
<i>1 " Wolf</i>	<i>20</i>		
<i>1 " Skunk</i>	<i>20</i>		
<i>1 " Badger</i>	<i>20</i>		
<i>1 " Possum</i>	<i>20</i>		
<i>1 " Raccoon</i>	<i>20</i>		
<i>1 " Otter</i>	<i>20</i>		
<i>1 " Mink</i>	<i>20</i>		
<i>1 " Fox</i>	<i>20</i>		
<i>1 " Cat</i>	<i>20</i>		
<i>1 " Dog</i>	<i>20</i>		
<i>1 " Horse</i>	<i>20</i>		
<i>1 " Cow</i>	<i>20</i>		
<i>1 " Pig</i>	<i>20</i>		
<i>1 " Sheep</i>	<i>20</i>		
<i>1 " Goat</i>	<i>20</i>		
<i>1 " Kid</i>	<i>20</i>		
<i>1 " Lamb</i>	<i>20</i>		
<i>1 " Kidney</i>	<i>20</i>		
<i>1 " Liver</i>	<i>20</i>		
<i>1 " Heart</i>	<i>20</i>		
<i>1 " Lung</i>	<i>20</i>		
<i>1 " Spleen</i>	<i>20</i>		
<i>1 " Pancreas</i>	<i>20</i>		
<i>1 " Gallbladder</i>	<i>20</i>		
<i>1 " Stomach</i>	<i>20</i>		
<i>1 " Intestine</i>	<i>20</i>		
<i>1 " Uterus</i>	<i>20</i>		
<i>1 " Vagina</i>	<i>20</i>		
<i>1 " Cervix</i>	<i>20</i>		
<i>1 " Ovary</i>	<i>20</i>		
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The *Nellie Peck* at Fort Benton, MT levee in 1872



ASK FOR TICKETS OVER

**BENTON LINE**

TO

**MONTANA,**

TO

**PECK LINE**

TO

**BLACK HILLS**

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

**CARRYING U. S. MAIL.**  
NO DELAYS! SURE CONNECTIONS!

TICKETS FOR SALE

**CHICAGO:** C. & N.-W. R. R. Ticket Offices.  
Illinois Central R. R. Ticket Offices.

**ST. LOUIS:** Keokuk N. L. Packet Line Ticket Offices.  
Chicago, Burlington & Quincy R.R. Ticket Offices.  
Illinois Central Ticket Offices.

**ST. PAUL:**  
Northern Pacific R. R. Office.

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

**DISTANCES ON MISSOURI RIVER**  
From SIOUX CITY to

Yankton.....	140	Mouth of Yellowstone.....	1,135
Ft. Pierre.....	469	Ft. Benton.....	1,802
Bismarck.....	753		

**DISTANCES ON YELLOWSTONE RIVER**  
From FORT BUFORD to

Glendive.....	148	Rosebud.....	37 274
Powder River.....	52 200	Big Horn.....	74 348
Fort Keogh.....	37 237	Little Big Horn.....	60 398

**OVERLAND DISTANCES**  
From FORT BENTON to

Sun River and Ft. Shaw.....	60	Phillipsburg.....	585
Helena.....	140	Maria's Crossing, Simmon's Ferry	75
Blackfoot.....	170	Fort Belknap.....	90
Diamond City.....	175	Blackfoot Agency.....	140
Deer Lodge.....	195	Fort Walsh.....	160
Butte City.....	240	Cypress Mountain.. } B A.....	160
Missoula.....	260	Fort McLeod.....	225
Bozeman.....	240	Fort Edmondton... "	475
Virginia City.....	265		

**DISTANCES FROM FORT PIERRE**  
(BLACK HILLS LANDING.)

Rapid City.....	150	Deadwood.....	180
Fort Meade.....	160	Rochford.....	180
Sturgis City.....	161	Central City.....	182
Rockerville.....	163	Lead City.....	183
Crook City.....	168	Custer City.....	190

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



These lines comprise the following fast and elegant steamers

BENTON,	C. K. PECK,	HELENA,	NELLIE PECK,
BUTTE,	GEN'L. TERRY,	FONTENELLE,	PENINAH,
GEN'L. MEAD,	F. Y. BATCHELOR,		

**CARRYING U. S. MAIL.**



And having secured the transportation of all Government supplies on the Missouri and Yellowstone Rivers, will have a boat leave

**SIOUX CITY and YANKTON TRI-WEEKLY**  
—FOR—  
**FT. PIERRE AND BLACK HILLS LANDING**

And a boat from SIOUX CITY and BISMARCK every Saturday for

**FORT BENTON AND ALL POINTS IN MONTANA,**  
And one boat every Wednesday from

**BISMARCK TO ALL POINTS IN THE YELLOWSTONE.**

Having first-class overland connections, issue Through Bills Lading and Through Tickets from Eastern points.

<b>T. C. POWER,</b> Manager Benton Line, 193 S. Water St., CHICAGO.	<b>H. C. AKIN,</b> Manager Peck Line, SIOUX CITY.	<b>JOS. LEIGHTON,</b> Manager Yellowstone Line, 121 Third St., ST. PAUL.
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THE J. M. W. JONES STATIONERY & PRINTING CO., CHICAGO.

Multiple-page brochure from 1880 touting the capabilities of several steamboat companies (the Benton Line, the Peck Line and the Yellowstone Line) as well as overland transportation



ARE YOU GOING TO THE  
**BLACK HILLS**

If so, ask for your Tickets via the

**PECK LINE**

—TO—  
**FORT PIERRE,**

The Missouri River Landing for all Points in the Black Hills,  
—THE—

**SHORTEST, CHEAPEST**

And Most Pleasant Route to  
**RAPID CITY, FORT MEADE, CROOK CITY,  
DEADWOOD AND LEAD CITY.**

A Line of First-Class Stages will be put on between

**PIERRE and DEADWOOD,**

Upon the Opening of Navigation.

**THE PECK LINE**

Will send a boat out of Sioux City every other day, touching at

**RUNNING WATER, FORT RANDALL,  
BRULE AGENCY, FORT PIERRE, FORT SULLY  
and FORT BENNETT.**

Boats first class in all their equipments, with excellent accommodations, and  
manned by experienced officers.

At **FORT PIERRE** we connect with

**F. T. EVANS' AND DAUGHERTY & CO'S  
OVERLAND FREIGHT TRAINS for the HILLS.**

Shippers will insure prompt delivery if they mark their goods care of

**Peck Line, and Evans' Freight Line**  
SIoux CITY. FT. PIERRE.  
Or Daugherty & Co's Frt. Line,

Through Bills of Lading, will be issued in Chicago, by  
C. T. SPENCER, 60 Clark Street. W. J. YOUNG, 121 Randolph Street.  
A. MCINTYRE, 68 La Salle Street.  
In St. Louis by I. P. BAKER, E. N. L. Wharfoat. E. O. HUDSON, 323 N. Second St.

For further particulars apply to

**E. F. BROWNELL,** **H. C. AKIN,** **J. W. BISHOP,**  
President Peck Line, Gen'l Manager Peck Line, General Agent, Peck Line,  
KEOKUK, IOWA. SIOUX CITY. 68 La Salle St., CHICAGO.

**Always Buy THROUGH TICKETS**

Because persons holding Through Tickets have precedence of Staterooms on  
Boats, and Seats on Stage.

Time from **HELENA** to **CHICAGO**, 7 Days.

**The BENTON LINE**

Issues Through Bills of Lading from

**Chicago, St. Louis & Eastern Cities**

TO ALL POINTS IN

**MONTANA**

And British N.-W. Territory, and give straight rates to all, and  
carrying all charges until goods are delivered, charging  
only Flat Rate, which save the shipper extra outlay  
of money and worry of figuring Rebates,

And having a regular Line of Steamers, leaving on advertised days, Shippers  
can so time their shipments that they will go  
through with dispatch.

The Proprietors of the Line, Messrs. T. C. POWER & BRO., own  
and control

**THE P LINE**

Of Overland Transportation, which gives to Shippers by this Line the  
assurance that Through Freights contracted to inland points in

**Montana and British N.-W. Territory**

WILL BE FORWARDED WITHOUT DELAY.

Through Bills of Lading, and Special Insurance Blanks issued in

**NEW YORK**.....By L. C. IVORY, 415 Broadway.  
**BOSTON**.....By CHAS. H. WISE, C. & N.-W. Ry, 5 State Street.  
**PITTSBURGH**.....By H. W. SELLERS.  
**CHICAGO**.....By C. T. SPENCER, 60 Clark Street.  
".....By W. J. YOUNG, 121 Randolph Street.  
**ST. LOUIS**.....By ISAAC P. BAKER, Keokuk North'n Line Packet  
Co.'s Office.  
".....By E. O. HUDSON, 323 North Second Street.  
**SIOUX CITY**.....By JOHN H. CHARLES, Sup't.  
**ST. PAUL**.....By JOS. LEIGHTON, 121 Third Street.  
**HELENA**.....MON. By T. C. POWER & CO.  
**FORT BENTON** " By T. C. POWER & BRO.

For further particulars apply to

**T. C. POWER,** **J. H. CHARLES,** **J. C. BARR,**  
Manager, Superintendent, Gen'l Agent,  
193 S. Water St., CHICAGO. SIOUX CITY. BISMARCK.



IF YOU ARE GOING TO  
**MONTANA**  
 FROM CHICAGO,  
 ASK FOR THROUGH TICKET VIA

**BENTON LINE**

At 62 Clark St., or 121 Randolph St.,  
 And take the train of CHICAGO & NORTH-WESTERN RAILWAY, or  
 ILLINOIS CENTRAL RAILROAD, to

**SIoux CITY**

Making direct connection there every Saturday with the BENTON LINE OF  
 STEAMERS,

**CARRYING UNITED STATES MAIL,**  
 —FOR—  
**FORT BENTON,**

And at Fort Benton with the  
**BENTON & HELENA DAILY STAGE LINE**  
 —FOR—

Ft. Assinaboine, Ft. Macleod, Ft. Walsh, YOGO MINES, Martins-  
 dale, Sun River Crossing, Fort Shaw, Silver City and

**HELENA**

At Helena with DAILY STAGES for  
**BUTTE, MISSOULA, DEER LODGE, VIRGINIA CITY,**

**BOZEMAN**

And from there Excursion Parties fit out for the Famous YELLOWSTONE

**NATIONAL PARK**

IF YOU ARE GOING TO THE  
**YELLOWSTONE**

Ask for Tickets over the YELLOWSTONE LINE, connecting with the NORTH-  
 ERN PACIFIC R. R. at Bismarck, and from there one boat each week  
 until August 1st, to

**MILES CITY, FT. KEOGH & TERRY'S LANDING**

And there overland to the  
**"YELLOWSTONE PARK."**

Arrangements have been made by these lines to issue

**EXCURSION TICKETS from CHICAGO**

Up the MISSOURI, across via HELENA, down to BOZEMAN, where parties  
 can fit out for the YELLOWSTONE PARK, and come into TERRY'S LANDING,  
 and take Steamer down the YELLOWSTONE RIVER back to the States; or if  
 they choose, up the YELLOWSTONE and down the MISSOURI.

For Special Information apply to

<b>T. C. POWER,</b> Manager Benton Line, Missouri River Steamers, 193 S. Water St., Chicago.	<b>JOS. LEIGHTON,</b> Manager Yellowstone Line Steamers, ST. PAUL.	<b>H. C. AKIN,</b> Manager Peck Line Steamers, SIOUX CITY.
---	---	--

**The Steamers of These Lines**

**ARE FIRST CLASS IN ALL THEIR EQUIPMENTS**

—AND—



**Managed by Efficient and Experienced Officers**

Being built especially for the trade—with Comfortable Cabins—offer  
 to passengers

**A SPEEDY AND SAFE TRIP.**

**The Advantages of This Route**

Over all others—especially for Tourists—are

**SHORT RAILROAD TRAVEL**   
 **SHORT STAGE TRAVEL,**

And the most of the trip on

 **Commodious Steamers** 

Through 200 Miles of the Grandest and Wildest Scenery in  
 the West, where Buffalo, Deer, and  
 Antelope Abound.

THIS IS THE ONLY LINE

**CARRYING UNITED STATES MAIL**  
**RUNNING THROUGH BOATS**

On advertised regular days—having extra boats to carry out the schedule.

**THIS IS THE CHEAPEST ROUTE,**

Because your Meals are furnished, with a comfortable State Room.

**THIS IS THE BEST ROUTE,**

Because you **AVOID A TEDIOUS RIDE** over a narrow gauge  
 Railroad. Because you know when you start just what your expense  
 will be, as our rates are published open, and that is the limit of your  
 expense. Not so by other routes, where only a portion of your expense  
 is published, and before you reach your destination you find your  
 outlay doubled, and expense for extra baggage more than passage.

**EMIGRANTS SHOULD GO TO MONTANA**  
**Via RIVER ROUTE.**

Because it is far more comfortable for families and children to travel  
 on a Steamer than be cooped up in emigrant cars for 6 days.

**ASK FOR TICKETS**

**VIA MISSOURI RIVER**

To MONTANA over BENTON LINE,

To BLACK HILLS over PECK LINE,

At Ticket Office of any Railway leading to the Northwest.



ROOMS OF THE BOARD OF TRADE.  
HELENA, M. T., Feb. 8, 1880.

The Helena Board of Trade having obtained the following Rates and Prices of Through Passengers and Emigrants from the several points mentioned, and believing the Fort Benton Transportation Company's "Benton Line" of Steamers afford ample and first-class accommodation on all their boats, does not hesitate to recommend this Line to all travelers by the Missouri River Route seeking homes in Montana. By resolution of the Board.

A. J. DAVIDSON, President.

### LOW RATES OF PASSAGE--GOING WEST

In Effect April 1st, 1880. (Subject to Change without notice.)

From	To FORT BENTON.			To HELENA.		
	1st Class	2d Class	Emigrant. Parties of 6.	1st Class	2d Class	Emigrant. Parties of 6.
NEW YORK	\$88 25	\$47 50	\$15 50	\$102 25	\$61 50	\$53 50
ST. LOUIS	68 15	39 35	37 35	82 15	53 35	45 35
CHICAGO	66 25	37 60	35 00	80 25	51 00	43 00
SIoux CITY	53 00	25 00	22 50	65 00	39 00	28 00
YANKTON	51 00	23 00	21 00	65 00	39 00	28 00
NIORARA	51 00	23 00	21 00	65 00	39 00	28 00

From	To FORT BENTON.			To HELENA.		
	1st Class	2d Class	Emigrant. Parties of 6.	1st Class	2d Class	Emigrant. Parties of 6.
NEW YORK	\$91 50	\$60 00	\$51 85	\$105 50	\$74 00	\$59 85
ST. LOUIS	73 55	49 35	47 35	87 85	60 35	55 35
Via KEOKUK, North'n Line Steamers	70 50	38 00	36 00	84 50	52 00	44 00
CHICAGO	68 50	40 00	38 00	82 50	54 00	46 00
ST. PAUL	56 50	34 00	32 00	70 50	48 00	40 00
BISMARCK	40 00	20 00	18 00	51 50	31 00	23 00

### DOWN RATES.

To	From HELENA.			From BENTON.		
	1st Class	2d Class	Emigrant. Parties of 6.	1st Class	2d Class	Emigrant. Parties of 6.
BISMARCK	\$38 00	\$28 00	\$19 00	\$25 00	\$15 00	\$13 00
ST. PAUL	55 00	45 00	34 00	40 00	28 00	26 00
CHICAGO	69 00	51 10	42 10	54 00	36 10	34 10
ST. LOUIS	74 35	60 35	51 35	59 35	45 35	43 35

To	From HELENA.			From BENTON.		
	1st Class	2d Class	Emigrant. Parties of 6.	1st Class	2d Class	Emigrant. Parties of 6.
YANKTON	\$47 50	\$32 00	\$23 00	\$34 00	\$19 00	\$17 00
SIoux CITY	49 60	34 10	25 10	36 00	21 00	19 00
CHICAGO	65 85	47 10	38 10	50 85	32 10	30 10
ST. LOUIS	67 85	49 10	40 10	52 85	34 10	32 10

### RATES VIA SIoux CITY

FROM	TO FT. PIERRE.		
	1st Class.	2d Class.	Emigrant.
CHICAGO	\$26 35	\$20 10	\$18 10
SIoux CITY	11 10	7 10	6 10
YANKTON	10 00	6 00	.....

Emigrant Tickets will only be sold to parties of six together. Provisions necessary for second class or immigrant passengers can be purchased at reasonable price on board the Boats. 150 pounds Baggage allowed to each full ticket. Through Tickets for sale.

### TICKETS FOR SALE IN

NEW YORK, - - - By S. F. HUBBARD, 415 Broadway.  
BOSTON, - - - - - By CHAS. H. WISE, 5 State Street.  
PHILADELPHIA, - By CHAS. PARKER, 9th and Chestnut Sts.  
BALTIMORE, - - - By W. A. BROWNING, 149 Baltimore St.  
CLEVELAND, - - - By H. C. MARSHAL, 134 Bank St.  
DETROIT, - - - - - By C. A. WARREN.  
CHICAGO, By { Chicago & North-Western Railway Ticket Office.  
                  { Illinois Central Railroad Ticket Office.  
                  { Keokuk Northern Line Packet Co. Ticket Office.  
ST. LOUIS, By { Chicago, Burlington & Quincy R. R. Ticket Office.  
                  { Illinois Central Railroad Ticket Office.

Beware of Tickets that read good on any boat! They are not good on any boat—only a few wild ones, that make a trip when they happen to have a load. Be sure and see that your tickets read

### "VIA BENTON LINE,"

The Line that carries the U. S. Mail, and has arranged a connection with ten steamers, all in the Missouri River and trade we represent. Another advantage of Benton Line tickets is that the

### STAGE LINE FROM FT. BENTON

is controlled by the same management. Persons holding Through Benton Line tickets have preference of seats in Stage, and coupons over this line are the only ones honored by the Stage Company.

Six persons, by going together in one party, can avail themselves of Immigrant Rates on Steamers and on Stages.

Stage Fare from Fort Benton: To Helena, \$15; to Bozeman, \$25; to Butte, \$21.

Immigrants about half the above Stage fares. Children under 12 years of age will be charged half price for transportation (and if first-class, extra board will be charged on board the boats, according to age). No charge for children under 3 years of age.

Parties buying second-class tickets can change for first-class on steamboats, which includes board, or by complying with the rules of the cabin can procure meals at 75c. each. Provisions necessary for second-class and immigrant passengers can be purchased at reasonable rates from the boats of this Line. A deduction will be made if berths are not taken. Passengers are cautioned not to exchange or surrender their tickets to any person except authorized agents of the Line, or on the boats.

### A WEEKLY LINE OF STEAMERS

Will run to Fort Benton during the boating season, leaving Sioux City every Saturday, touching at Yankton, Niobrara and Bismarck, making the time from the latter point in about eleven days. One hundred and fifty lbs. baggage allowed each passenger to Ft. Benton.

For particulars and special rates on stock and miscellaneous freight, inquire of JOHN H. CHARLES, Superintendent, Sioux City, Iowa; J. C. BARR, Gen'l Agent, Bismarck, D. T.

All goods marked plain.

### "CARE BENTON LINE,"

Shipped from any point in the East for Montana, will reach our boats and be forwarded promptly. Through Bills of Lading from Chicago, St. Louis, St. Paul, and Sioux City, as late as September 15th from those points.

T. C. POWER, Mgr., 193 S. Water St., Chicago.





Picked up by the *Steamer Deer Lodge* (Jun 2, 1866 handstamp) on the Missouri River south of Fort Sully and carried to Sioux City. Entered the mails at Sioux City on Jun 8, 1866 for delivery to Saint Paul. Original letter (now in SD State Archives) is datelined “Transport *Ned Tracy*; Missouri River, 30 miles below Fort Sully, D.T. May 24/66” and mentions “400 miles from [Fort] Rice”, stuck on a sand bar, expect to get off the bar within the course of an hour, and “will probably get to [Fort] Sully today, where I will mail this letter”. The *Ned Tracy* met the *Deer Lodge* prior to arrival at Fort Sully.

Type: Sternwheel, wooden-hull packet

Size: unknown

Power: unknown

Launched: 1860's

Destroyed: unknown

Area: Missouri River and Mississippi River

Owners: unknown

Captains: Grant Marsh, at one time

Comments:

- Inaugural trip into Dakota Territory was on Apr 9, 1865
- Hit a snag in 1865 while en route to Fort Benton (Montana)
- Preceded the ill-fated *Bertrand* on this trip
- Left Fort Benton about May 20, 1866 and met the *Ned Tracy* “above Big Cheyenne”
- First steamer into Dakota in the spring of 1868, arriving in mid-March

**STEAMBOATS.**

1867. **HO! FOR THE** 1867.  
**GOLD MINES!**

**THE MONTANA AND IDAHO  
TRANSPORTATION LINE**

**WILL GIVE THROUGH BILLS LADING TO  
FORT BENTON, HELENA, VIRGINIA CITY, BAN-  
NOCK CITY, DIAMOND CITY, DEER LODGE,  
AND ALL POINTS IN THE MINING DISTRICTS.**

All steamers of this line class A No. 1. We have our own trains to fulfill our contracts.

The A No. 1 light draught steamer **AMELIA POE**, THOMAS POE, master, will leave **SATURDAY**, March 16, (or as soon as navigation is open in Omaha.)

The A No. 1 light draught steamer **YORKTOWN**, G. W. EBERT, master, will leave on **SATURDAY**, March 23.

The A. No. 1 light draught steamer **G. A. THOMPSON**, will leave **TUESDAY**, March 26.

The A No. 1 light draught steamer **DEER LODGE**, —, master, will leave **WEDNESDAY**, April 3.

The other boats of the line will be started during the season, as may be required.

For freight or passage, apply to  
**J. EAGER**, Agent,  
No. 41 Broad-st.; or  
**JOHN G. COPELIN**, Agent,  
S. E. corner Maine and Olive sts., St. Louis, Mo.

*New York Times* (Mar 1, 1867)



Fort Benton, M. T. June 14 1872

*Mr John Power*

**Bought of T. O. POWER & BRO.,  
Forwarding and Commission Merchants,**

DEALERS IN

GENERAL MERCHANDISE, including Indian Goods and Agricultural Implements.

To Insurance on Five ~~of~~ \$11000 - @ 1 3/4 % 192 50

The above insurance policy was paid order through Howard Canine & Co. St. Louis.  
Consignments sent P. B. Moore & Co. Chicago

Insured there for any loss Mr. Lowry is entitled to the full amount  
of loss collected from P. B. Moore & Co. Chicago out of  
Twenty thousand seven hundred and no St. Esperanza

*Recd. Paymt.  
J. O. Power & Bro.*

Insurance receipt for the *Steamer Esperanza* (Jun 14, 1872) in the amount of \$20,000 for freight shipment to Fort Benton up the treacherous Missouri River.



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

Capt. JOE. P. DUNLEVY.

*M. Conroy & Co* *Sioux City June 28 1872*

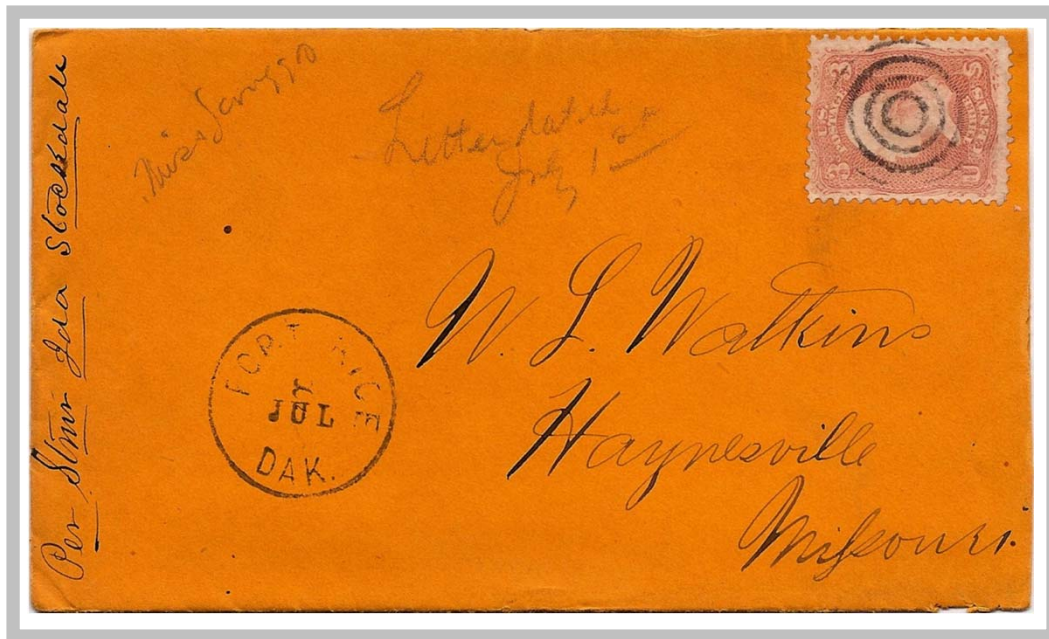
To Steamer **ESPERANZA**, Dr.

MARKS.	To Freight on		
	254 Bales Robes & Pelts @ 50		127 00
	1 Bal Tongues		50
	22 Skins 1 Bale		50
			<u>128 00</u>

Received Payment, *M. Conroy* Clerk.

Printed by Pope & Co., Pittsburgh.

Freight receipt from the *Steamer Esperanza* (Jun 28, 1872) for 254 bales of [buffalo] robes, 1 barrel of [buffalo] tongues and 22 skins [in] one bale. Very little is known about the *Esperanza*, other than one reference in the SD State Historical Collections (Vol. XXVIII, pp. 429-430): in the summer of 1871, Theodore F. Kones, agent at Cheyenne River Agency, refused to accept a load of supplies from the steamer *Esperanza*, his reason being that the receipt offered him by the captain was not the proper kind, although the latter contended it was furnished him by the Indian Department.



Carried by **Steamer Ida Stockdale** down the Missouri River to Fort Rice, Dak. where it entered the mails with their Jul 8 [1867] postmark for delivery to Haynesville, Missouri. The enclosed letter was written aboard the *Steamer Luella* en route up the Missouri River to Fort Benton:

*“Str Luella July 1<sup>st</sup>/67...very unexpectedly I have a chance to send you a letter...we have just met and hailed a boat [Ida Stockdale] on her return trip, we will be together for a few minutes. I am about 300 miles below Fort Benton, will get there some time this summer – if our future luck is to be like our past has been I can’t say when I will reach Benton but I hope in 8 or 10 days...”*

Type: Sternwheel wooden-hull packet

Size: 377 tons

Power: 14’s – 4-1/2’, two boiler 42” x 24’

Launched: 1867, McKeesport, Pa.

Destroyed: Apr, 1871 at Bismarck, D.T., sunk by ice

Areas: Upper Missouri River

Owner(s):

- 1867: built for Captain Jackman T. Stockdale
- 1871: J. Wesley Jacobs

Captain(s):

- 1867: first trip, Grant Marsh
- James McGarry
- 1891, when sunk: master, G. W. Murray; pilot, Ed Anderson

Comments:

- Named for Captain Stockdale’s daughter
- 1867, under Captain Grant Marsh, was attacked by Indians under a bluff known as Plenty Coal Bluff, nevertheless, made a profit of \$24,000 on the voyage



This is a Pittsburg outfit. I have no news to write. This has been rather a monotonous, as well as tedious trip. we have not had any accidents on this boat yet. Nothing wrong only dreadful slow travel. I am well and have been ever since I left home. I have not heard a word from home or from George since I started. The river is in splendid boating order now and we are making tolerable time. we have not got to any of the rapids yet. I hope they won't give us any trouble.

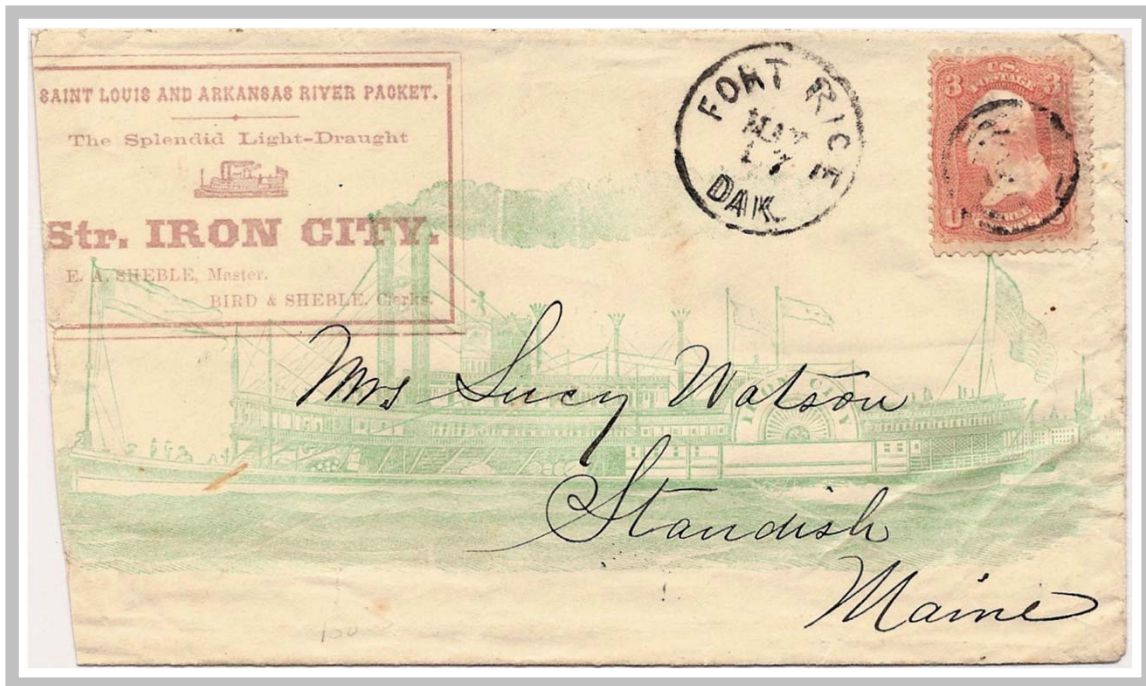
Give my very best love to my kind, good, my Angel Mother and my darling, sweet sister, with all honor and respect. I remain as ever your affectionate son. Jno H Watkins

St. Louis July 1<sup>st</sup> 1871  
W.L. Watkins  
Haynesville, Mo.  
Dear Father

Very unexpectedly I have a chance to send you a letter. but I have none written. but I will write all of the time I have just now.

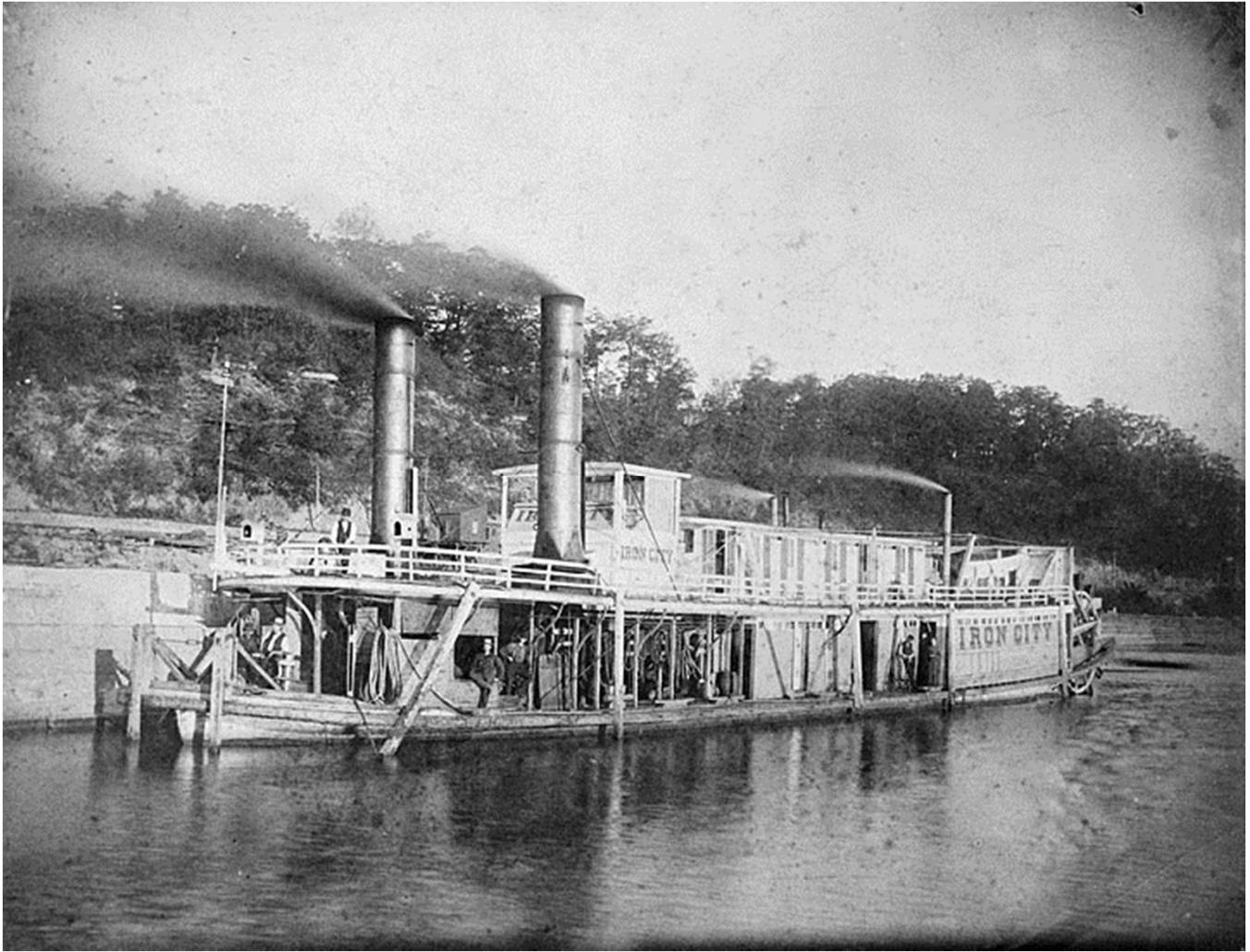
We have just met and hailed a boat on her return trip, we will be together for a few minutes. I am about 300 miles below Fort Benton, will get there some time this summer. if our future luck is to be like our past has been I can't say when I will reach Benton but I hope in 8, 10, or 12 days. I will write as soon as I do get there. If any of my friends come up the river, tell them to come on a Mr. river boat, and with a Mo rivercapt.





Carried by *Steamer Iron City* somewhere on the Upper Missouri River to Fort Rice, Dakota Territory where it entered the mails with their May 17 [late 1860's] postmark for delivery by US Post Office to Standish, Maine. No further information is available regarding the *Iron City*, except that it was operating on the Missouri River in 1866 (per Floyd Risvold's notes). The corner card and illustration of a sidewheel steamboat indicates that it was a *Saint Louis and Arkansas River Packet*.





The *Steamer Iron City* in a photo with unidentified location and date

MILTON TOOTLE, St. Joseph, Mo.

JOHN H CHARLES, Sioux City, Iowa.

TOOTLE & CHARLES,  
COMMISSION AND FORWARDING MERCHANTS,

Corner of Second and Pearl Streets, Sioux City, Iowa.

Sioux City, May 13 1867.

SHIPPED, in good order and condition by TOOTLE & CHARLES,  
on board the good Steamer *Jennie Brown* the following packages or articles,  
marked or numbered as below, which are to be delivered, without delay, in like good order and  
condition, at *Fort Union* unavoidable dangers of the  
River and Fire only excepted, unto *John Kerler*  
or to *his* assigns, he or they paying freight for said goods at the rate of

and Charges *now*

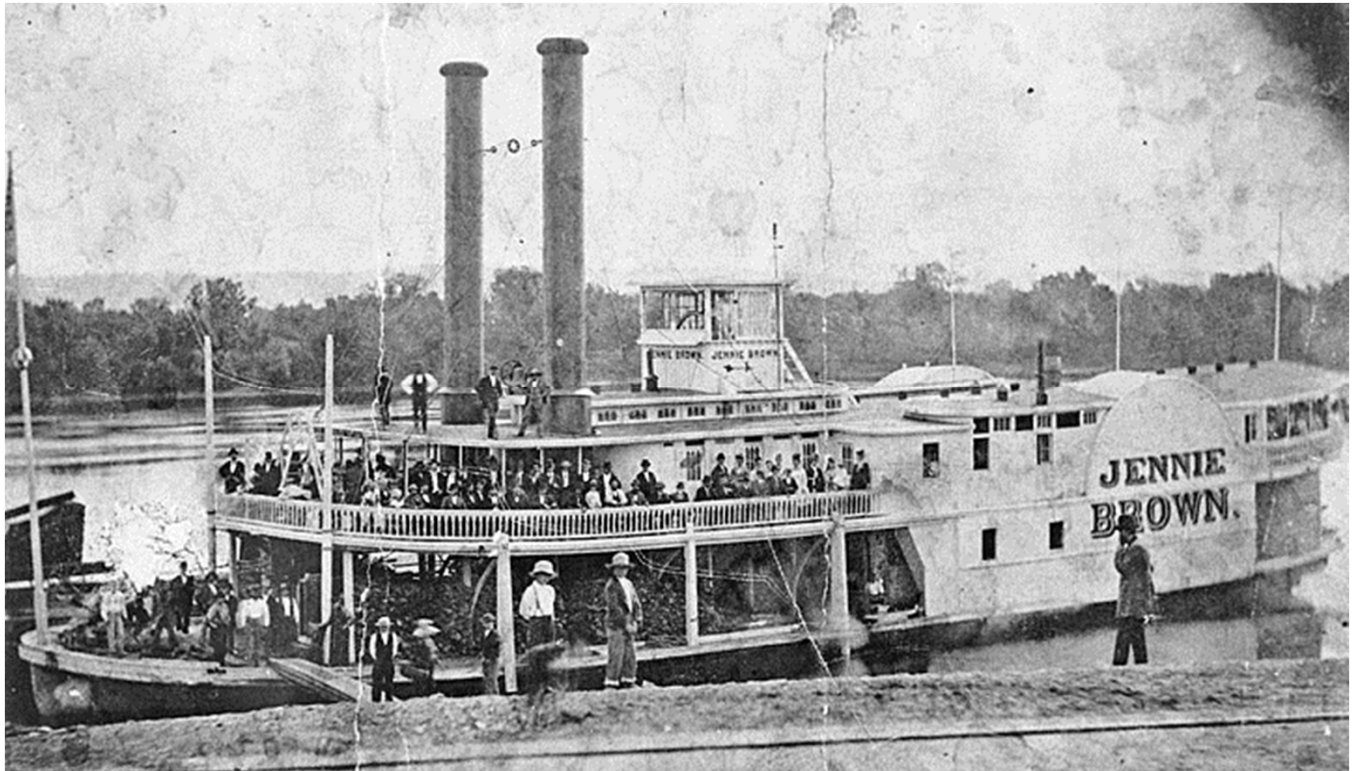
MARKS.	ARTICLES	WEIGHT.
<i>John Kerler</i> <i>Fort Buford</i> <i>D.T.</i>	<i>1 Cord Rope</i>	<i>143</i>
	<i>2 Kegs Nails</i>	<i>200</i>
	<i>1 Wheel barrow &amp; Sideboards</i>	<i>65</i>
	<i>1 Case Sundries</i>	<i>40</i>
	<i>1 Grindstone</i>	<i>50</i>
	<i>1 Plow</i>	<i>70</i>
	<i>1 Kettle</i>	<i>50</i>
	<i>1 Box Tinware</i>	<i>85</i>
	<i>4 Boxes Hardware</i>	
	<i>1 Bdle Spades (6)</i>	
	<i>1 " 2 forks &amp; 6 Hoes</i>	
	<i>1 " 2 Scythes &amp; Snathes</i>	
	<i>2 Boxes Traps</i>	
		<i>670.</i>
		<i>1408</i>

## CHARGES.

Freight Paid  
Charges "  
Drayage "  
Commission,

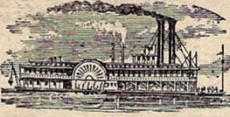
*Garrick*  
*CK*





The *Steamer Jennie Brown* (unidentified location and date)

For FORT BENTON and the GOLD MINES of MONTANA,

*Helena,*  *Fort Benton,*  
*Virginia City,* *Bannock City.*

THE FAST AND LIGHT DRAUGHT PASSENGER STEAMER,  
**LILLIE MARTIN**

H. R. PATTERSON, Master. M. H. CRAPSTER, Clerk.  
 Will Leave St. Louis  
 ON SATURDAY, APRIL 21<sup>st</sup>, AT FOUR O'CLOCK, P. M.  
 FOR FREIGHT OR PASSAGE, APPLY ON BOARD, OR TO  
 BOYD & SYLVESTER, Agents, 74 Commercial Street.

R. & T. A. Ennis, Stationers and Printers, 16 Olive street, St. Louis.

Advertising card from 1867 for the *Steamer Lillie Martin* for “Fort Benton and the Gold Mines of Montana”. The Montana gold rush was at its peak in the late 1860’s. The only year in that period with a “Saturday, April 21<sup>st</sup>”, as noted on the card, is 1867. The early “Yancton” spelling for Yankton is also consistent with the 1860’s, thus further helping to date the card. Very little can be found about this steamer, other than one reference in the *SD Historical Collections* (Vol. XIV, page 61) that it made a trip into Dakota Territory on May 7, 1865 with 300 tons of cargo.

# DISTANCES

Emma

FROM

Patterson.

## ST. LOUIS TO FORT BENTON.

Jefferson City.....	174	Mouth Moreau.....	100 1890
Boonville.....	58 232	Grand River.....	31 1721
Glasgow.....	32 264	Beaver River.....	85 1806
Brunswick.....	35 299	Cannon Ball River.	30 1836
Lexington.....	75 374	Fort Rice.....	10 1846
Kansas City.....	82 456	Hart River.....	50 1896
Leavenworth City.	39 495	Old Fort Clark....	65 1961
Atchison.....	37 532	Fort Berthold.....	59 2020
St. Joseph.....	33 565	Little Missouri....	30 2050
Nebraska City.....	175 740	White Earth River.	85 2135
Council Bluffs....	53 793	Mouth Yellowstone	135 2270
Omaha.....	14 807	Fort Union.....	5 2275
Florence.....	15 822	Milk River.....	350 2625
Little Sioux River.	72 894	Round Butte.....	135 2760
Sioux City.....	116 1010	Dophan's Rapids..	152 2912
Vermillion River..	140 1150	Mouth Maria.....	218 3130
James River.....	47 1197	Fort Benton.....	45 3175
Yancton.....	104 1201		
Bonhomme Island.	16 1217	From Fort Benton to	
Mouth Niobrarah..	22 1239	Silver City.....	150
Yancton Agency..	32 1271	Prickly Pear.....	170
Fort Randall.....	14 1285	Last Chance.....	171
White River.....	106 1391	Deer Lodge City...	180
Crow Creek or Ush-		Deer Lodge Diggings...	210
er's Landing.....	94 1485	Virginia City.....	270
Fort Sully.....	45 1530	Bannock City.....	300
Fort Pierre.....	5 1535	Gallatin.....	350
Big Cheyenne....	55 1590	Bosman.....	351





Letter written by Lt. Javan B. Irvine while aboard the *Steamer Ned Tracy*; mailed from St. Joseph, MO post office where it entered the mails with their Apr 30 [1866] postmark for delivery Saint Paul, MN. Original letter (now in SD State Archives) is datelined “*Steamer Ned Tracy near St. Joe, Missouri, Saturday 8 P.M., April 28<sup>th</sup> 1866*”. A copy is included on the reverse of this page in which Lt. Irvine laments the fact that he could have brought his family with him free of charge (at the military’s expense) and that “*ordinary fare from St. Louis to Fort Rice is \$150.00*”. Lt. Irvine is en route to Fort Rice and mentions “*Our trip up the river will be slow, we shall probably be twenty days going up*”.

Originally known as the *Steamer D. A. January*

Type: Sidewheel wooden-hull packet

Size: 225’ x 34’, 440 tons

Power: unknown

Launched: 1857, Cincinnati, OH

Destroyed: Dec 18, 1867 at Chester, IL by a snag

Areas: 1857-58 – Lower Mississippi River (New Orleans to St. Louis); June 4, 1857 documented as passing Omaha, NE in diary of E. F. Beale; 1858-1864 – Missouri River (St. Louis to St. Joseph)

Owner(s):

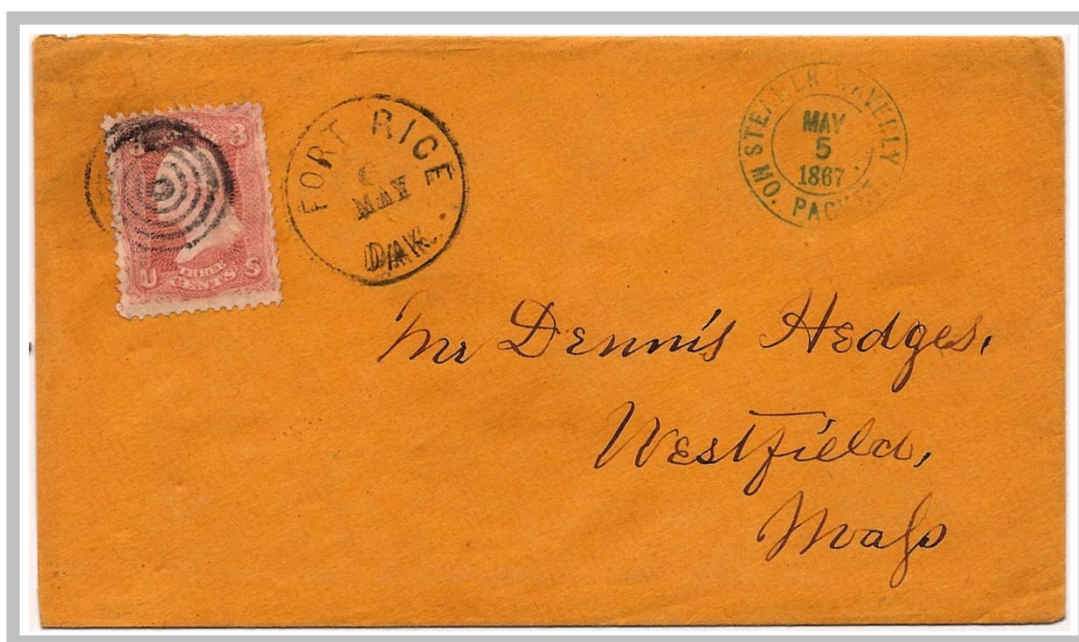
- 1862-64: pressed into US service to handle sick and wounded
- Jun 1, 1864: converted to hospital boat in US Quartermasters Division
- Mar 14, 1865: sold back into private ownership and re-named *Ned Tracy*

Captain(s):

- 1857-64: Patrick Yore
- 1857-?: J. E. Montgomery

Comments:

- Sam Clemens may have been steerman for Captain Montgomery on the trip of Dec 13, 1857 to Jan 22, 1858 from New Orleans to St. Louis



Carried by *Steamer Waverly Mo. Packet May 5, 1867* from somewhere on the Upper Missouri River to Fort Rice, Dakota where it entered the mails with their May 6, 1867 hand stamp for delivery to Westfield, MA.

Type: Sternwheel wooden-hull packet

Size: 324 tons, 200' x 34' x 5.5'

Power: 17's - 5', two boilers

Launched: 1866, Metropolis, IL, finished at St. Louis

Destroyed: Nov 24, 1867, downbound from Omaha to St. Louis, snagged at Bowling Green Bend, Glasgow, MO

Areas: Upper Missouri River

Owner(s): 1867, John P. Kiser, Thomas Raigin, and Capt. Thomas W. Rhea

Comments:

- Jun 17, 1867, arrived at St. Louis from Ft. Benton with 508 bales of buffalo robes, 43 wolf skins, 37 bundles of elk skins, and 5 packages of antelope skins
- Boat cost \$50,000 and is said to have paid for herself on first round-trip to Ft. Benton

List of Wood Sold to Boats			
April			
16 <sup>th</sup>	Steamer Waverly Tow Boat		
	Twenty four cords at \$4.00	96	00
	Bought off 52 # Flour @ 12	9	12
	" " 4 " Shoulder at 1/40	80	
27 <sup>th</sup>	Steamer Deer Lodge.		
	Sixty cords at cottonwood at \$4.00		

Page from Cedar Island Trading Post account book showing the *Steamer Waverly* taking on wood, flour, and “shoulder” [buffalo?] April 16<sup>th</sup> [1866]. Cedar Island Trading Post was established in 1796 by Registre Loiselle on Cedar Island in the Missouri River in present-day Hughes County, SD





**Drainage basin of the Red River of the North, showing steamer route from Fargo to Winnipeg**

Bill of Lading from *Steamer Selkirk* for freight carried on the Red River in Oct, 1871. A second page is glued to the back of this bill of lading at the upper left, indicating carriage of the 11 cases of shoes by railroad from Milwaukee to St. Paul by the “Milwaukee & St. Paul Railway Company”. The shoes were apparently then carried overland to Fargo, where they were transported by the *Selkirk* to Winnipeg.

**HILL, GRIGGS & CO.'S RED RIVER LINE.**

**STEAMER SELKIRK, Dr.**

1871

Barber & W.G.S.  
Winnipeg

For Freight and Charges as per Bill Lading.  
11 Cases Shoes

U.S. Ins. Paid

St. Paul Pioneer Print. MARKS.

Trip No. 16

Boat's Freight.	44/5
Back Charges.	1374
TOTAL.	5839
	511
	5889

Ed. Dickinson Agent

*Steamer Selkirk* at Fargo in 1871







*Steamer Selkirk* on the Red River at Grand Forks in the 1880's

**Milwaukee and St. Paul Railway.**  
*Can Selkirk*  
*St. Paul*  
 To the Milwaukee & St. Paul Railway Company,  
 For Transportation of Freight from *St. Paul*  
 Description of Articles.  
*11 Can shoes.*

Weight.	Rate.	Freight.	Adv. Charges.	Total.	Dr.
970	40.20	4 1/2%	9.24	13 49 75	
			Pray	13 94	
			Agent.		

Received Payment,  
 Signed *A. H. Hays*

Way-Bill No. *1009*  
 From Car *251*  
 No. Pkgs. *11*

*Sept 7. 1881*

Second page of Bill of Lading from *Steamer Selkirk* showing carriage by railroad from Milwaukee to St. Paul (glued to first page at upper left corner).





Possibly carried by the *Steamer White Swan* on the Red River to Fargo where it entered the mails with their Jun 19 [ca1879] hand stamp for delivery to Winona, Ills. The *White Swan* was a small sidewheeler of only 36 tons, built at Brainard, MN on the “Upper Upper Mississippi River” (the region north of St. Anthony Falls) in 1878. Because of low water, the boat was cut in two lengthwise and transported by railroad to Fargo in October of the same year. She was rebuilt and put into the Red River trade for the Alsop Line as the *Steamer Pluck*, until she was dismantled in 1886. The small white boat illustrated in the picture postcard below (nearer to the elevators) is the *Pluck*.

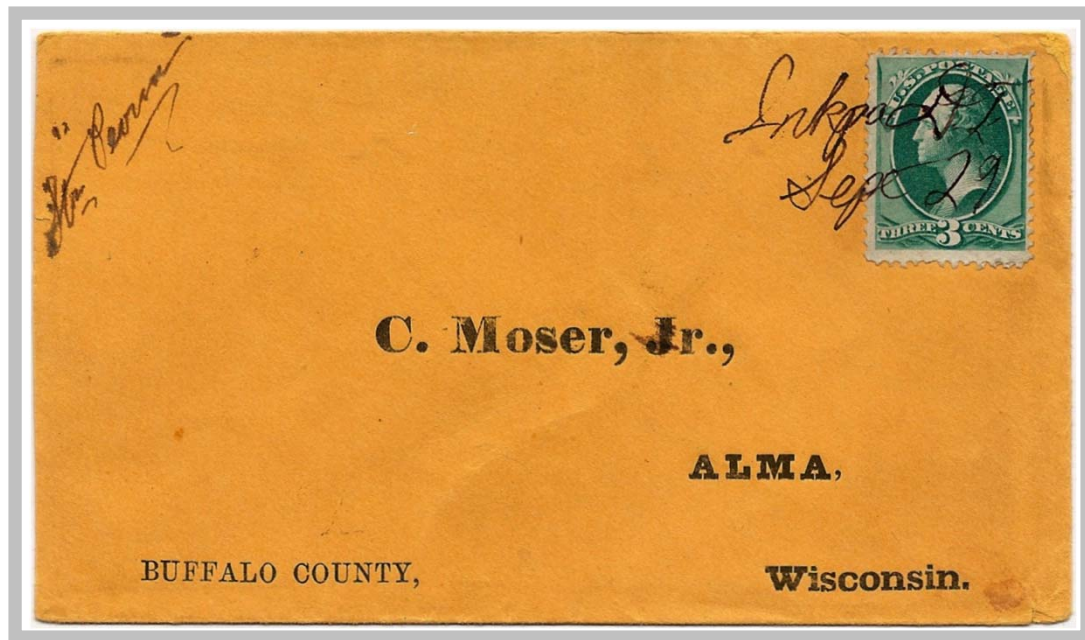






Two photos of the *Steamer Pluck* at Fargo: above, 1879; below, ca1887. The *Steamer White Swan* was built at Brainard in 1878, cut in two lengthwise later in the year, transferred to Fargo and renamed the *Pluck*.



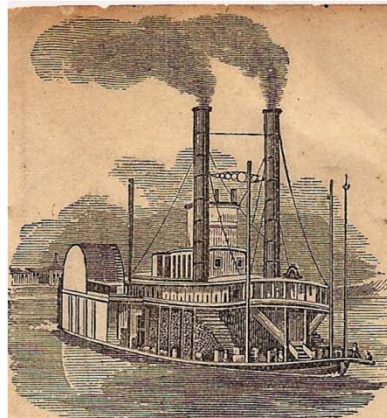


Bogus Inkpa, D.T. Sept 29 manuscript postmark, on otherwise legitimate cover carried by the *Steamer Peoria* from Big Stone Lake, Dakota Territory (the headwaters of the Minnesota River) down the Minnesota River to St. Paul, MN and then via the Mississippi River to Alma, Wisconsin. Enclosed Bill of Lading for the *Peoria* from Sisseton Agency, D.T. (Sept 28, 1875) shown on reverse.

Very little is known of this steamer, other than it operated on the Mississippi River (and obviously, the Minnesota River), was owned by Eagle Packet Company, and that it was crushed by ice in 1918.







SHIPPED, In Good Order and Well Conditioned, by

L Leland Sisseton Agency

On board the good Steamboat *Peoria*  
 the articles described below, which are to be delivered, without delay in  
 like good order and condition, (unavoidable dangers of river and fire  
 only excepted), at the Port of *Alma Wisconsin*  
 unto *Carl Moser* or assigns, he  
 or they paying Freight for said Goods at the rate of *—* %  
 and Charges \$ *C.O.D.*

A. C. ISAACS & Co., Print.  
 In Testimony Whereof, The Owner, Master or Clerk of said Boat hath affirmed to . . . 1 . . . Bills of Lading, all of this tenor and date,  
 one of which being accomplished, the others to be void.

Dated at *Inkpa Dak. T.* this *28* day of *September* 187*5*.

Marks.

Articles.

Weight.

Charges.

1 C M	Wolfskins -	300 lbs	3.25 cent
2 C M	Trade Trunkets	60 lbs	2.10 cent
3 C M	Tanned Deer skin	100 lbs	3.28 cent
4 C M	Sold Siffage	9 lbs	4.50 cent
5 C M	Trade Beaded Moccasins	30 lbs	2.40 cent

L Leland  
 C. M. Sisseton Agency  
 D. T.