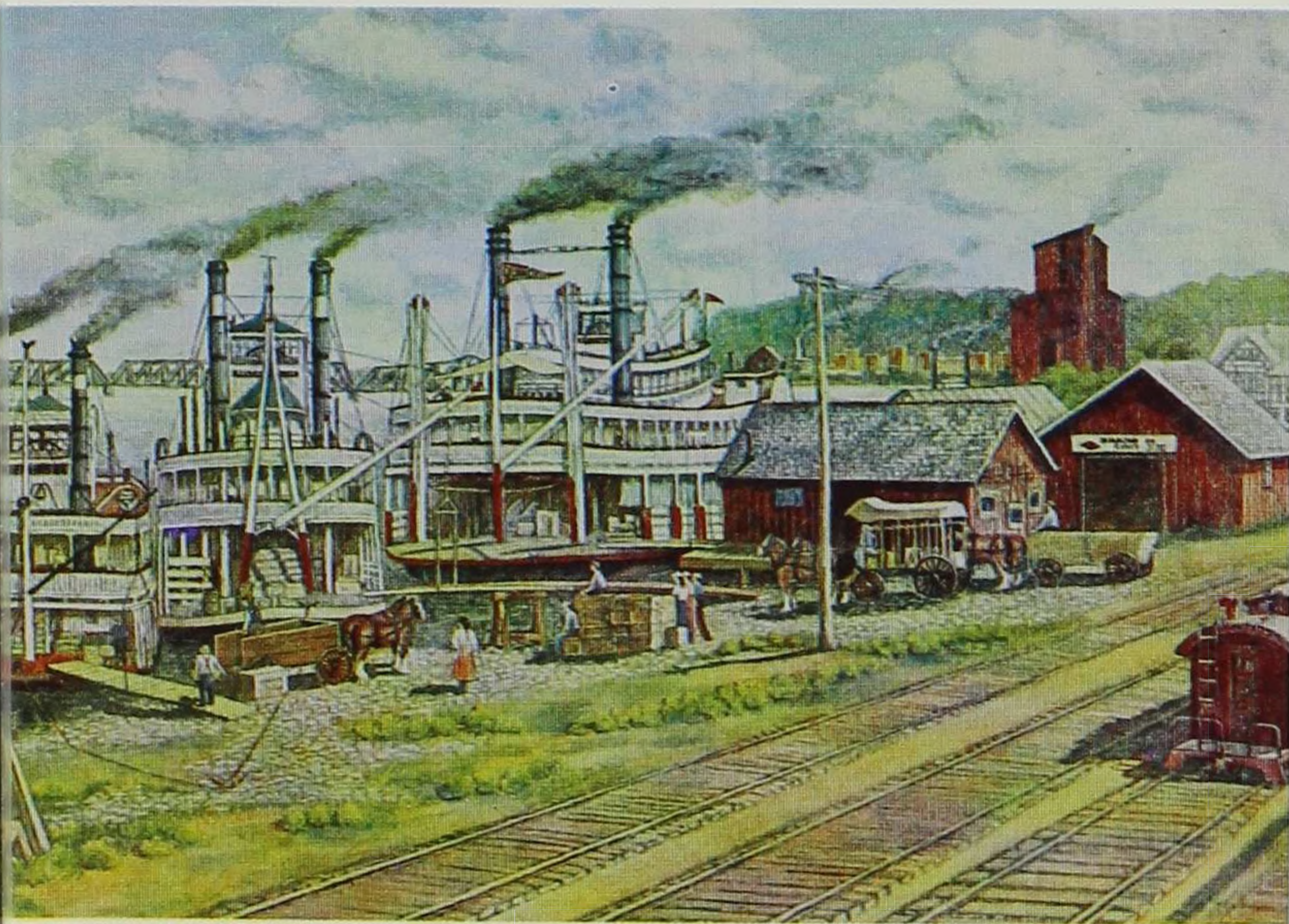


The
PALIMPSEST



Burlington Levee with Diamond Jo Warehouse on the right.

The Diamond Jo Line

Published Monthly by

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APRIL 1970

Special Number — Diamond Jo Line Steamers — Fifty Cents



The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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WILLIAM J. PETERSEN

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Illustrations

All pictures, bills of lading, and printed advertising material, unless otherwise noted, come from the William J. Petersen collection made while gathering material for his Ph.D. between 1927 and 1930. The author's father, Charles L. Petersen, as well as Captains John Killeen and Fred A. Bill, also had a great deal of pictorial and documentary data they turned over to the aspiring historian.

Author

William J. Petersen is Superintendent of the State Historical Society of Iowa.

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THE PALIMPSEST

EDITED BY WILLIAM J. PETERSEN

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Joseph Reynolds

"Diamond Jo" Reynolds was on the verge of financial ruin. He had entered the grain trade of the upper Mississippi Valley about 1860 and was shipping wheat, corn, and oats from Prairie du Chien to eastern markets by way of the Milwaukee & Mississippi Railroad. All at once the Minnesota Packet Company refused to transport his grain from the river terminals to Prairie du Chien, thereby subjecting him to losses by the elements or forcing him to sell on an unfavorable market. Upon investigation he found that some of his competitors owned stock in the packet company and had prevailed upon its officers to discriminate against his grain shipments. It was a crucial moment but Joseph Reynolds met it in his characteristic way. If the packet company would not carry his grain he would build his own steamboat.

In the spring of 1862, while his competitors were probably congratulating themselves on having eliminated a dangerous rival, Joseph Reynolds commenced building the steamboat *Lansing* on the

Wisconsin River near Prairie du Chien. When completed, the eighty-three-ton boat was placed under the command of Captain J. B. Wilcox and was soon enjoying a lucrative trade between Lansing, Iowa, and Prairie du Chien. The *Lansing* not only carried all of "Diamond Jo's" produce but picked up all freight not directly controlled by the Minnesota Packet Company. Fearful lest the boat should develop into a serious competitor, the packet company offered to buy it and promised no further discrimination. Since Reynolds was not primarily interested in transportation, he took the packet company at its word and sold them the *Lansing*.

A keen mind, a resourceful personality, and a competitive spirit were characteristic traits of "Diamond Jo" Reynolds. Born of Quaker ancestry in Fallsburg, New York, on June 11, 1819, he received only a common-school education. When a mere youth he started out in business for himself, buying cattle, sheep, and hogs, butchering them, and peddling them throughout the countryside from his meat wagon. This was hard work and not always profitable. Once he closed a season with just three dollars net profit. To bolster his sagging income Reynolds taught school in the winter, receiving ten dollars a month and his board. But he soon foresaw that teaching and the meat business afforded scant profits for his energy. At the first opportunity he joined his brother,

Isaac, in operating a general store in Rockland, New York.

Little is known of this venture, but his residence in Rockland led to his marriage with Mary E. Morton of that town. His father-in-law, who proved to be as generous as he was affluent, promptly bought young Reynolds a flour-and-feed mill which paid good dividends. When this structure burned down Reynolds built the finest mill in that region — a project which caused many neighbors to shake their heads in doubt. The new mill, however, was a great financial success, drawing business from long distances.

Spurred on by the success of his mill, young Reynolds next bought a tannery and remodeled it along the latest and most efficient lines. Again he found himself in a profitable business. After a few years he received such a good offer that he sold all his Rockland interests and moved to Chicago where he established a tannery on West Water Street about 1856. Presently he was traveling throughout Wisconsin and Minnesota, buying hides and furs for his Chicago tannery.

It was while engaged in this venture that Joseph Reynolds received the nickname "Diamond Jo." According to Captain Fred A. Bill, there was another J. Reynolds in the same business in Chicago, and their shipments frequently became mixed. Joseph Reynolds then conceived the idea of establishing a sort of trademark, and his next consign-

ment was marked with his nickname "Jo" inclosed in a diamond. Ever after he was known as "Diamond Jo."

It was not long after "Diamond Jo" had disposed of the *Lansing* that he discovered the officers of the Minnesota Packet Company to be without honor. He promptly built a second boat, the *Diamond Jo*, and ran her in the grain trade. When the Minnesota Packet Company reorganized as the North Western Packet Company its officers once more induced Reynolds, by promises and guarantees, to sell the *Diamond Jo* and her barges. The new company honorably fulfilled its agreement for three seasons. Then, on May 1, 1866, it was reorganized into the North Western Union Packet Company with Commodore William F. Davidson as the moving spirit. Once more the company began discriminating against Reynolds and once more that indomitable captain of industry launched into the transportation business. It was an unlucky day for the North Western Union Packet Company when its officials crossed swords with "Diamond Jo" Reynolds. This time he remained in the steamboat business, his boats successfully competing against Davidson's White Collar Line and actually outlasting that powerful corporation.

Joseph Reynolds demonstrated his resourcefulness and ability in many other fields. Most of the investments which he made were profitable, but in

almost every instance they did not become so until he had contributed much capital, personal ingenuity, and perseverance. For example, during the late seventies, he and his son Blake, who was born in McGregor about 1860, turned their attention to gold mining in Arizona and Colorado. Their first venture was with the Del Pasco Mine at Congress, Arizona. It appears that the owners had allowed Reynolds and his men to work the mine for a time before paying for it, meanwhile "salting" it to lead the "tenderfeet" on. The mine paid for, Reynolds quickly found he had been hoaxed. Always a good loser, "Diamond Jo" cast about for a new venture and bought the Congress Gold Mine in the same locality. When a friend questioned the wisdom of operating another mine there, "Diamond Jo" replied: "Well, when you lose anything don't you look for it in the same locality?" The Congress Mine proved to be one of his richest investments.

During the early eighties "Diamond Jo" exhibited his stubborn resourcefulness and fighting spirit in yet another venture. He had been ordered to Hot Springs, Arkansas, for a rest and was making the twenty-two-mile trip from Malvern to Hot Springs in a rickety stagecoach over an extremely rough road. Finally the stagecoach broke down and Reynolds and his companions were compelled to walk the remainder of the distance. When he reached Hot Springs he pro-

tested vehemently. "Your old stage is a disgrace to the country," Reynolds told the proprietor.

"Ef yer don't like this ere kerrage, w'at yer goin' to do about it?" was the sarcastic reply.

"I'll build a railroad," retorted "Diamond Jo."

And build a railroad he did! Engineers were secured and the whole matter studied from the standpoint of ultimate success, for Reynolds was not a thoughtless plunger. Within a few months he had completed a narrow-gauge railroad from Malvern to Hot Springs, putting the stage line out of business. As traffic increased he used the profits to convert the line to a standard-gauge track. It was not long before the popularity of the Arkansas health resort made the Hot Springs railroad one of the best-paying twenty-two miles in the country.

Illustrative of the confidence which other businessmen reposed in "Diamond Jo" is the following story which was told by Philip D. Armour to Captain John Killeen of Dubuque. It appears that times were hard, a flurry in the money market having caused a shortage in cash for enterprises. One day Reynolds entered Armour's office and the latter, anticipating his request, promptly said: "Jo, can you lend me \$50,000?"

"That is just what I came to you for," Reynolds replied. "I never wanted money so badly in all my life."

"How much do you want?" Armour inquired.

"I want \$200,000," Reynolds replied.

"I can let you have it," said Armour, and filled out checks for that amount, taking Reynolds's personal notes in exchange.

Soon afterward Reynolds returned with a bundle of stock (the entire value of the Hot Springs Railroad) and threw them on Armour's desk, saying: "Phil, keep that until I pay back the money."

"Put that back in your safety box, Jo," Armour replied. "But for the uncertainty of life your word would be enough for me. Were it not for that I would not accept your notes."

Despite his wealth and standing, "Diamond Jo" remained a man of simple tastes and appearance. Something of a carpenter and mechanic he could often be found aboard one of his boats making repairs and tinkering with odd jobs. One day an aristocratic old Southerner was making a trip on a Diamond Jo boat. Going below he found an old man who apparently was the boat's carpenter hard at work. He engaged him in conversation, and spent a very interesting hour on the lower deck. On returning to the upper deck the Southerner told the captain he had just had a pleasant chat with the carpenter and found him a rather intelligent old fellow. "Yes," said the captain, "he is somewhat intelligent. His name is Reynolds, commonly known as 'Diamond Jo.' He owns this line of steamboats, a railroad in Arkan-

sas, numerous gold mines in Colorado and Arizona, and is probably worth two or three million dollars."

In his later years fantastic tales were told about Joseph Reynolds. His wealth was variously estimated at from one to twenty million dollars. "They tell a heap of things about me that never happened," Reynolds once told a reporter who asked if it was true that he was named "Diamond Jo" because he had lost a very valuable stone in London.

"Never was in London in my life; and never crossed the Atlantic," he confided to his visitor. "I never lost anything, except, some years ago, a fellow on the back end of a St. Louis street car borrowed my purse and \$400 out of my breeches pocket, and he never brought it back. They used to say that I swore like a trooper, dressed like a dandy, gambled, smoked, chewed tobacco, and drank whisky by the quart. I do none of these things, except once in a while I might go off to myself and very carefully say '———— it,' but I don't know how to gamble. I never smoked or chewed. I haven't taken a drink of beer or whisky in twenty-five years. I wish people would let me alone. If you ever write anything about me nine-tenths of it won't be true, and the other tenth won't be worth reading."

Big-hearted, matter-of-fact, unassuming, he also earned the respect of humble folks. Once he gave

up his own stateroom to a lady with a baby. On another occasion, instead of bringing charges against a man who had tried to defraud him, he gave his family financial aid. Although not a vindictive man, Reynolds would nevertheless refuse to continue to employ anyone who had been dishonest with him. But with his own faithful employees he was generous beyond measure. In his lifetime he amply rewarded the services of such men as John Killeen, Fred A. Bill, and E. M. Dickey to whom he entrusted heavy responsibilities.

Always a powerful, driving force, always engaged in varied interests, Joseph Reynolds remained in the harness to the very end. In December of 1890 he contracted pneumonia and subsequently sojourned at healthful Hot Springs. In the following February he was again stricken while visiting his Arizona gold mine. He died in a rude shack at the mouth of the Congress Mine, from which he had taken much of his wealth. Far removed from medical or legal care, "Diamond Jo" apparently realized his end was near and insisted on dictating a will in the presence of his mine superintendent and half a dozen other miners. Seven or eight of his employees were beneficiaries to the amount of fifty thousand dollars. "Diamond Jo" died on February 21, 1891, thirty hours before the men sent out to secure medical help at Prescott arrived in that frontier

town. He was buried in Mount Hope Cemetery in Chicago, Illinois.

In life and in death Joseph Reynolds left imperishable vignettes in the hearts and minds of those he met. For a score of years after his passing the colorful fleet of the Diamond Jo Line reminded Iowans of the industry and imagination that had brought this nationally famous line into existence.

WILLIAM J. PETERSEN

The Diamond Jo Line

You ought to see dat stovepipe brown of mine
Lak he owns de Dimon' Joseph line.

So sang W. C. Handy in his whimsical "St. Louis Blues" which appeared in 1914, three years after the famous Diamond Jo Line went out of existence. That brief period, however, had not erased from the memories of men the exploits of a line of steamboats that had plied the upper Mississippi for almost a half century prior to its sale to the Streckfus Company in 1911. In song and in story, in photography, etching, and painting, in the economic and social life of the people, the Diamond Jo Line has left an imperishable record. For sheer color and far-flung popularity no other activity of "Diamond Jo" Reynolds matched the picturesque steamboats that bore his aegis to the thriving river ports of Iowa.

The Diamond Jo steamboat company was formed primarily for the grain towing trade. Freight and passenger service was originally only a secondary consideration. As the grain trade began to decline, however, the Diamond Jo boats engaged more and more in the passenger and general freight traffic. The excursion trade, though incidental, was lucrative, especially in the later years.

First in the long list of craft that bore the Diamond Jo ensign was the *Lansing*, an eighty-three-ton stern-wheeler. Although serving Reynolds but a short time in the grain trade between Lansing and Prairie du Chien before being purchased by the Minnesota Packet Company, the *Lansing* was long associated with the Iowa scene. On May 13, 1867, she exploded a forward boiler while endeavoring to back away from the levee at Hampton, Illinois. Six persons, including the pilot, were killed, and a number of others were seriously injured. The *Lansing* was rebuilt into a 123-ton craft at Dubuque and was used as a ferryboat at Clinton until 1874 when she was sold south.

The second towboat constructed by Joseph Reynolds was the *Diamond Jo*, a vessel built in 1864 and destined to see sixteen years of service on the upper Mississippi before being dismantled and her machinery placed in the *Josephine*. Like the *Lansing*, the *Diamond Jo* was sold to a competitor, but repurchased in 1868.

When Joseph Reynolds in 1867 entered the steamboat business in earnest, he began with the sixty-one-ton screw propeller *John C. Gault*. In the following year (1868) he made arrangements with the Chicago & North Western Railway to carry grain to their terminal at Fulton, Illinois, opposite Clinton, using the *John C. Gault*, the *Ida Fulton*, the *Bannock City*, the *Diamond Jo*, and the *Lady Pike* to form the Chicago, Fulton, and

River Line. The significance of this alignment was not overlooked by river editors. On May 3, 1868, the Dubuque *Herald* declared: "The steamer *J. C. Gault* of the Diamond Jo line, arrived at noon yesterday with a tow of five barges very heavily loaded. Her manifest shows nearly 45,000 bushels of wheat and oats, also a few hundred sacks of wheat. All for Chicago via Fulton!" This was said to be the largest tow of the season.

By 1869 Joseph Reynolds was playing the leading rôle in the grain trade and his steamers were already popularly called the Diamond Jo Line. The *Ida Fulton* passed Dubuque early in May with 1700 barrels of flour, 1880 sacks of grain, and 16,000 bushels of bulk grain, together with other "plunder." The *Bannock City* passed down in October with 55,000 bushels and 3000 sacks of grain, in addition to flour and other freight.

Although the downstream trade was dominant, the upstream trade was very heavy. In June the *Bannock City* churned north with four heavily loaded barges. She put off 140 barrels of salt and about 300 packages at Dubuque alone. In that same month the Dubuque *Herald* declared: "Business on the levee was modestly active until the *Diamond Jo* arrived, when the clerks were crowded with work. Conway & Linehan were flying around like bees copying manifests and receipting for goods." The *Diamond Jo* had two grain barges in tow and reshipped about 1000

packages, including 70 barrels of salt, 125 bundles of paper, 21 pieces of marble, 111 packages of roofing, and 42 boxes of hardware. Wandering down to the levee on a pleasant September day a Dubuque editor found no Diamond Jo boats in port to "make things lively." A month later, however, it was necessary to charter the *Sterling* to help the five Diamond Jo boats.

As the grain trade expanded Reynolds added larger boats like the *Arkansas*, the *Tidal Wave*, the *Imperial*, and the *Jeanette Roberts* to his line. During June of 1873 the Diamond Jo boats delivered 600,000 bushels of wheat at the Fulton elevator. In the fall of that year, however, the *Fulton Journal* announced that the Diamond Jo offices and shipyards would be removed from Fulton in the spring because the North Western railroad had completed a track to a point on the upper Mississippi in Wisconsin and the longer boat haul was no longer necessary. Reynolds then chose Dubuque as headquarters for his company and established his boatyard at Eagle Point.

The popularity of the Diamond Jo line may be gleaned from a study of the bills of lading issued by various grain shippers on the upper Mississippi. Between 1877 and 1880, Hermann Ihm, dealer in grain, produce, and general merchandise, and proprietor of the Guttenberg elevator, used seven boats of the Diamond Jo Line for every boat belonging to other companies. Although the

North Western Union Packet Company eliminated all other upper Mississippi competitors it met an unbeatable adversary in "Diamond Jo" Reynolds, whose boats not only attained preëminence in the grain trade but actually overcame the White Collar Line in the packet trade as well.

Steamboating was on the decline before Reynolds moved his main office to Dubuque in 1874. Grain continued to be the main cargo, but fewer boats and smaller shipments were already the rule. To the natural limitations of waterways transportation — the limited season of navigation, high and low water, and the failure to improve the river — steamboats had to contend with a ruthless and unrestricted railroad competition. These, and other factors, combined to take the profits out of steamboating. In a letter on May 20, 1890, Joseph Reynolds assured Superintendent John Killeen that adverse conditions rather than the superintendent's efforts were responsible for the boats not making money. This document disproves the statement of several authorities who claimed that the Diamond Jo Line prospered as long as Joseph Reynolds lived.

Steamboat transportation of grain had virtually ceased by 1890. Fortunately, "Diamond Jo" Reynolds had foreseen this decline. The company had turned its attention to the passenger traffic as early as 1879 when the *Libbie Conger* made several trips between St. Louis and St. Paul. In

1880, the *Mary Morton*, a 450-ton stern-wheeler and the finest boat in the line up to that time, began regular passenger service between St. Louis and St. Paul. Thereafter Diamond Jo boats afforded some of the finest packet service ever offered on the upper Mississippi.

In 1892 a Burlington newspaper urged its readers to travel to the "Golden Summer Resorts of the Northwest" aboard one of the reliable, light-draft Diamond Jo boats equipped with modern improvements and commanded by able and experienced officers. Fifteen years later Charles L. Petersen, Diamond Jo agent at Dubuque, advertised the "largest and finest vessels on the Mississippi" for a vacation trip. "The scenery is magnificent," Agent Petersen declared, "and with good meals and good music, it is an ideal outing."



Pass: ----- Mr. C. L. Petersen, -----

----- Agent Diamond Jo Line, Dubuque Ia. -----

DURING THE YEAR 1910 UNLESS OTHERWISE ORDERED.

No. 23

Jay Morton

PRESIDENT.

Each year the father of the author received an annual pass.

The steamboat *Dubuque* was particularly popular with honeymooners of yesteryears. The *Muscatine Journal* of July 3, 1907, noted five bridal couples on that boat on its previous trip upstream. It was reported that one negro porter aboard the *Dubuque* was "kept busy nearly all the time clearing the decks of the rice which is showered upon the couples by their friends."

During the years 1897 to 1910 the dominance of the passenger traffic is attested by yearly boat receipts for the *Dubuque*, the *Sidney*, the *Quincy*, and the *St. Paul*. A sampling of twenty-six individual reports for these boats shows that \$385,008.37 was received from freight and \$659,798.96 from meals, berths, and passages. In eight seasons the *Dubuque* averaged \$21,375.65 from freight and \$26,302.13 from passengers. It was these four boats that were acquired by the Streckfus Line in the spring of 1911, together with the wharfboats and other equipment of the Diamond Jo Line. Gradually the new owners converted these boats into excursion craft, and the first three of the above mentioned vessels were renamed the *Capitol*, the *Washington*, and the *J. S.* And so they will probably be remembered by the present generation of Iowans, though some of these old boats had left their smoke trails on the upper Mississippi in the heyday of the grain trade.

WILLIAM J. PETERSEN

Good Times on the Diamond Jo

Steamboat excursions on the upper Mississippi were among the most popular of Iowa pastimes. Scores of handsome packets were pressed into service to meet the demands of all kinds of organizations for all-day outings on the Father of Waters. Although a hundred different steamboats plied the eastern border of Iowa during the 1850's, they were unable to satisfy the passenger demand. After the Civil War, raftboats, towboats, and even ferryboats were called upon to transport excursion parties. These trips were enjoyed by excursionists from inland communities as well as river towns. So great was the demand and so large the crowds that special excursion barges were constructed for the smaller craft to insure a place for all.

Newspaper editors were frequently instigators as well as recorders of river excursions. "This warm weather will remind people," the *Clinton Iowa Age* declared on June 4, 1869, "that about these days pic-nics in the groves and excursions on the river are exactly in order." Within the month fully a dozen excursions were run out of Clinton. The "teachers and scholars" of the Congregational Sabbath School steamed to Sabula,

Bellevue, and Savanna on June 19th. Eleven days later the Presbyterians chartered the steamboat *Diamond Jo* with her fine band for an excursion to Rock Island. Four hundred Clintonians made the trip. This same craft, under the command of "Diamond Jo" Reynolds himself, took over four hundred Baptists and their friends from Clinton to Rock Island on July 3rd, where they mingled with a happy group of Methodists who had arrived from Muscatine aboard the *City of Keithsburg*. The total receipts for this trip were \$976.37 and the Baptists made a net profit of \$600.94.

Such excursions were popular because they were inexpensive, could be run on week-ends and holidays, and were usually for some worthy cause. Equally popular although far more expensive was an excursion to St. Paul and the Falls of St. Anthony which George Catlin had denominated the "Fashionable Tour" as early as 1837. To this Mecca for honeymooner and vacationist the Rock Island Railroad had run its "Grand Excursion" of 1854 to celebrate the arrival of the first iron-horse on the banks of the Mississippi. Thousands of Iowans can still recall the pleasures of such a trip aboard one of the packets of the Diamond Jo Line in the first decade of the twentieth century. A smaller number can recall earlier trips aboard the Diamond Jo boats. It is doubtful if many can remember the excursion which Clin-

ton citizens made in 1869 aboard the steamboat *Diamond Jo*. This was probably the first such excursion made by a *Diamond Jo* boat. Since Joseph Reynolds himself commanded his namesake on this trip, and since he served a relatively short time as steamboat captain, the story of this voyage is well worth recording.

Few excursions to the Falls of St. Anthony have received more publicity than that of the *Diamond Jo* in 1869. Perhaps this was due to the fact that E. H. Thayer, editor of the *Clinton Iowa Age* was one of the prime instigators of the trip. At the time of the excursion a fellow editor, M. A. Fuller, of the *Chicago Republican* was visiting Thayer, and it is possible that he expressed a desire to make such a trip. At any rate on July 2nd it was announced that Captain Joseph Reynolds would charter the *Diamond Jo* for such an excursion at \$25 per couple if fifty couples would participate. Since room, meals, and transportation were included in this seven-day voyage it is difficult to see how "Diamond Jo" expected to make any money on it.

The *Diamond Jo* was scarcely the boat to charter for so large a crowd. Built at Prairie du Chien in 1864 for grain transport, she was 165 feet long, thirty-two feet of beam, had a depth of four feet three inches, and measured 242 tons. Designed as a towboat, the *Diamond Jo* usually pushed several grain barges, and was notoriously

slow and hard to handle. Moreover, she possessed only nineteen state rooms with two berths each and was therefore capable of providing suitable accommodations for only thirty-eight passengers. Her United States Steamboat Inspectors Certificate, dated July 10, 1865, shows she had additional berths for fifty deck or other passengers. Hence, the *Diamond Jo* was not equipped to carry fifty couples. But the lack of comfortable accommodations along with other drawbacks did not deter the legal limit of eighty-eight Clintonites such as the Lambs, the Youngs, and the Seamans, from making the trip, largely through the efforts of Horace Baker and H. B. Sutherland.

The party began boarding the *Diamond Jo* on the evening of July 5th. At nine o'clock "amid the cheers of the crowd on shore, properly responded to by the excursionists on board" the *Diamond Jo* "cut her cable" and turned her bow upstream, making fair time to Fulton. Here the excursionists noted with apprehension that the *Diamond Jo* picked up two grain barges.

Most of the party paid little attention to the progress of the *Diamond Jo* that first evening. "The boat fairly off," E. H. Thayer wrote to his paper from Dubuque, "the tables in the cabin were piled up, the music summoned, and the dance commenced. But not to continue long. The ladies could hardly bear the idea of allowing such hours and such opportunities for dancing to pass with-

out being improved — but the fact is, they were too wearied with the day's toil in preparing for the trip, to enter into the dance with spirit — and consequently we must chronicle the statement that the first attempt of this excursion party to dance on the *Diamond Jo* was a failure." Nobody felt like retiring at midnight, however, and the party accordingly gathered in small groups, making new acquaintances, and planning for the morrow's fun.

It was not until two o'clock that the excursionists repaired to their staterooms. It was then that they received their first blow. According to Thayer there were "either too many people on board or too few state-rooms and berths." Of course the ladies had to be provided for, and so several gentlemen gave up their berths and slept on thin mattresses on the cabin floor. "O, how my bones ache," wailed the promoter of the trip, who reclined on the same mattress with B. S. De Forrest and L. W. Buck. The latter tried to sleep and dream of St. Paul and the nice time in store for the "happy" excursionists, an effort that met with indifferent success.

After a couple hours of tortured sleep the "floor lodgers" were routed out by a "cross-grained" and "crabbed" steward at 4:30 A. M. in order to prepare the cabin for breakfast. When the sleepy men learned that the *Diamond Jo* was still eight miles below Bellevue there were "mutterings" and sounds of "mutiny," with threats to

return to Clinton on the first boat. Ever "polite and gentlemanly" Captain Reynolds assuaged the excursionists. "When we get to Dubuque," he declared, "we will lay in the articles we need — we will have some cots, quilts, pillows, two or three more cooks, ice, and a few drinkables, &c., and we will yet make the trip pleasant and agreeable." All breathed easier at this promise for everyone knew that "Diamond Jo" was as good as his word. A tasty breakfast improved the general tone of the Clintonians and it was generally felt that the captain, clerk, and other officers would soon whip the *Diamond Jo* into shape and take care of the overflow crowd.

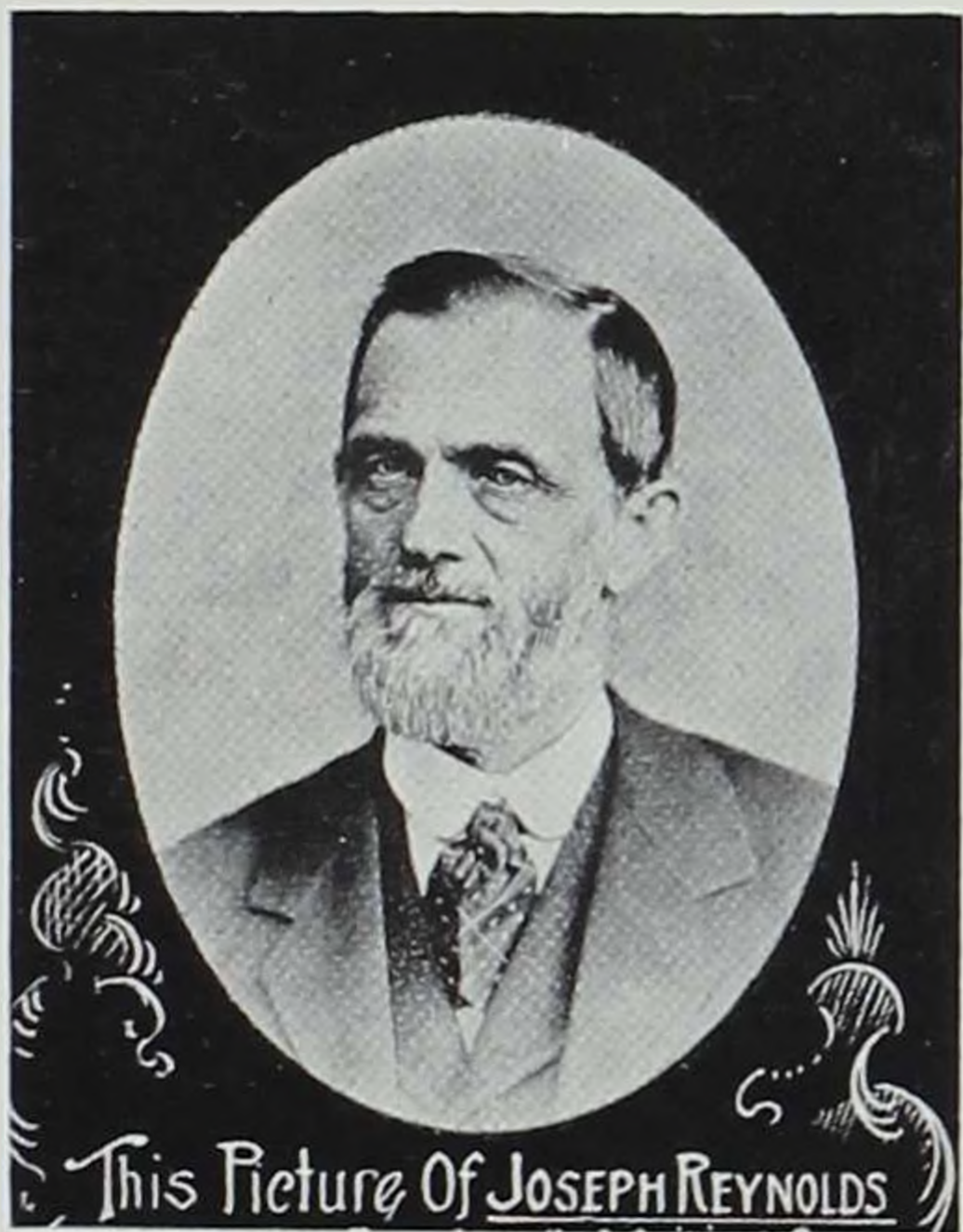
The excursionists disembarked at Dubuque shortly after dinner. Some rode in the street cars, many crowded the walks, all expressed themselves well-pleased with Dubuque, especially the bakeries and confectionaries. "From Dubuque the improvements promised by the Captain were carried out to the letter," E. H. Thayer recorded. "The first supper on board was excellent in every respect, and general good nature brightened up all countenances."

A pleasant feature of any river trip is the constantly changing panorama. After tea the excursionists assembled outside the cabin to admire the beautiful and majestic scenery along the Iowa shore. Who would not agree with the following! "There is a good deal of sameness about the Mis-

Mississippi river scenery, but it is a sameness of which the eye never tires, because the scenery is gotten up on such a gorgeous and extensive plan, that the more a person looks the more he becomes infatuated and the more anxious he is to see all and miss nothing. . . . From the second evening of our trip to the Sabbath following, we saw rock-ribbed hills and mountains, beautiful vales, and such other gorgeous river scenery as no other stream on the face of the earth can boast."

Another feature of any Mississippi voyage is the relative slowness with which many craft churn upstream. Even in 1869 the excursionists were appalled at the snail-like movement of the *Diamond Jo*, for many doubtless had traveled aboard such sleek racehorses as the *Phil Sheridan*, the *Sucker State*, and the *Hawkeye State*, steamboats whose speed was proverbial. "Wednesday morning found us plodding along, as only a stern wheel boat with two loaded barges, can plod. It was like going to a funeral by steam. True there was hilarity and fun on board. Dancing occasionally — music on the piano, singing of popular songs with chorus by the company, a little euchre, more whist and a good deal of 'seven up' — but the confounded boat moved so slow that we all thought it was more becoming on such an occasion to be demure and solemn, so that it looked as though the fun part was made simply from custom. At wood landings the company would go ashore

DIAMOND JO AND SOME OF HIS MEN



CAPTAIN JOHN KILLEEN, superintendent.



CHARLES L. PETERSEN, Dubuque Agent.



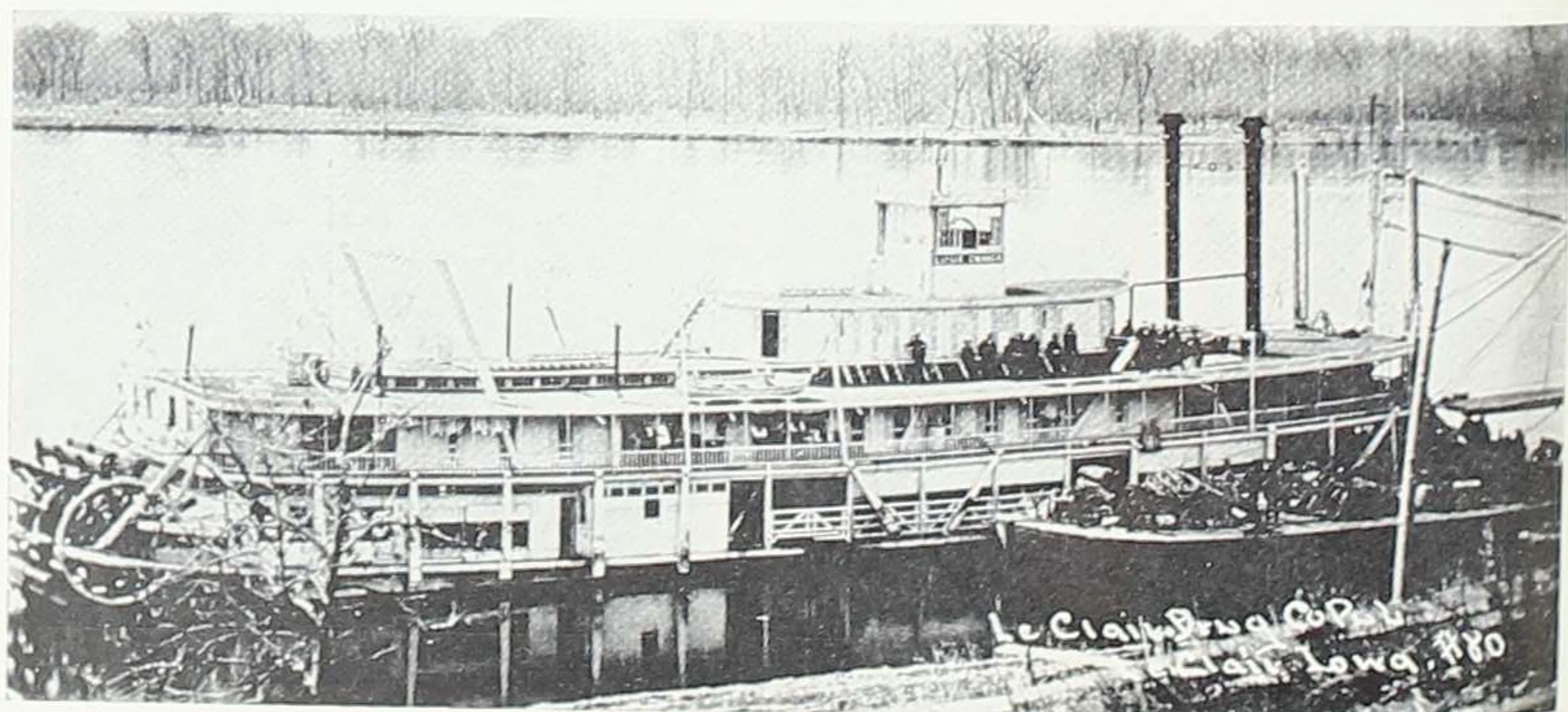
CAPTAIN-PILOT R. J. ISHERWOOD.



The *Lansing*—blown up at Hampton, Illinois.



The *Diamond Jo* with her grain barges.



The *Libbie Conger* with her barge.



Steamboat *Josephine* and excursion barge.



Steamboat *Josephine* with Inter-State Excursion.

Barge Brownsville
DISTRICT OF DUBUQUE.

PORT OF DUBUQUE—ss.

I, _____ do swear, according to the best of my knowledge and belief, that the ship or vessel called the *Brownsville* is in length 142 feet 4 inches; in breadth 22 feet 5 inches; in depth 3 feet inches, and is of the burden of 125 ⁹² tons and was built at *Oskosh Wis* in the year 1866 That my usual place of abode is _____ That _____

_____ is the present Master or Commander of the said ship or vessel. citizen of the United States, the true and only owner of the said ship or vessel; that there is no *subject or citizen* of any foreign Prince or State, directly or indirectly, by way of trust, confidence or otherwise, interested therein, or in the profits or issues thereof; and that _____

Sworn to this 7th day of November 1866
Surveyor and Inspector.

I, *Joseph Reynolds* the present Master of the above mentioned vessel, do *swear* that I am a citizen of the United States, having been *Born in* _____ on the _____ day of _____ 18

Sworn to this 7th day of November 1866
Surveyor and Inspector.

I, *Joseph Reynolds* Master of the above named vessel, do also swear that the License shall not be used for any other vessel, or any other employment, than that for which it is specially granted. or in any trade or business whereby the revenue of the United States may be defrauded.

Sworn to this 7th day of November 1866
Surveyor and Inspector.

Joseph Reynolds

Registration for barge *Brownsville* signed by Joseph Reynolds.

THROUGH BILLS LADING.
CAREFUL HANDLING.

RELIABLE TIME.
LOW RATES.



LINE, 1875.

"Diamond Jo" Line Steamers

RUNNING ON THE UPPER MISSISSIPPI RIVER

—BETWEEN—

BURLINGTON AND ST. PAUL.

THROUGH FREIGHT ROUTE between the EAST and the NORTHWEST

BY JOINT ARRANGEMENT WITH

CHICAGO & NORTH-WESTERN R'Y from CHICAGO via FULTON,
GREEN BAY & MINNESOTA R. R. from GREEN BAY via EASTMOOR,
and embracing other Rail connections as below for all points


EAST, WEST, NORTH AND SOUTH.


AT BURLINGTON,	{ CHICAGO, BURLINGTON & QUINCY R. R. & BRANCHES. BURLINGTON, CEDAR RAPIDS & MINNESOTA R. R. BURLINGTON & SOUTH-WESTERN R. R. TOLEDO, PEORIA & WARSAW R. R.
AT ROCK ISLAND and DAVENPORT	{ CHICAGO, ROCK ISLAND & PACIFIC R. R. ROCKFORD, ROCK ISLAND & ST. LOUIS R. R. PEORIA & ROCK ISLAND RAILWAY.
AT CLINTON and FULTON	—CHICAGO & NORTH-WESTERN R'Y AND BRANCHES.
AT SABULA,	SABULA, ACKLEY & DAKOTA RAILROAD.
AT SAVANNA,	WESTERN UNION RAILROAD.
AT DUBUQUE and DUNLEITH	{ ILLINOIS CENTRAL RAILROAD AND BRANCHES. CHICAGO, DUBUQUE & MINNESOTA RAILROAD. CHICAGO, CLINTON & DUBUQUE RAILROAD.
AT PRAIRIE du CHIEN and MCGREGOR	{ CHICAGO, MILWAUKEE & ST. PAUL R'Y & BRANCHES.
AT GRAND CROSSING,	SOUTHERN MINNESOTA RAILROAD.
AT LA CROSSE,	CHICAGO, MILWAUKEE & ST. PAUL R'Y & BRANCHES.
AT EASTMOOR,	GREEN BAY & MINNESOTA RAILROAD.
AT WINONA,	{ WINONA & ST. PETER RAILROAD. CHICAGO & NORTH-WESTERN RAILWAY & BRANCHES.
AT ST. PAUL,	ALL DIVERGING ROADS.

THROUGH CONTRACTS made and THROUGH BILLS LADING given from
NEW YORK, BOSTON, BALTIMORE, PHILADELPHIA, PITTSBURGH, WHEEL-
ING, CINCINNATI, LOUISVILLE, and all important points, to all River Land-
ings, Burlington and above, and to all important interior points.

⚡ RATES ALWAYS LOWER than All Rail Lines. ⚡ NO TRANSFER CHARGES will
be made from Eastern Roads or Lake Boats at Chicago or Green Bay on freights consigned to us.

⚡ To prevent diversion and to insure speedy transportation and low rates it is important that
all packages should be MARKED and all shipments CONSIGNED as follows:

From CHICAGO or from EAST Via CHICAGO } "Care C. & N.W. R'y &  Line via Fulton,"

From GREEN BAY or EAST Via GREEN BAY } "Care G. B. & M. R. R. and  Line
via GREEN BAY and EASTMOOR.

GENERAL OFFICE, DUBUQUE, IOWA.

Officers { JO REYNOLDS, Gen'l Manager, } 116 1/2 LaSalle Street, CHICAGO.
 { L. D. RICHARDSON, Agent, }
 { W. G. WOOD, Supt. and Gen. Frt. Agent, } DUBUQUE, IOWA.
 { Wm. E. WELLINGTON, Gen'l Agent, }
 { K. WATSON, Agent, 401 Broadway, NEW YORK.

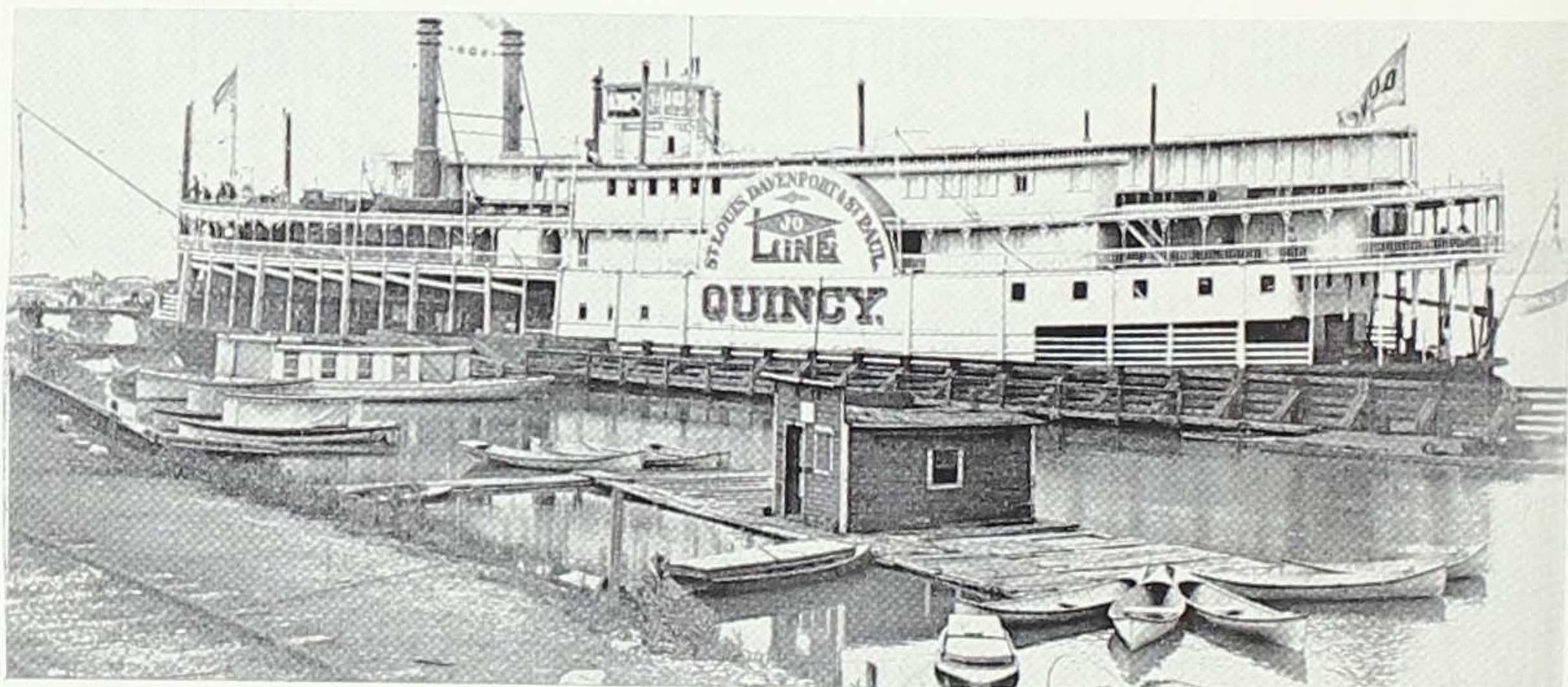
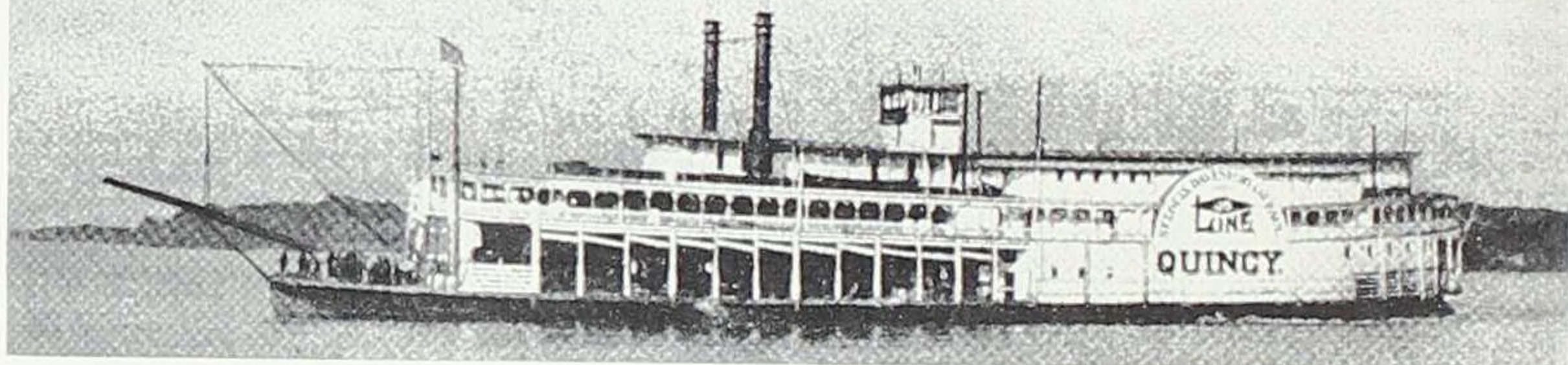
Diamond Jo Line advertisement of its railroad connections.

STENCILS FOR MARKING FURNISHED FREE ON APPLICATION.

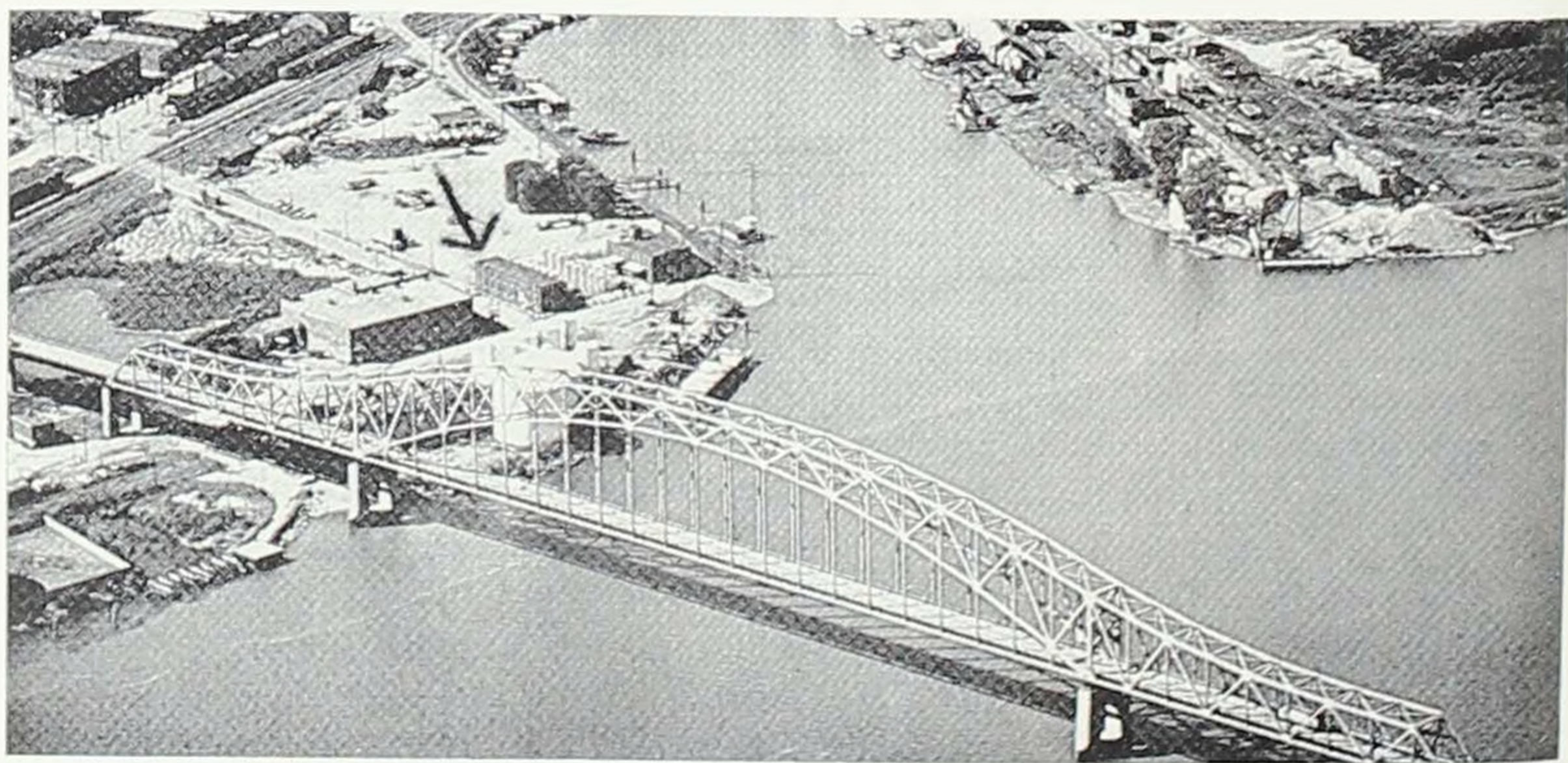
FOR RATES OR INFORMATION APPLY TO EITHER OF THE PRINCIPAL AGENCIES AS BELOW

Steamer Quincy passing Burlington, Ia.

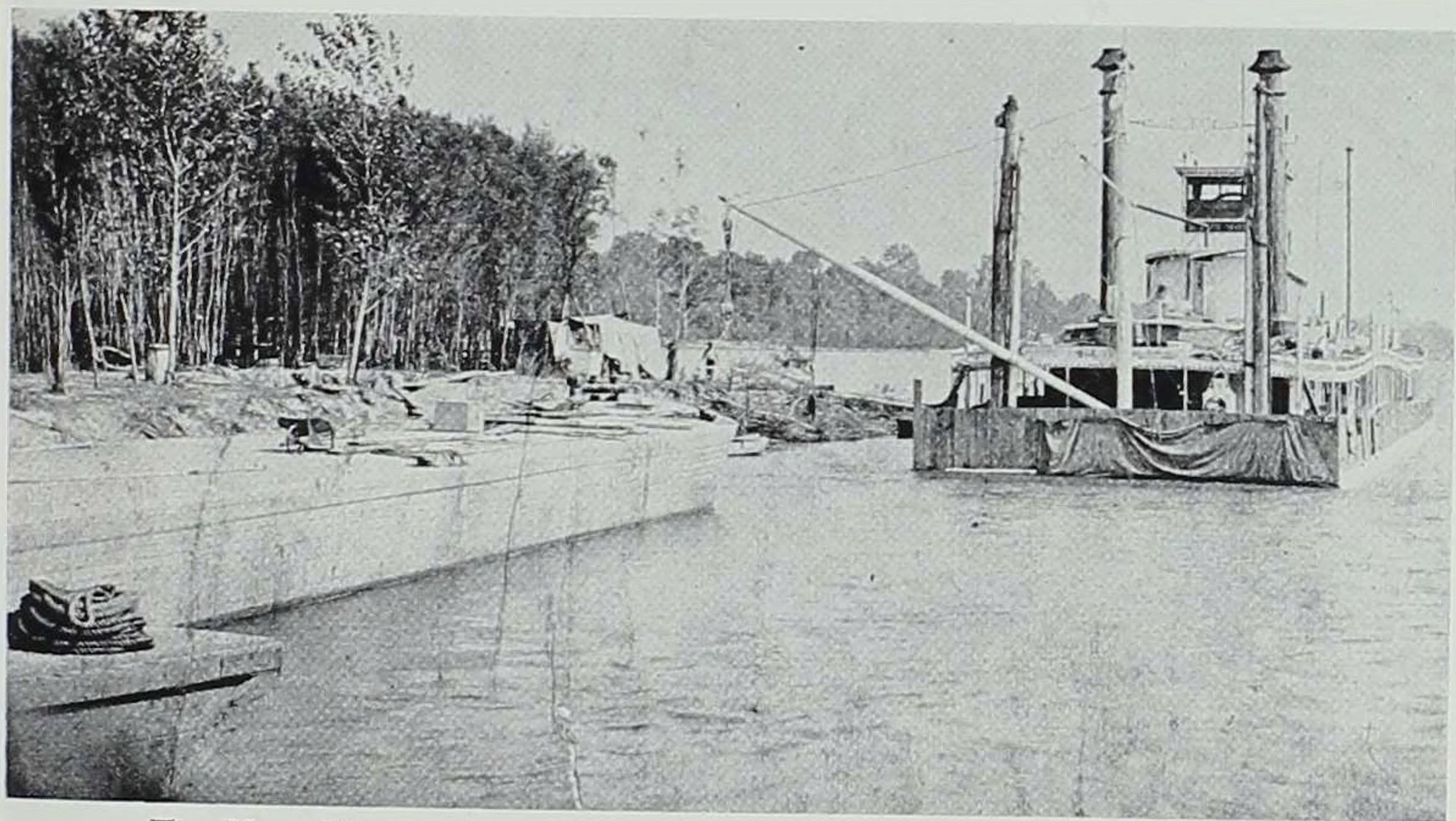
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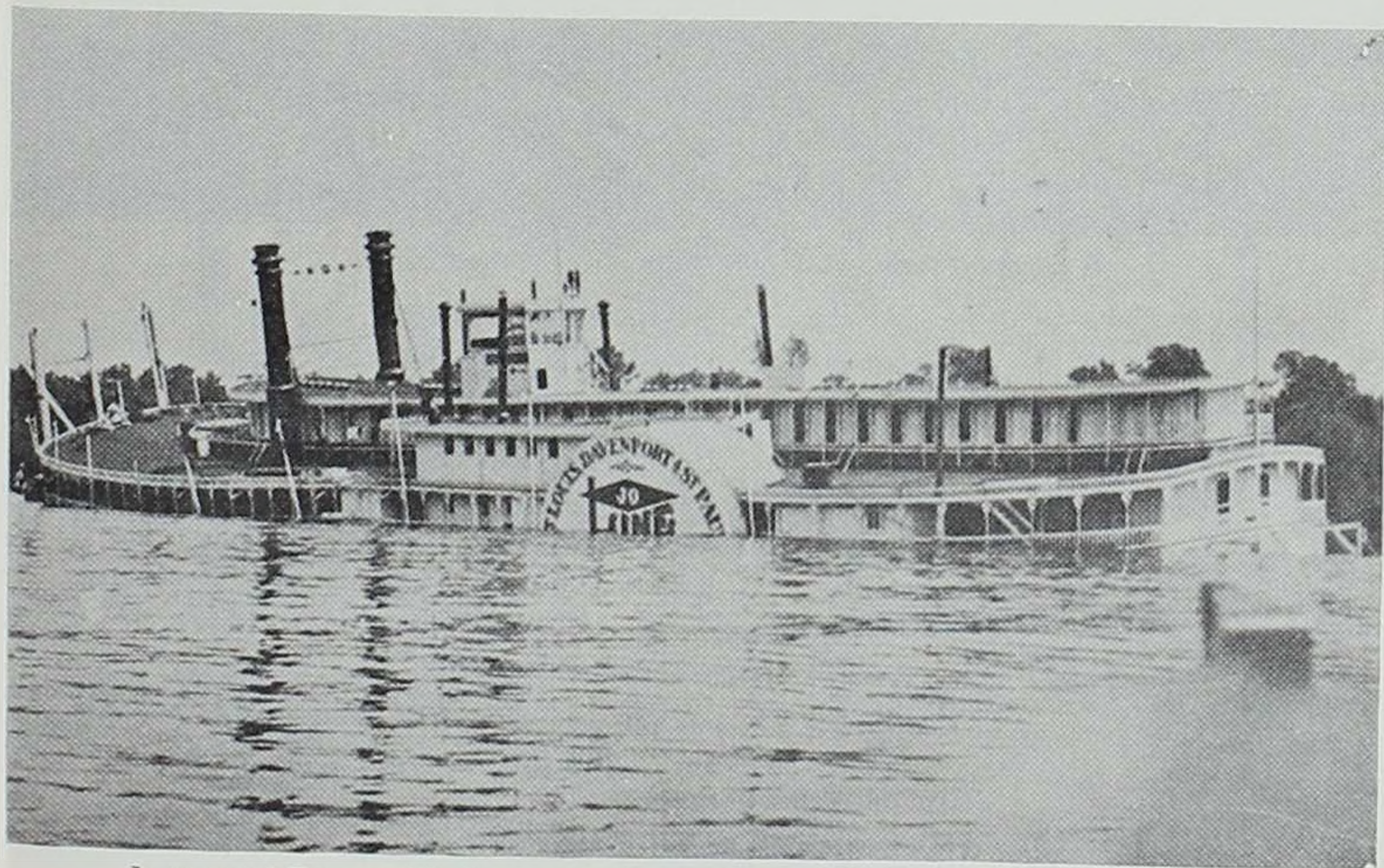
Another view of the Steamer Quincy.



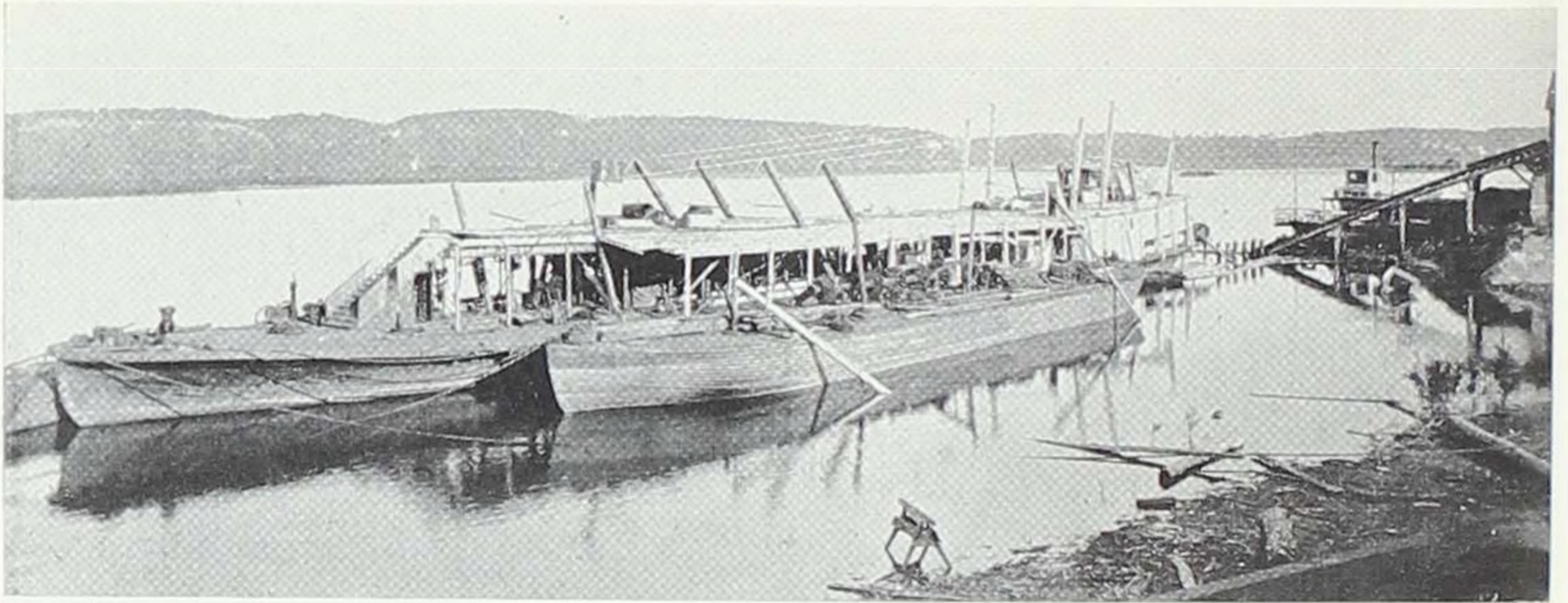
Arrow points to old Diamond Jo Line headquarters at Dubuque. A block long frame Wharfboat stood on levee between Dubuque harbor and new highway bridge.



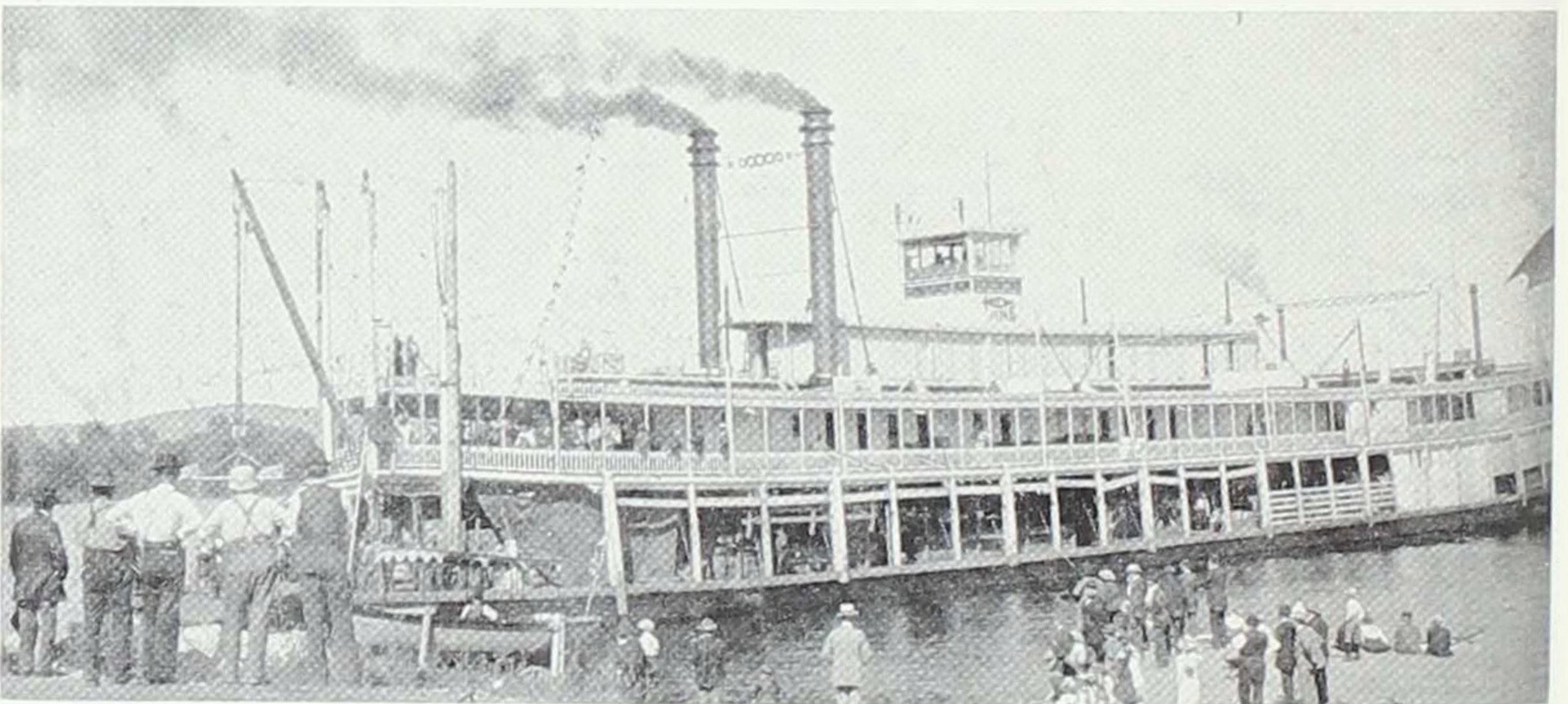
The *Mary Morton* snagged below Clarksville, Missouri, in September, 1892.



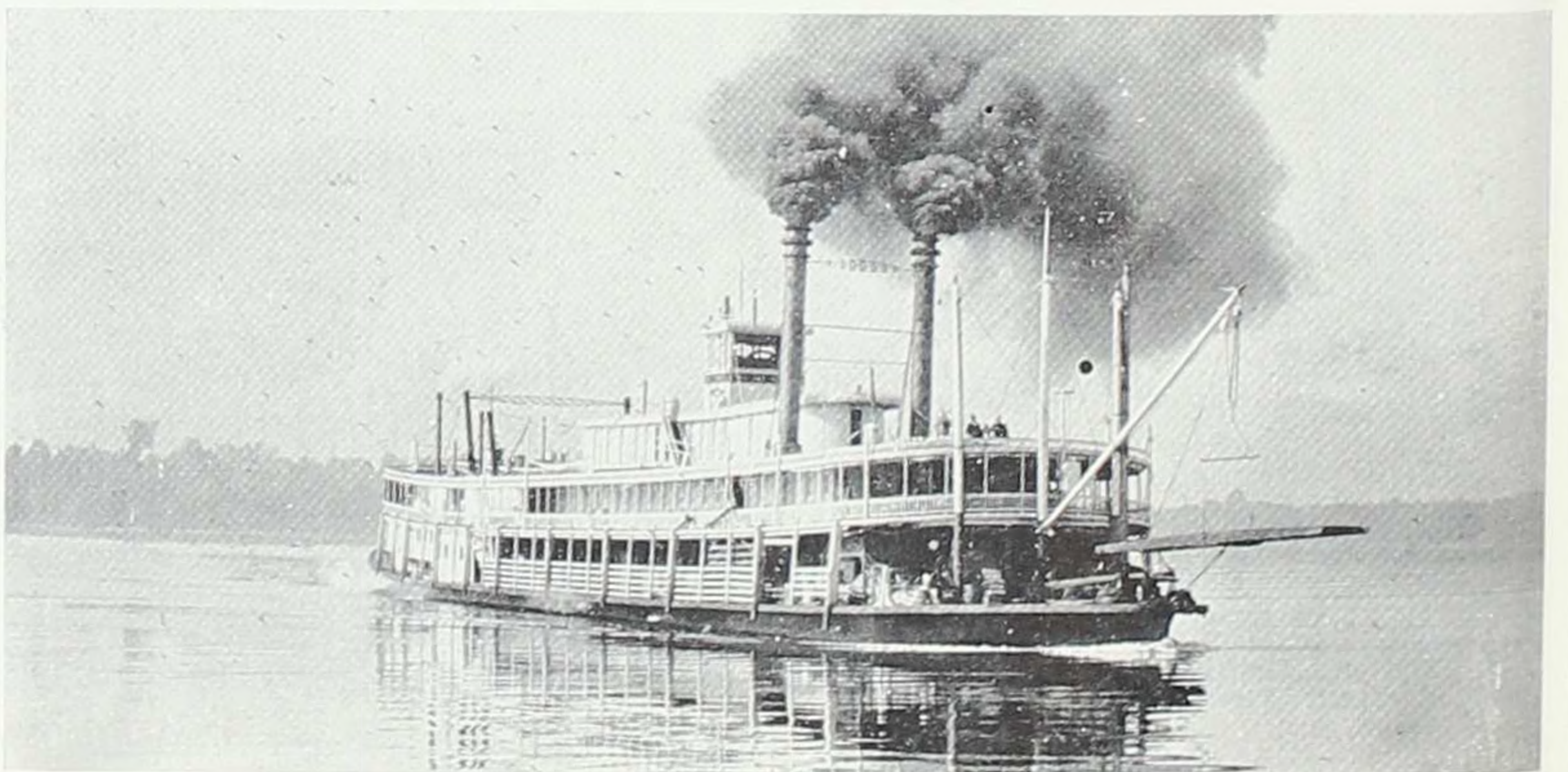
A snagged Diamond Jo boat was always easily raised by Captain John Killeen.



The *Pittsburgh*, after the St. Louis Cyclone of 1896, was towed to the Diamond Jo boatyard at Dubuque.



Steamboat *Dubuque* rebuilt from the wrecked *Pittsburgh*.

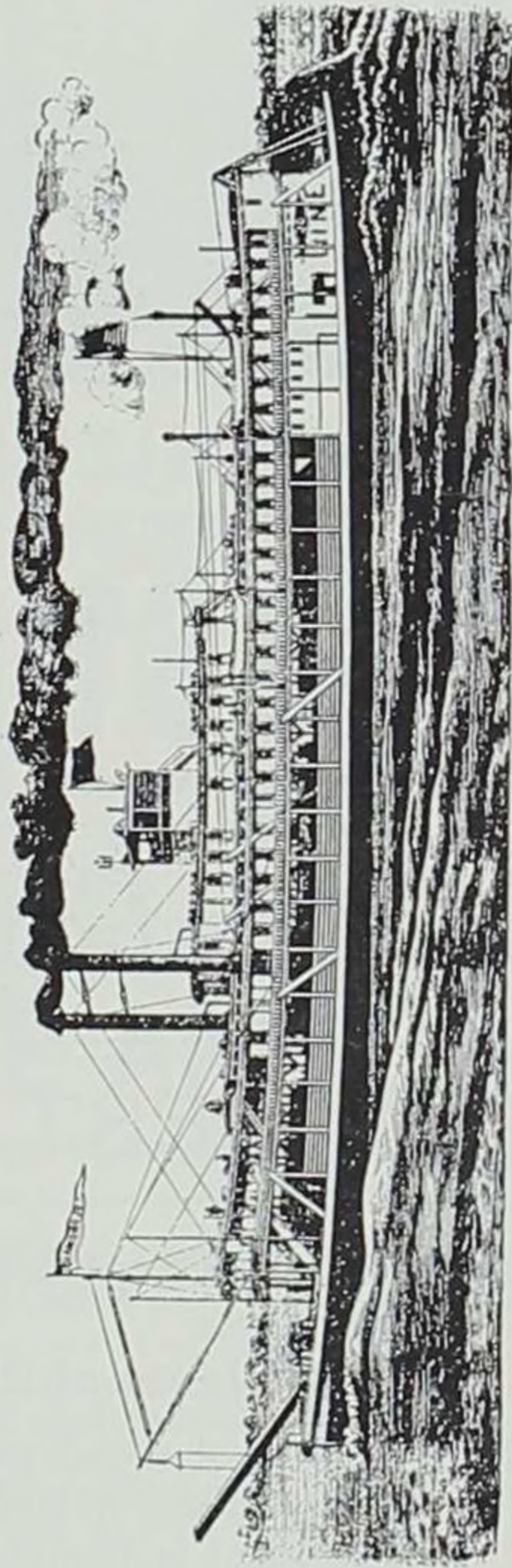


Another view of the rebuilt Diamond Jo Packet *Dubuque*.

REMEMBER

That if you wish to make a Pleasant Trip and spend your Vacation in a Cheap and Desirable Manner,
take the Old Reliable

Diamond Jo Line Steamers,



And see the Majestic Mississippi. The Magnificent Steamers comprising this Famous Line were planned and built expressly for this trade. They are large and of Light Draft, and make Regular Trips at all stages of water; are completely equipped and commanded by Experienced and Competent Officers.

Our Steamers Run Regularly between ST. LOUIS and ST. PAUL, connecting at all Prominent Points with Rail and River Lines

FOR ALL POINTS EAST, WEST, NORTH AND SOUTH

Through Tickets to all Points by River and Rail at Less than all Rail Rates.

Do not fail to give us a trial and see the magnificent scenery of the Upper Mississippi. Consult your own interest by getting our rates before purchasing tickets by any other route.

E. M. DICKENY, Superintendent.

FRED. A. HILL, Gen'l Pass. Agent.

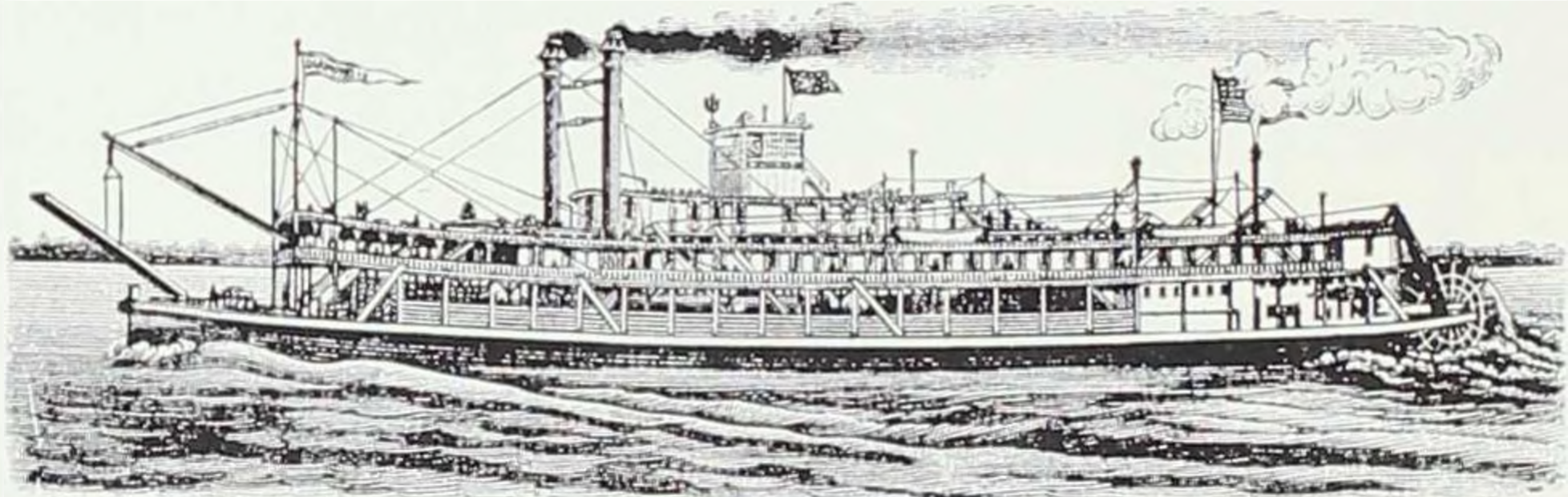
C. A. HUTCHINSON, Agent, Keokuk, Iowa.

JO. REYNOLDS, President,
General Office, Davenport, Iowa.

DIAMOND JO LINE STEAMERS

THE POPULAR PACKET LINE ON

THE UPPER MISSISSIPPI RIVER.



OLDEST ORGANIZED LINE

◀BETWEEN▶

ST. LOUIS and ST. PAUL,

And Operates the Following Steamers During the
Season of Navigation :

MARY MORTON,
JOSEPHINE,
SIDNEY,

PITTSBURGH,
LIBBIE CONGER,
JOSIE.

THIS IS THE BEST ROUTE

TO THE

Golden Summer Resorts of the Great Northwest!

OR TO THE

Popular Wintering Places of the Sunny South!

Our Steamers are First Class in Every Respect, Well Equipped and Officed; the Tables Well Supplied and Nothing is Neglected
in Any Department to Insure

SPEED, COMFORT, SAFETY AND ENJOYMENT.

👉 TOURIST TICKETS AT LOW RATES. 👈

Consult your own interest by getting our Rates before purchasing Tickets via
any other Route. Send for Circulars.

GENERAL OFFICE, DUBUQUE, IA.

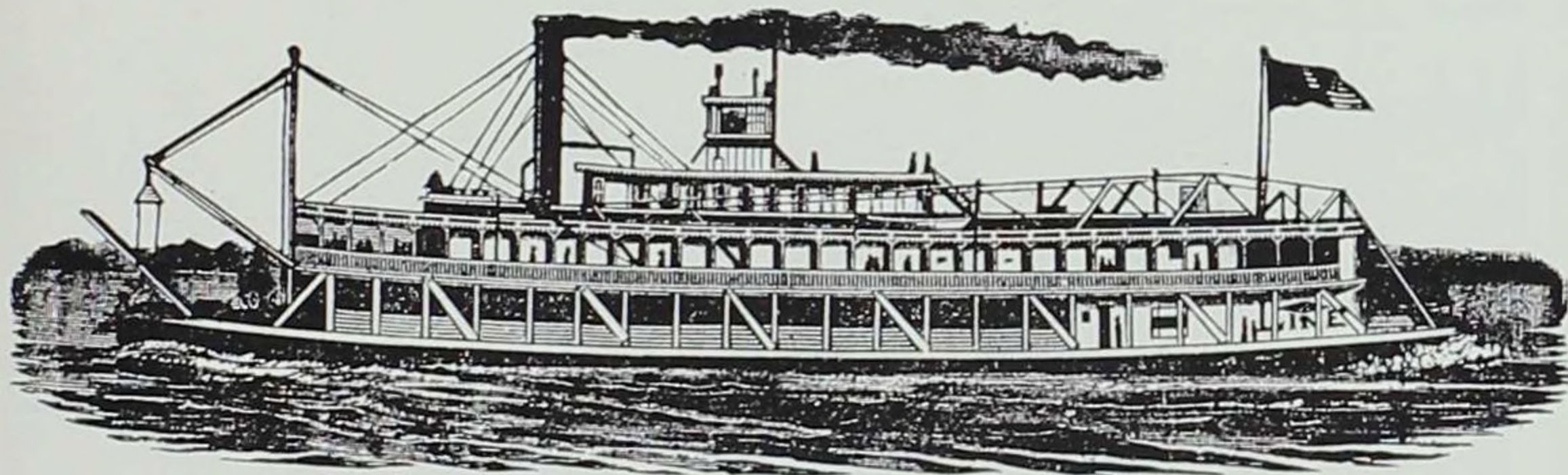
JO REYNOLDS,
President.

E. M. DICKEY,
Superintendent.

FRED A. BILL,
Gen'l Pass. Agt.

DIAMOND JO LINE

✧ STEAMERS ✧



OLDEST ORGANIZED LINE

— BETWEEN —

ST. LOUIS *and* ST. PAUL!

Three Elegant Stern-Wheel Passenger Packets Each Way Every Week, and
a Local Packet Running Between

DUBUQUE AND DAVENPORT,

Making Three Trips Each Week During the Season of Navigation.

THE POPULAR TOURIST ROUTE!

Our Steamers are Thoroughly Equipped, Furnished and Supplied in Every Particular with all that Experience can Suggest for the Comfort, Pleasure and Safety of our Patrons; are Large and of Light Draught, and Run THROUGH TO ST. PAUL at ALL STAGES OF WATER.

QUICK TIME!---LOW RATES!---FINE ACCOMMODATIONS!

WRITE FOR CIRCULARS.

GENERAL OFFICE, DUBUQUE, IOWA.

JO REYNOLDS, Pres.

E. M. DICKEY, Supt.

FRED. A. BILL, Gen. Pass. Agt.

Polk's Dubuque City Directory — 1884-5

Listen to What We Say.

You can travel by the Old Reliable

Diamond Jo Line Steamers

Cheaper than you can board at any First-Class Resort.



PATRONS OF THE

Great River Route

Secure all the elegance and comforts of a First Class Hotel while seeing the ever changing and

Magnificent Scenery of the Mississippi River.

The Steamers of this line are provided with every known convenience for

SAFETY, COMFORT AND SPEED,

Are commanded by able and experienced officers, and their tables are supplied with every obtainable luxury.

For Rates and Information, apply to

ISAAC P. LUSK, General Passenger Agent,
ST. LOUIS, MO.

J. H. EINSPANJER, Agent, FORT MADISON, IOWA.

McCoy's Fort Madison City Directory — 1898-1899

LISTEN

To what we say. You can travel by the Old Reliable

DIAMOND JO LINE STEAMERS

Cheaper than Board at a First Class Summer Resort



PATRONS OF THE

GREAT RIVER ROUTE

Secure all the Elegance and Comfort of a First-Class Hotel while seeing the ever changing and Magnificent Scenery of the Mississippi River.

THE STEAMERS of this line are provided with every known Convenience for Safety, Comfort and Speed; are commanded by Able and Experienced Officers, and their Tables are supplied with every Obtainable Luxury.

For Rates and Information apply to

JAMES OSBORN, Davenport, Iowa

or ISAAC P. LUSK, Gen'l Pass. and Freight Agt., St. Louis, Mo.

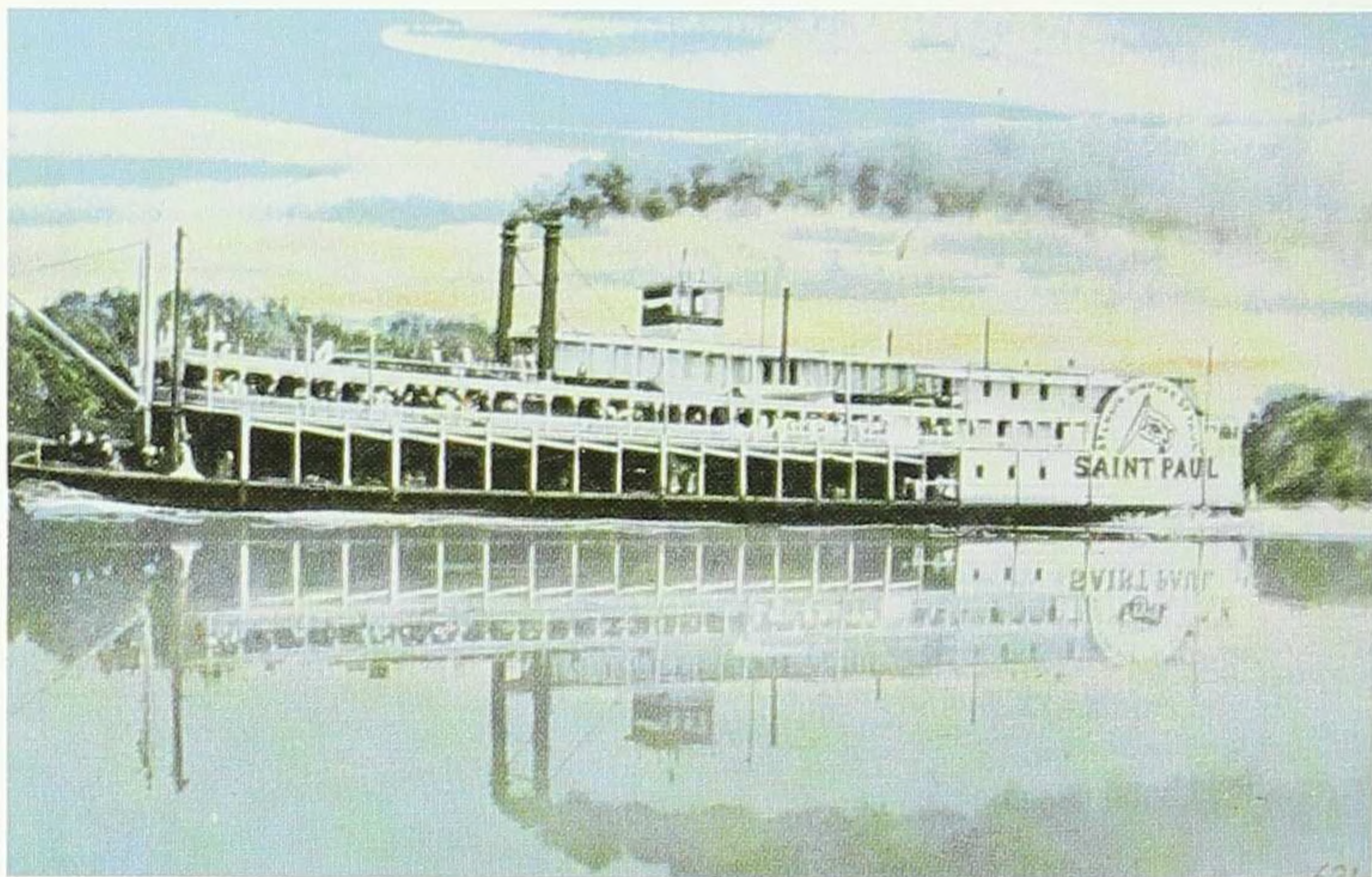
Stone's Davenport City Directory — 1898-1899

Steamboats Landing, Levee Park, Burlington, Ia.



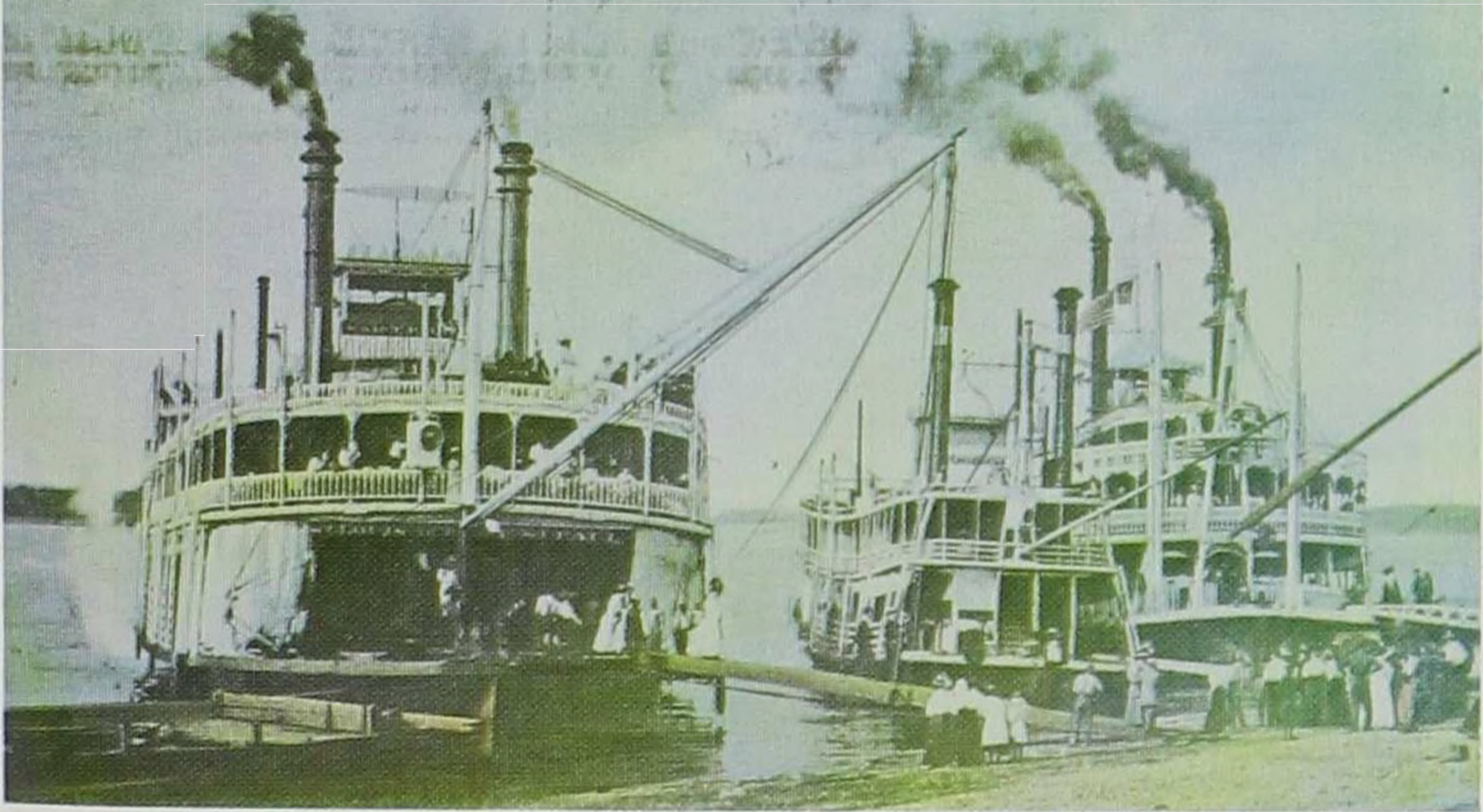
R. R. & WAGON BRIDGE CONNECTING DUBUQUE & E. DUBUQUE.





STEAMER "ST. PAUL" NEAR FULTON, ILL.

Passenger Boats on the Mississippi, Clinton, Iowa.



CLINTON, IOWA.

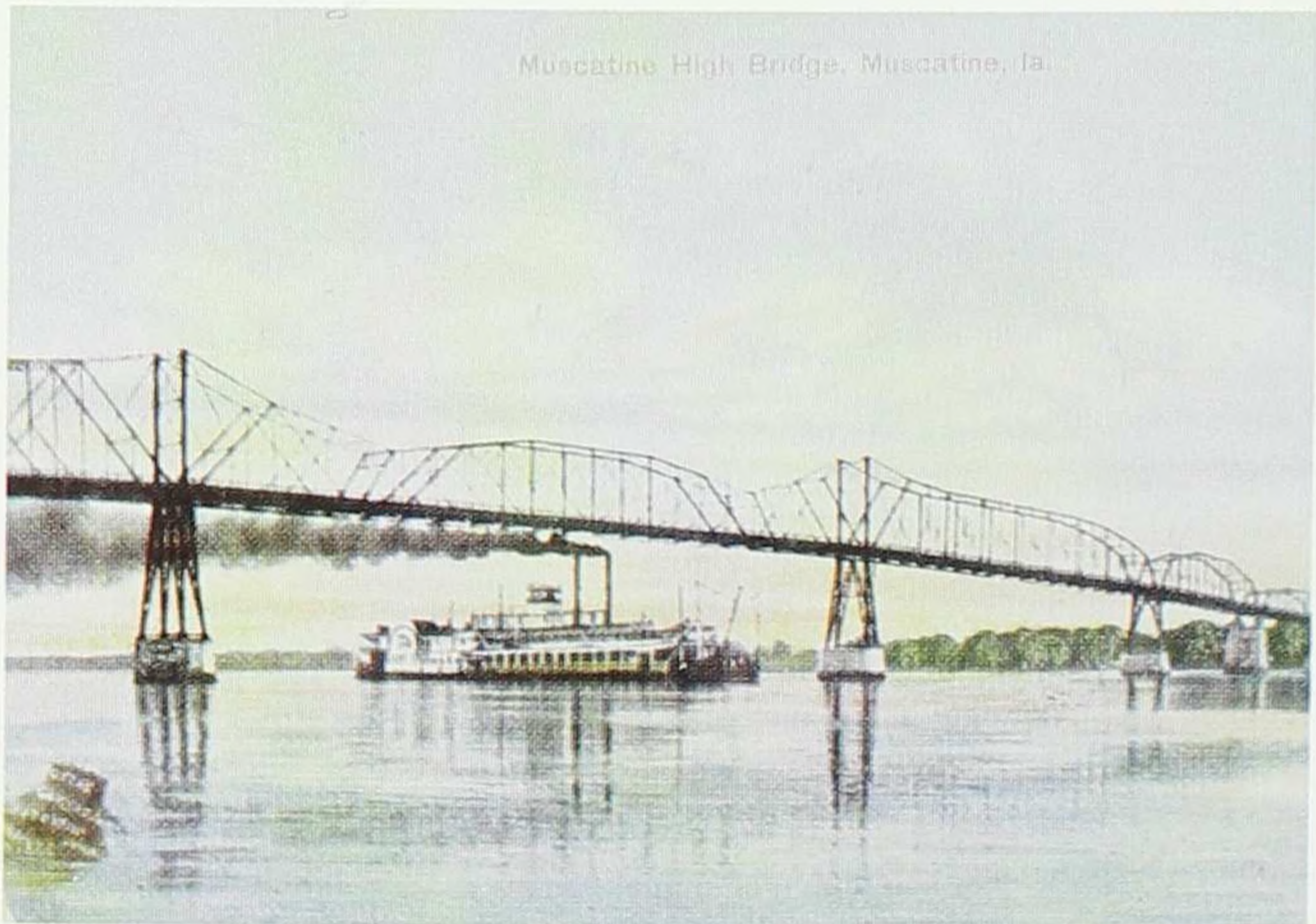
Mississippi River Packet & Bridges



8211. Steamer, Dubuque, on Mississippi River.



Muscatine High Bridge, Muscatine, Ia.



THE ELEGANT PASSENGER STEAMERS
ST. PAUL AND QUINCY
THE TIME CONSUMED ON THE TRIP
FROM
ST. LOUIS

ST. PAUL AND QUINCY ST. LOUIS AND ST. PAUL.

WILL RUN BETWEEN

—THE LARGE—

PASSENGER PACKET,
DUBUQUE

Electric-lighted throughout and equipped
with Electric Fans,

—WILL RUN BETWEEN—

ST. LOUIS, KEOKUK & DAVENPORT

“THE OLD RELIABLE”

—BETWEEN—

St. Louis and St. Paul

... OFFERS TO THE ...

TRAVELER, TOURIST AND PLEASURE-SEEKER

**REST, RECREATION
AND ENJOYMENT.**

Light, Airy, Well-furnished Staterooms,
Tables Supplied with Every Delicacy,
Competent and Obliging Officers,

ARE THE FEATURES WHICH ESPECIALLY
COMMEND THIS AS

THE FAVORITE LINE.

BY THIS ROUTE YOU SECURE
COMFORT, PLEASURE & HEALTH.

JAY MORTON, JOHN KILLEEN,
PRESIDENT, SUPERINTENDENT,
932 MONADNOCK BLOCK, DUBUQUE,
CHICAGO, ILL. IOWA.

ISAAC P. LUSK, GENERAL PASSENGER AGENT,
ST. LOUIS, MO.

FROM

ST. LOUIS TO ST. PAUL

Ordinarily, is about four days. The return
trip is made in about three days.

THE ENTIRE EXPENSE FOR THIS TRIP IS

About **First-Class Hotel Rates.**

MAKING IT THE CHEAPEST AS WELL AS THE

MOST BEAUTIFUL TRIP in the ENTIRE NORTHWEST.

For further information, Time Tables, etc., apply to any
of the following Agents:

Harry Clark, Gen. Agent.....	St. Paul, Minn.
Chas. E. Day.....	Hastings, Minn.
N. A. Peterson.....	Red Wing, Minn.
Gillett & Eaton.....	Lake City, Minn.
Frank E. Piper.....	Wabasha, Minn.
P. Minck.....	Winona, Minn.
Tracy L. Burke.....	La Crosse, Wis.
Nielander & Co.....	Lansing, Iowa.
Geo. A. Cox.....	McGregor, Iowa.
C. L. Petersen.....	Dubuque, Iowa.
Koeneman & Sieverding.....	Bellevue, Iowa.
Geo. Casbaria.....	Savanna, Ill.
S. E. Day.....	Sabula, Iowa.
J. C. Snyder.....	Fulton, Ill.
Smith & Oakes.....	Clinton, Iowa.
Geo. Lamont.....	Rock Island, Ill.
Jas. Osborn.....	Davenport, Iowa.
Wm. G. Block Co.....	Muscatine, Iowa.
W. W. Kinneer.....	Burlington, Iowa.
J. H. Einspanjer.....	Fort Madison, Iowa.
Jno. McNamara.....	Keokuk, Iowa.
W. J. Clippert.....	Warsaw, Ill.
J. A. Zenge.....	Canton, Mo.
A. H. Pennoyer.....	Quincy, Ill.
C. A. Pennoyer.....	Hannibal, Mo.
H. W. Pitzer.....	Louisiana, Mo.
K. H. Norris.....	Clarksville, Mo.
Eagle Packet Co.....	Alton, Ill.
ISAAC P. LUSK, General Passenger Agent.....	St. Louis, Mo.
JAY MORTON.....	932 Monadnock Block, Chicago, Ill.

AS OUR RUNNING TIME depends very much upon the stage of water, and is liable to change, our time tables are not published herein, but will be furnished, or our leaving time from any station given, on application to any Local or the General Passenger Agent.

The New Steamer St. Paul, is the largest and finest passenger steamer on the Mississippi River. Stateroom accommodations are provided for over three hundred passengers. This steamer is a marvel of marine architecture.

MEALS AND BERTHS.

Holders of cabin transportation tickets can purchase through meal and berth tickets, or will be furnished meals at meal hours on board steamer at the following rates: Breakfast, 50 cents; dinner, 75 cents; supper, 50 cents. Berth in stateroom, \$1.00 per night for each person.

All meals and berths furnished to passengers after steamer has arrived at their destination or previous to advertised leaving time will be charged extra, at regular rates, except that when steamers arrive at terminal point during the night, passengers may remain in their berths until morning without extra charge, whenever steamer remains in port that length of time.

RATES FOR CHILDREN.

When accompanied by an adult, children under three years of age will be carried free; between three and five years of age, one-quarter fare; between five and twelve years of age, one-half fare; over twelve years of age, full fare. This rule will be strictly enforced, and when tickets include meals and berths, not over two children of any one class will be allowed with an adult holding only one full fare ticket. Additional children will be charged next higher rate.

Children will be charged full fare if occupying seats at the first table, except when they can be given such seats without inconvenience.

BEAR THESE IN MIND.

Only by this route can the magnificent scenery of the Upper Mississippi River be seen to advantage.

You can travel with us for less money than you can board at a first-class hotel.

The pure air, the exhilarating atmosphere and the pleasant surroundings give the traveler an amazing appetite.

All first-class tickets include meals and berth, unless otherwise stated on the ticket.

All the dust and discomforts of railroad travel are avoided by traveling on our fine steamers.

A good orchestra is on each steamer.

When comparing rates by this line with all-rail rates, please add to the latter sleeping car charges and cost of meals, that the comparison may be just.

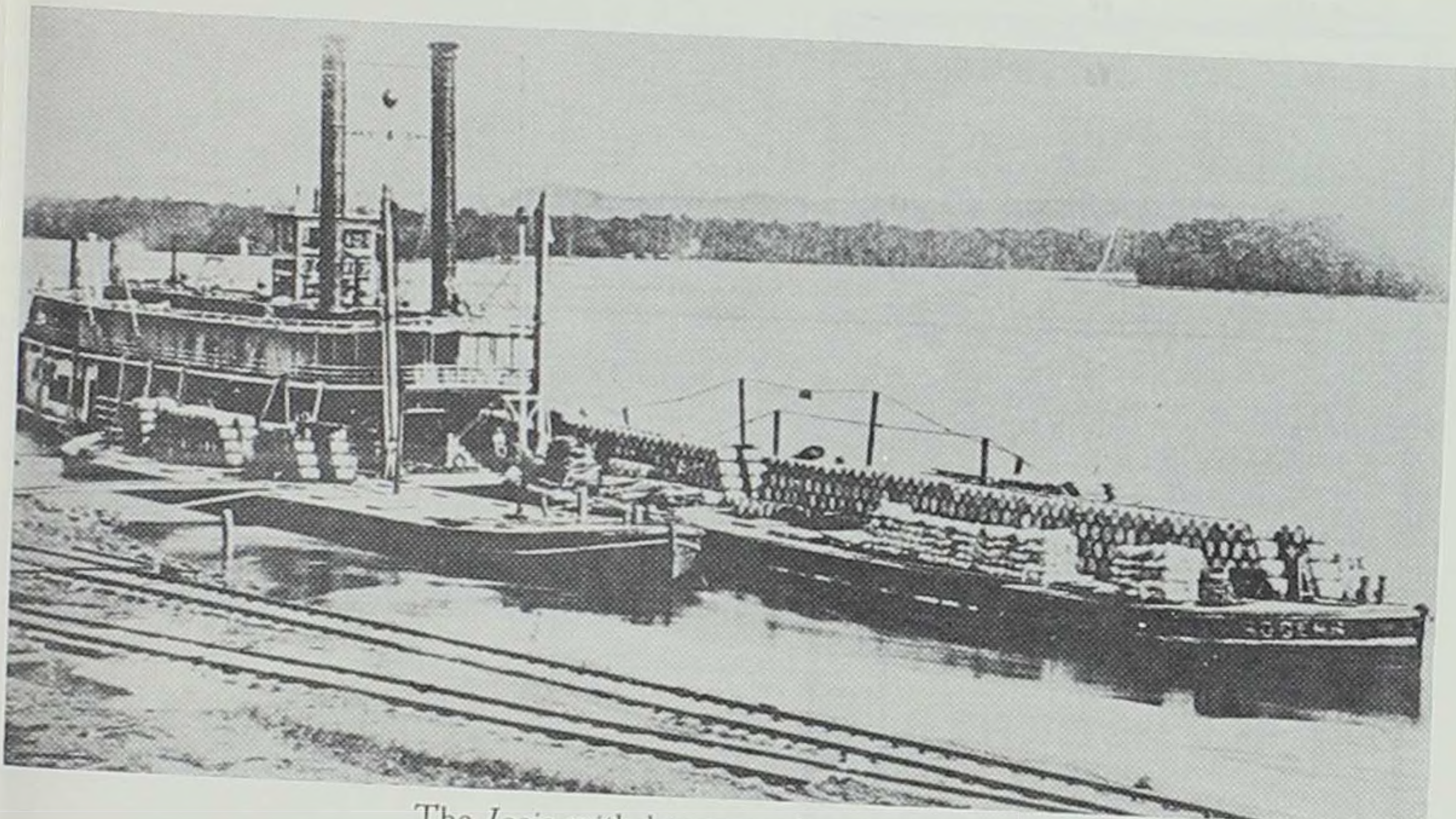
It is a good plan for parties in the interior to write our agent at the nearest river point, and have him advise them when a steamer will be due, to avoid even the possibility of delay on arrival at the river.

Stop-overs are not granted at points between embarkation and destination on either one-way or round-trip tickets. Persons desirous of stopping at intermediate points, should purchase tickets to such points only.

The regular landing whistle of our line is two long blasts of the steam whistle, followed by two short blasts in quick succession. One long blast followed by one short one is the hailing signal, and means that the steamer will not land at the point she is approaching unless signaled.

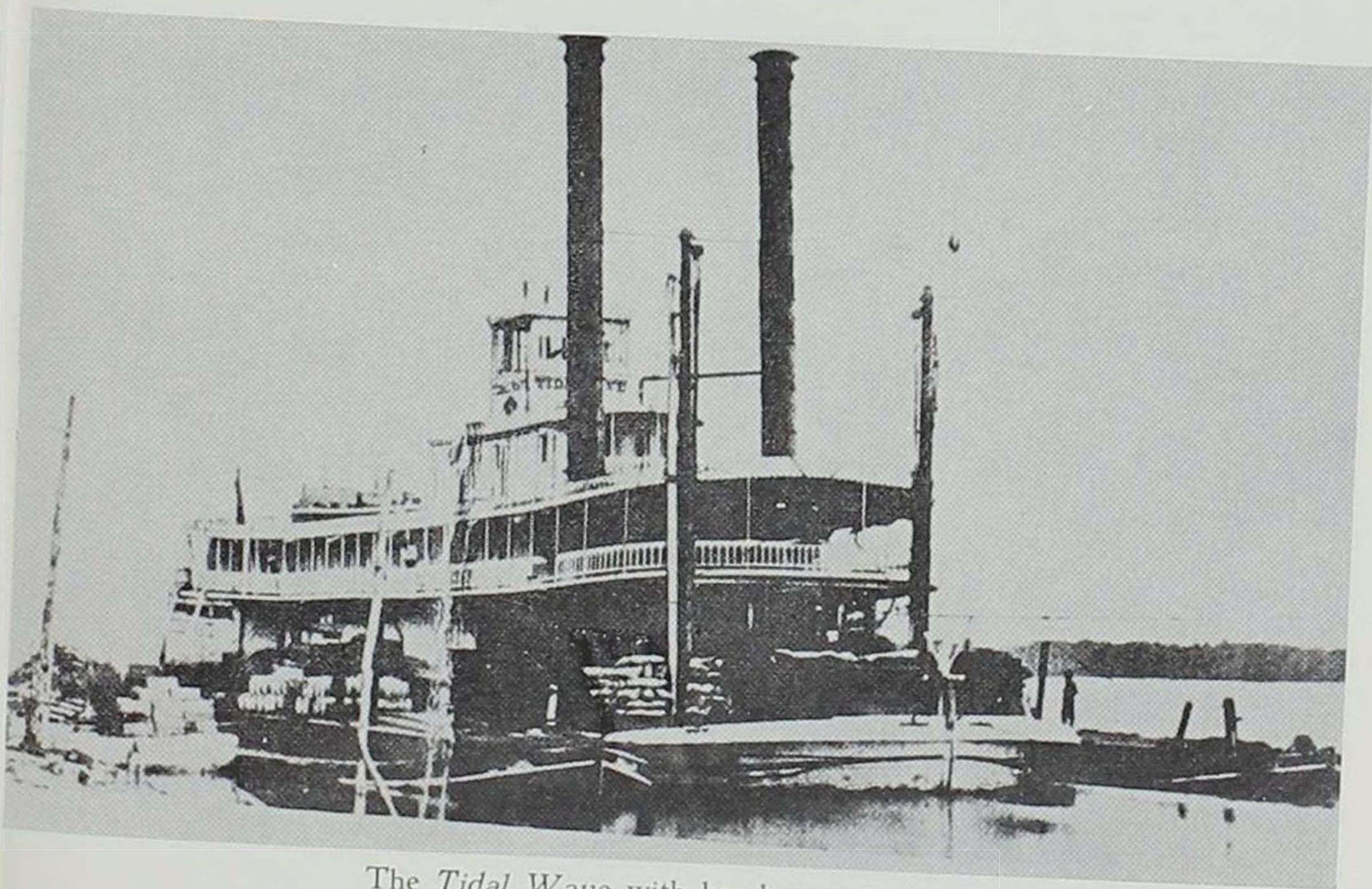
In case of disagreement with the clerk relative to tickets or amount of fare, or with any officer regarding privileges or charges, the passenger should accept the officer's ruling and refer the matter to the General Office for adjustment. The officers have no discretionary power, and are governed by rules which they cannot change.

rules which they cannot change.



The *Josie* with her tow of grain barges.

seats at the first table, except when they can be given such seats without inconvenience to other passengers.



The *Tidal Wave* with her barges in tow.

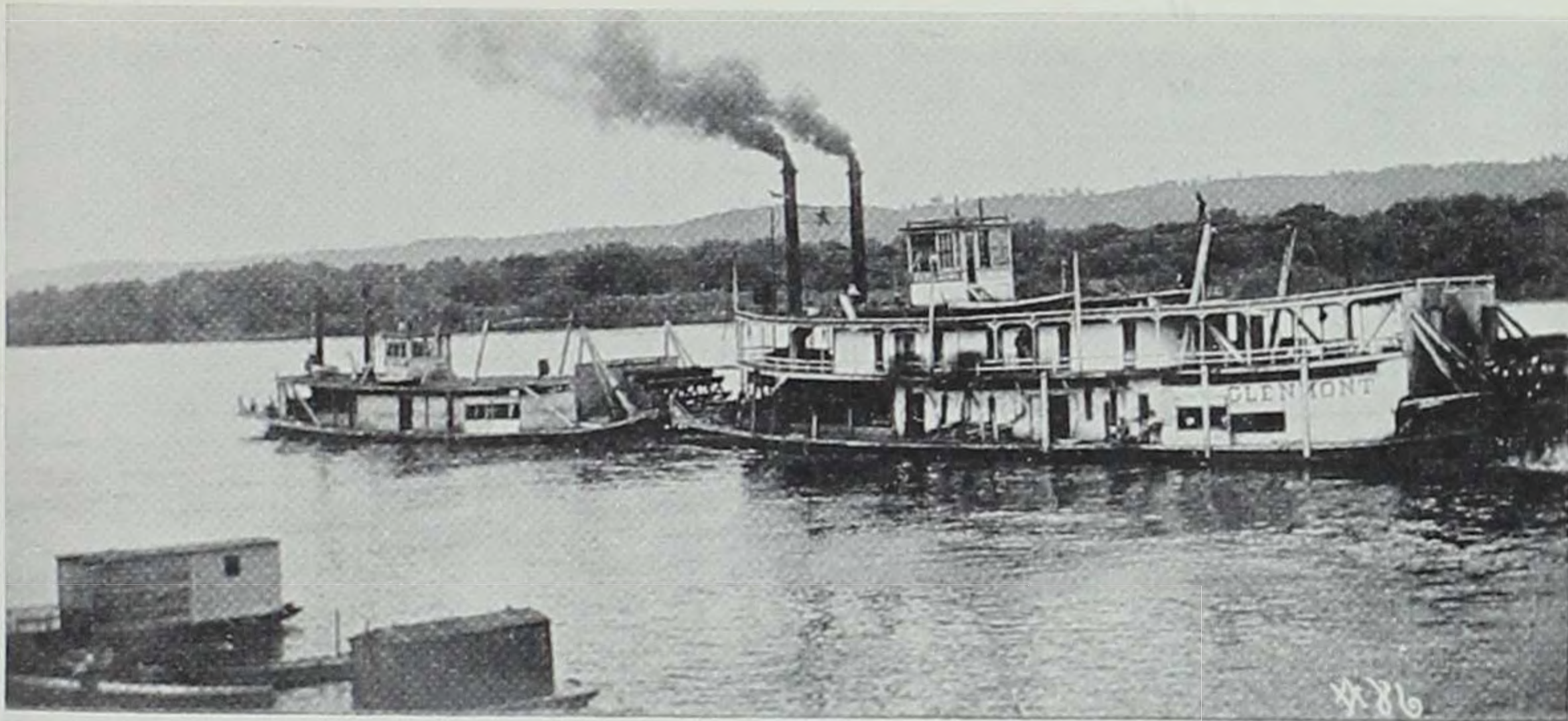
8-'05-10M

Diamond Jo Line	
STEAMERS.	
STEAMER	
UP	8 TRIP
1906	
1	CABIN PASSAGE
TO	
INCLUDING	
MEALS AND BERTH	
Trip	Room
Clerk.	
2	3
4	5
6	7
8	9
10	11
12	13
14	15
16	17
18	

SHOW AT TABLE.



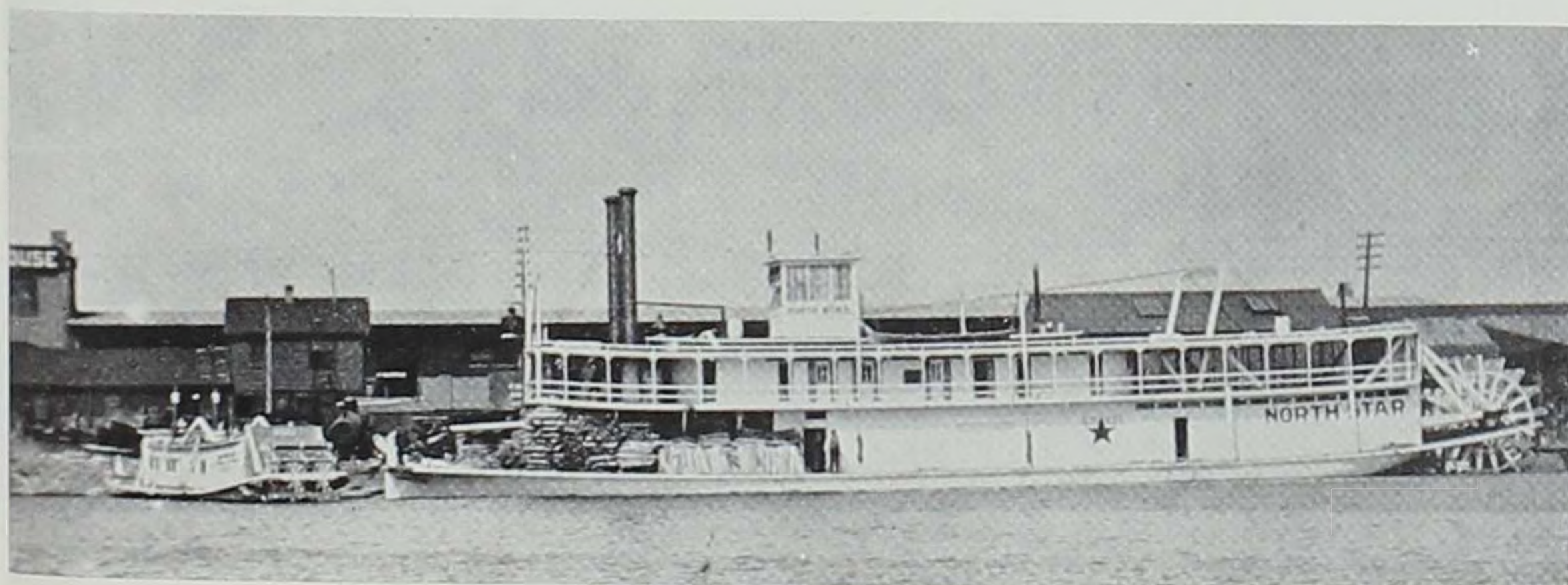
Excursionists enjoy the top deck of the *Sidney*.



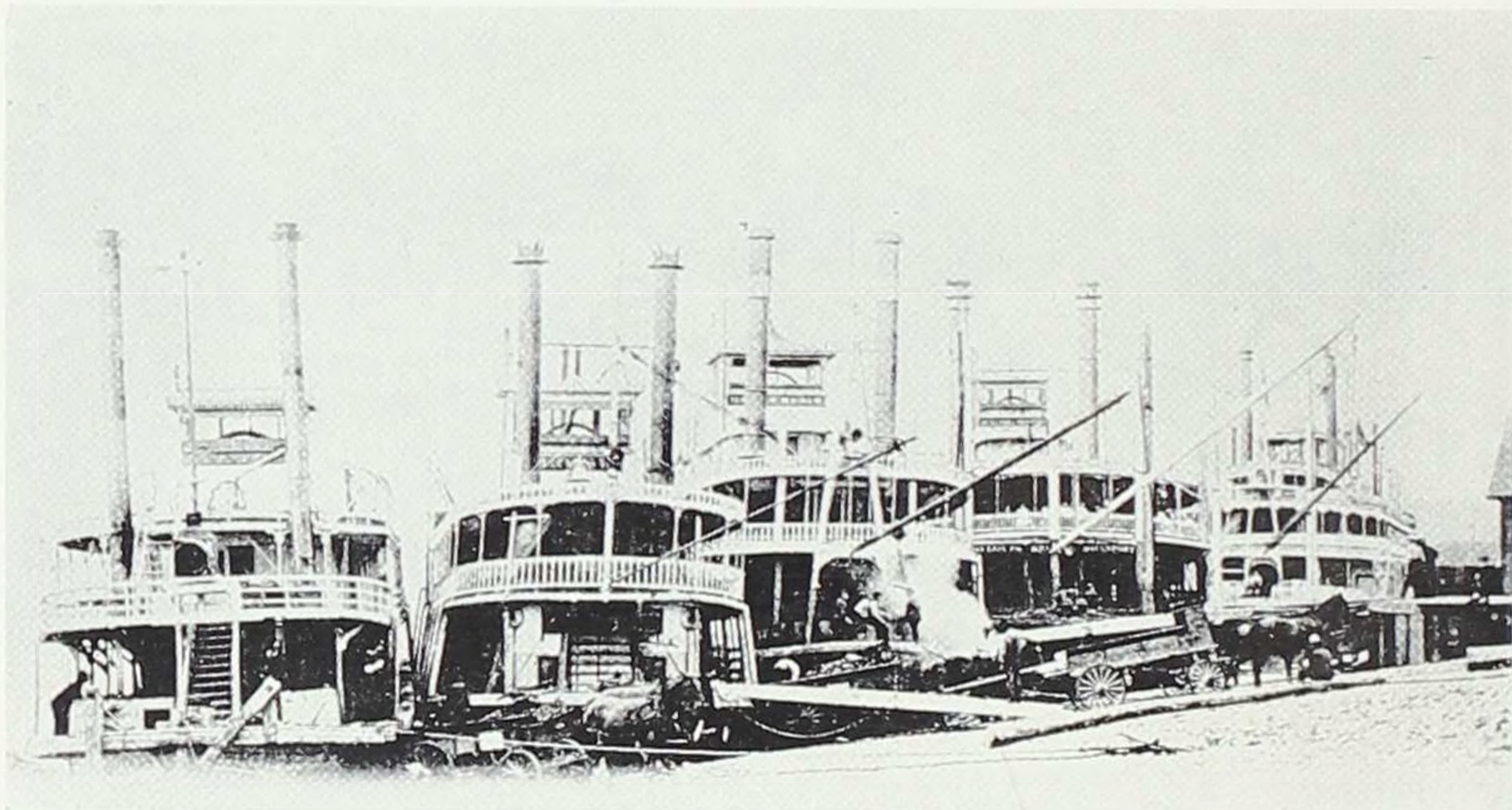
Raftboat *Glenmont*, rebuilt from Steamboat *Ida Fulton*.



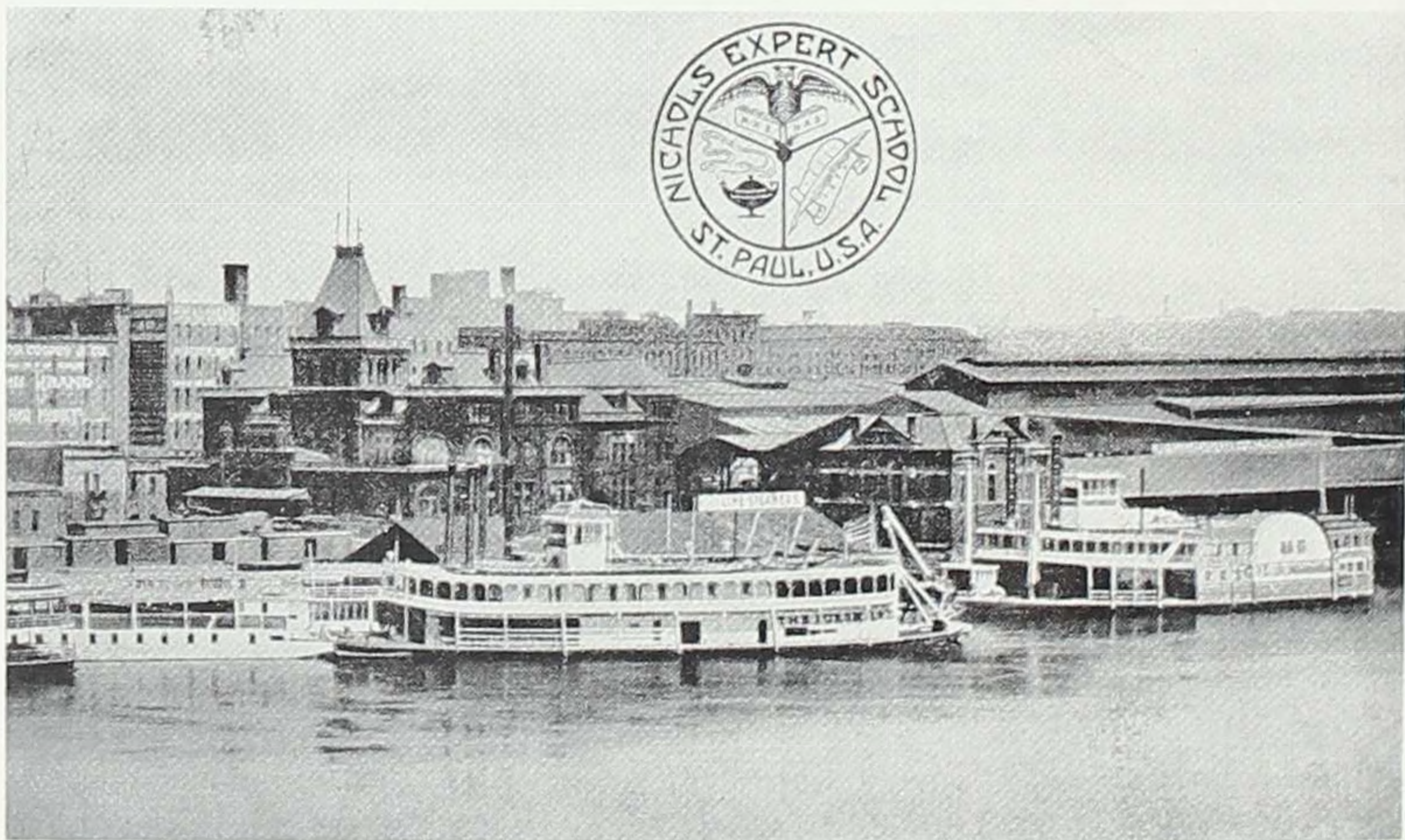
Raftboat *J. W. Van Sant* rescues crew from sunken *Glenmont*.



Raftboat *North Star*, rebuilt from the *Glenmont*.



Five Mississippi steamboats at the Burlington levee.

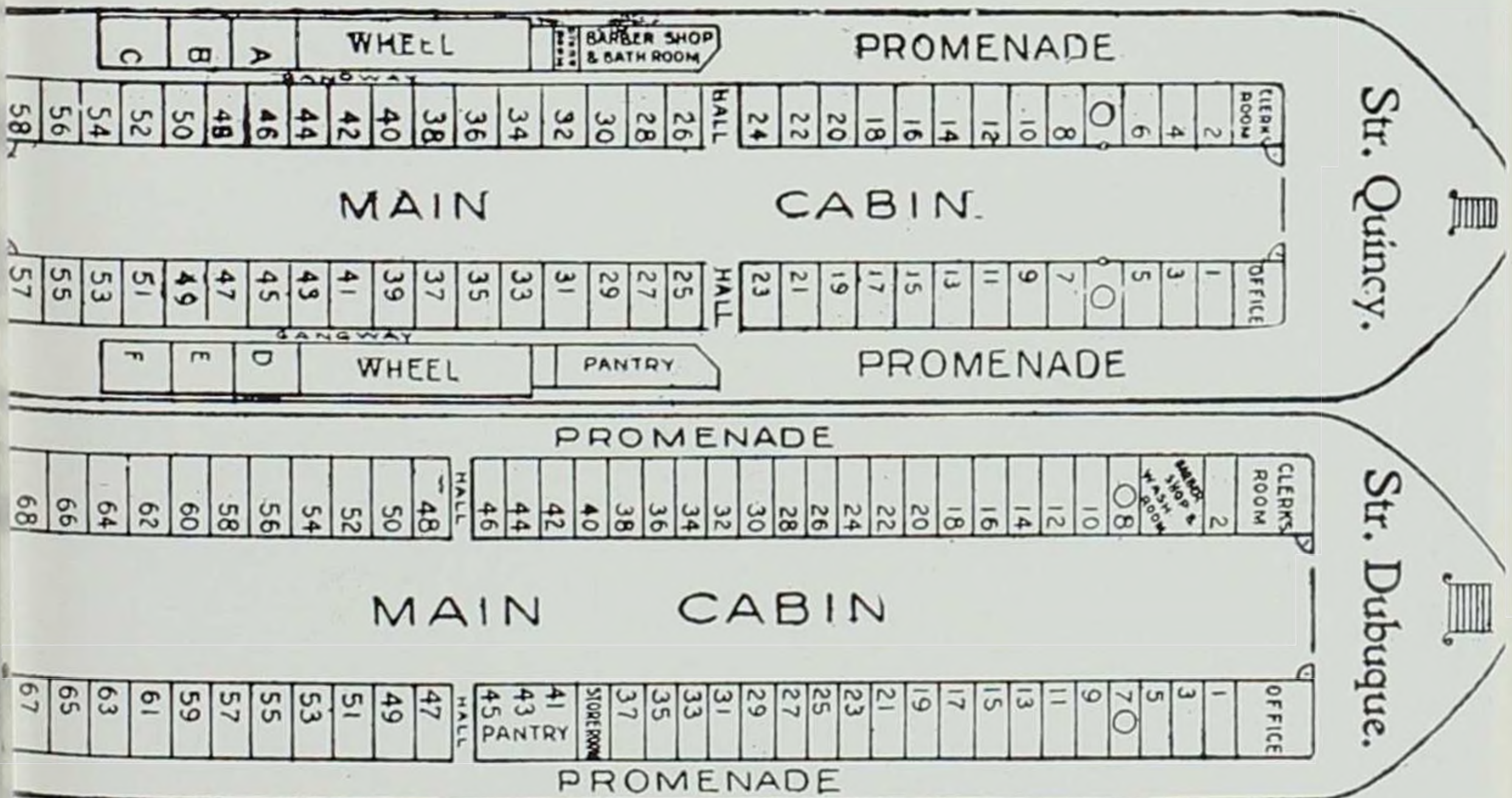


Diamond Jo Line landing at St. Paul, Minnesota.

54	56	58	60	62	64	66	68	70
55	57	59	61	63	65	67	69	71



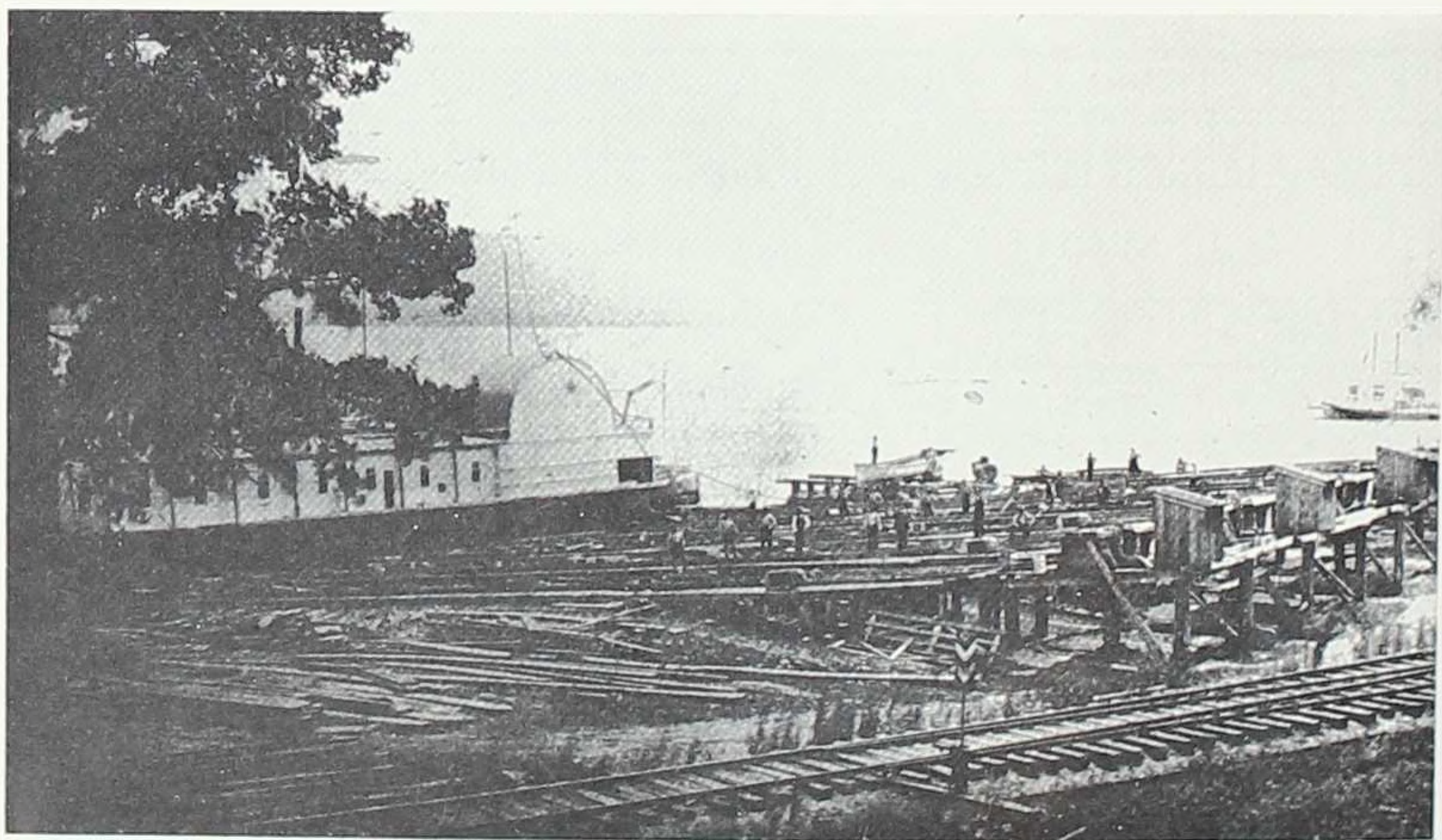
Cabin of the Diamond Jo Line Steamer Quincy.



Cabin plans of a side-wheel and stern-wheel steambot.

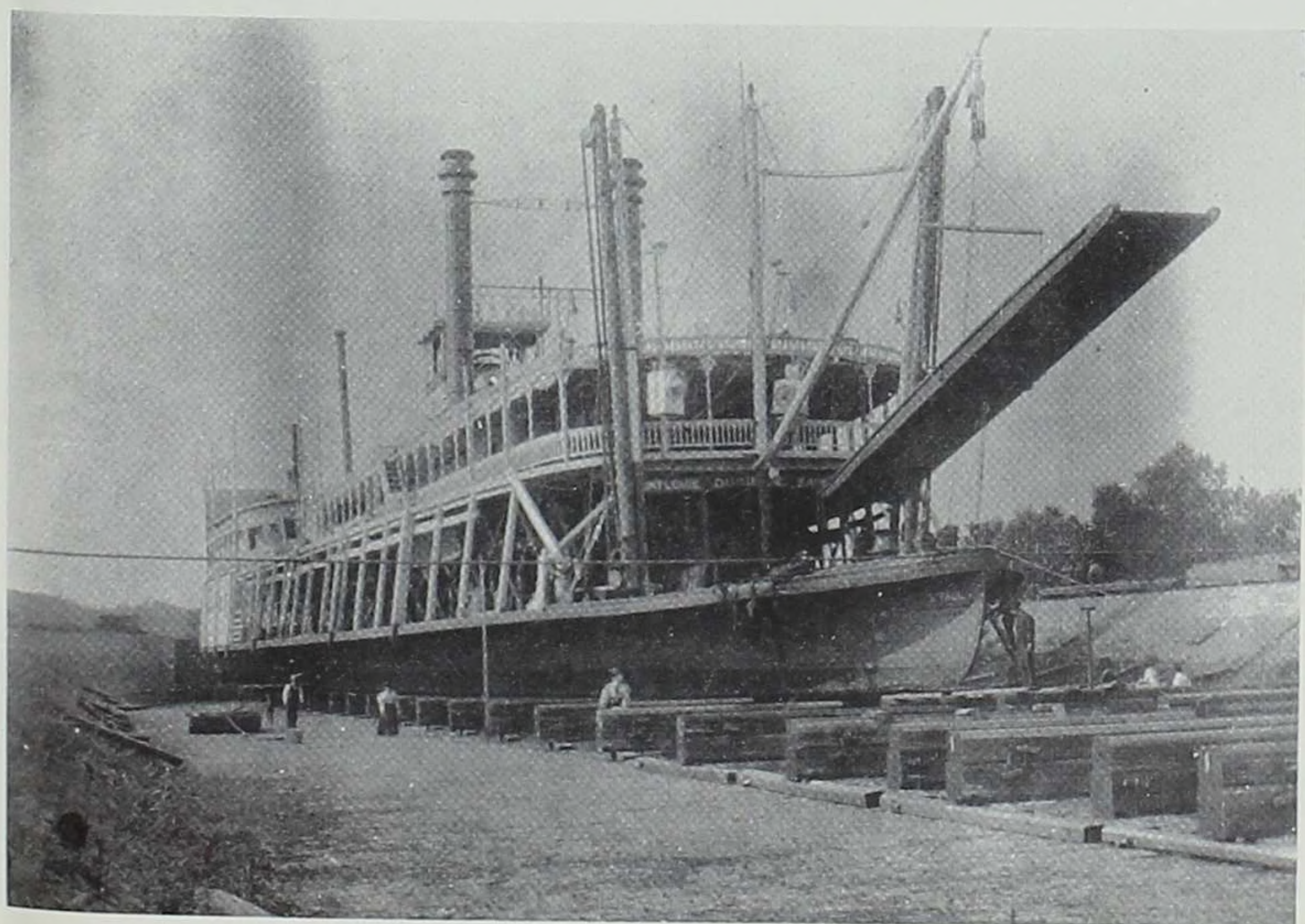
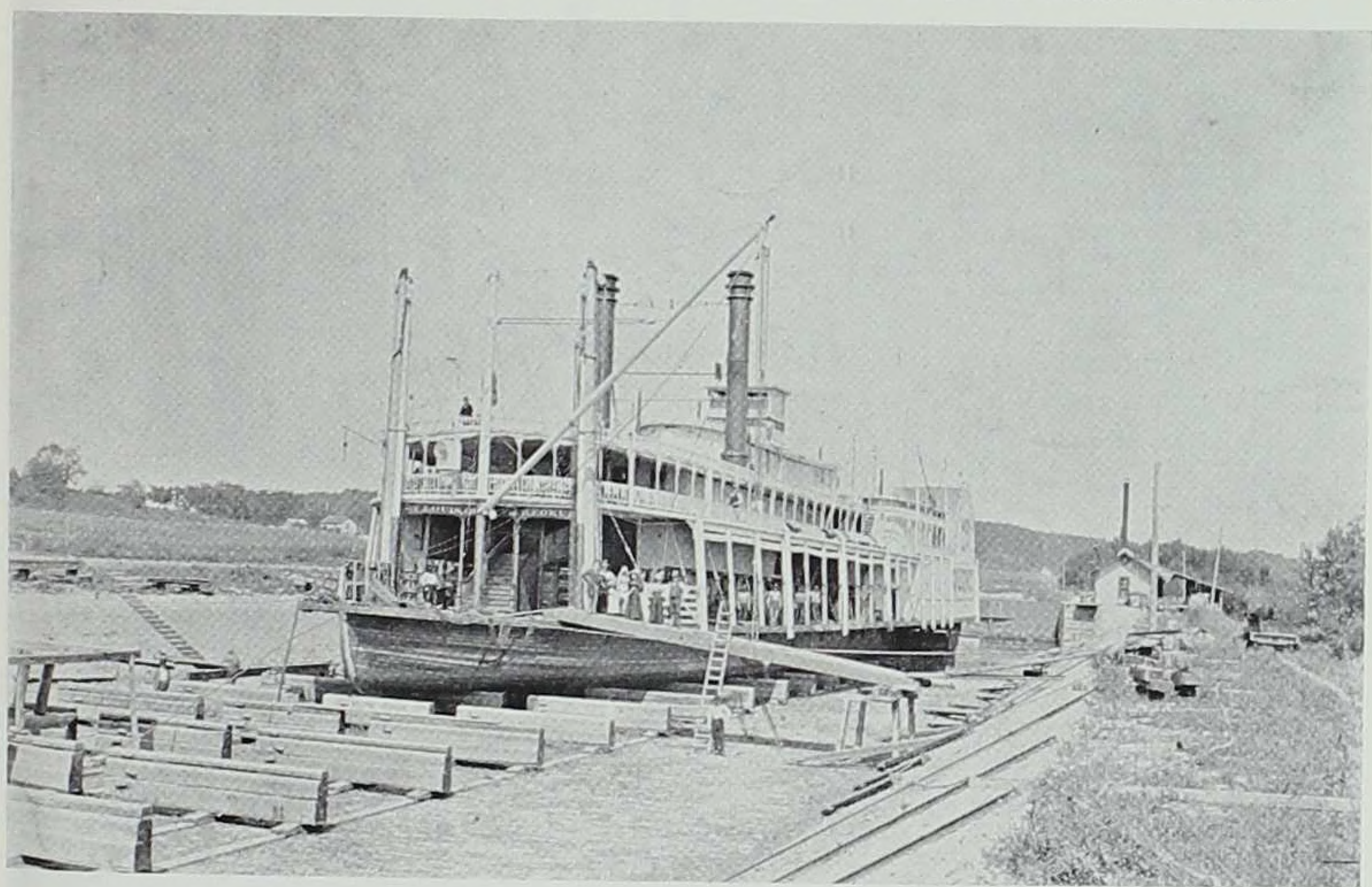


Diamond Jo Line boatyard at Eagle Point—Dubuque.



Diamond Jo Line boatyard at Dubuque.

TWO VIEWS OF THE BOATWAYS AT KEOKUK, IOWA





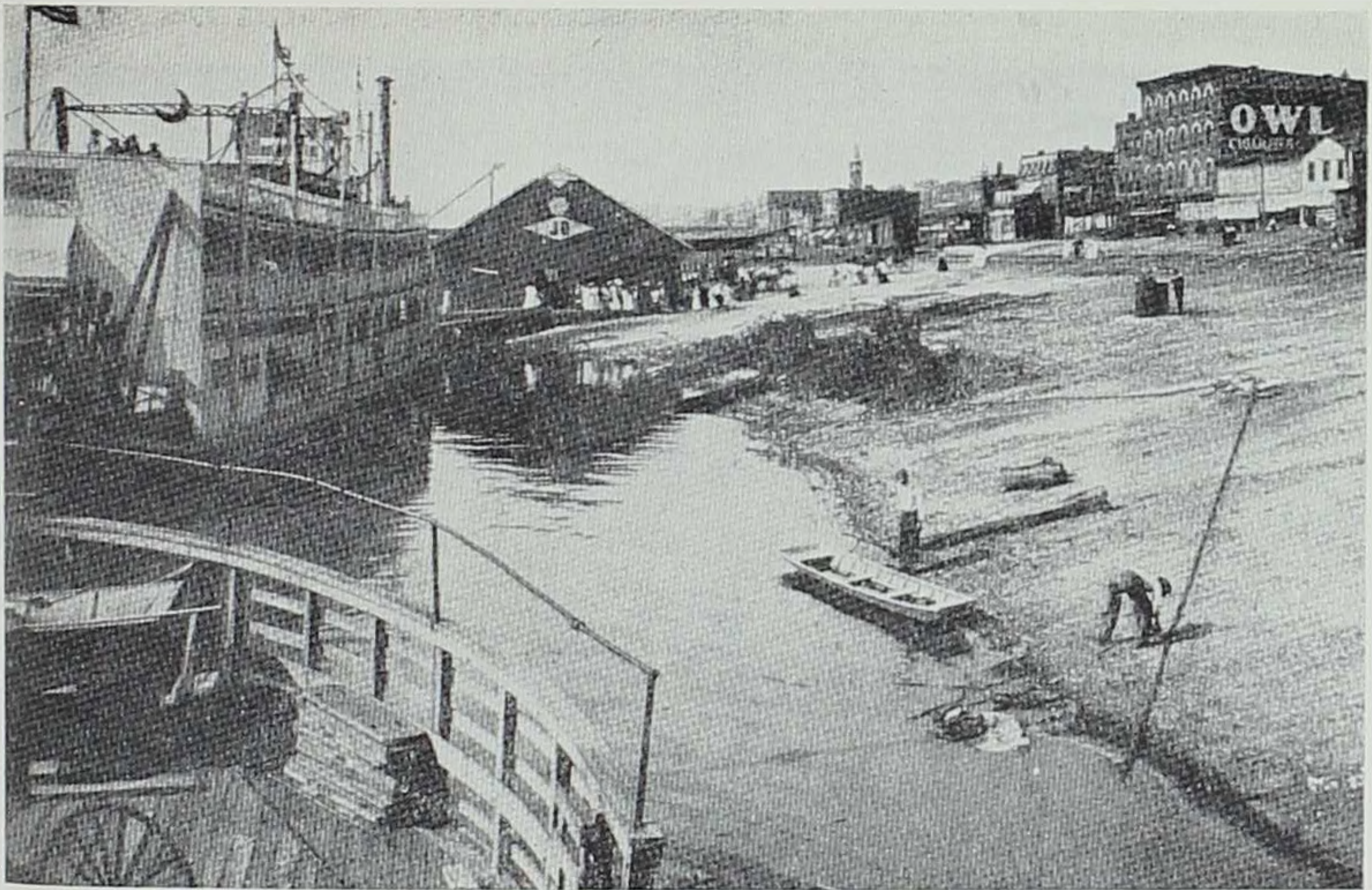
Diamond Jo Line Steamboat *Quincy* taking on coal at the Rock Island Wharfboat.



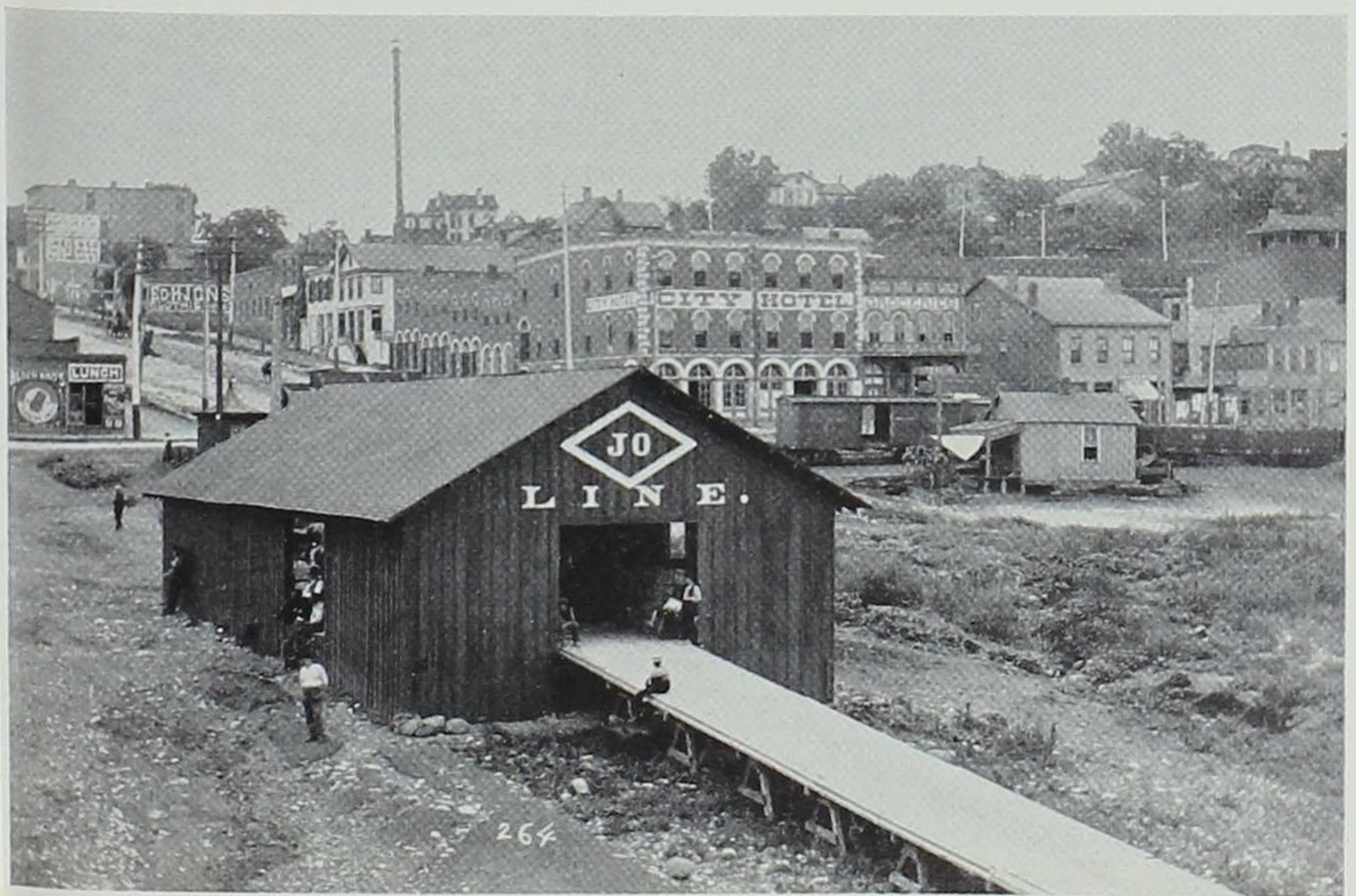
The Diamond Jo Warehouse at Guttenberg.



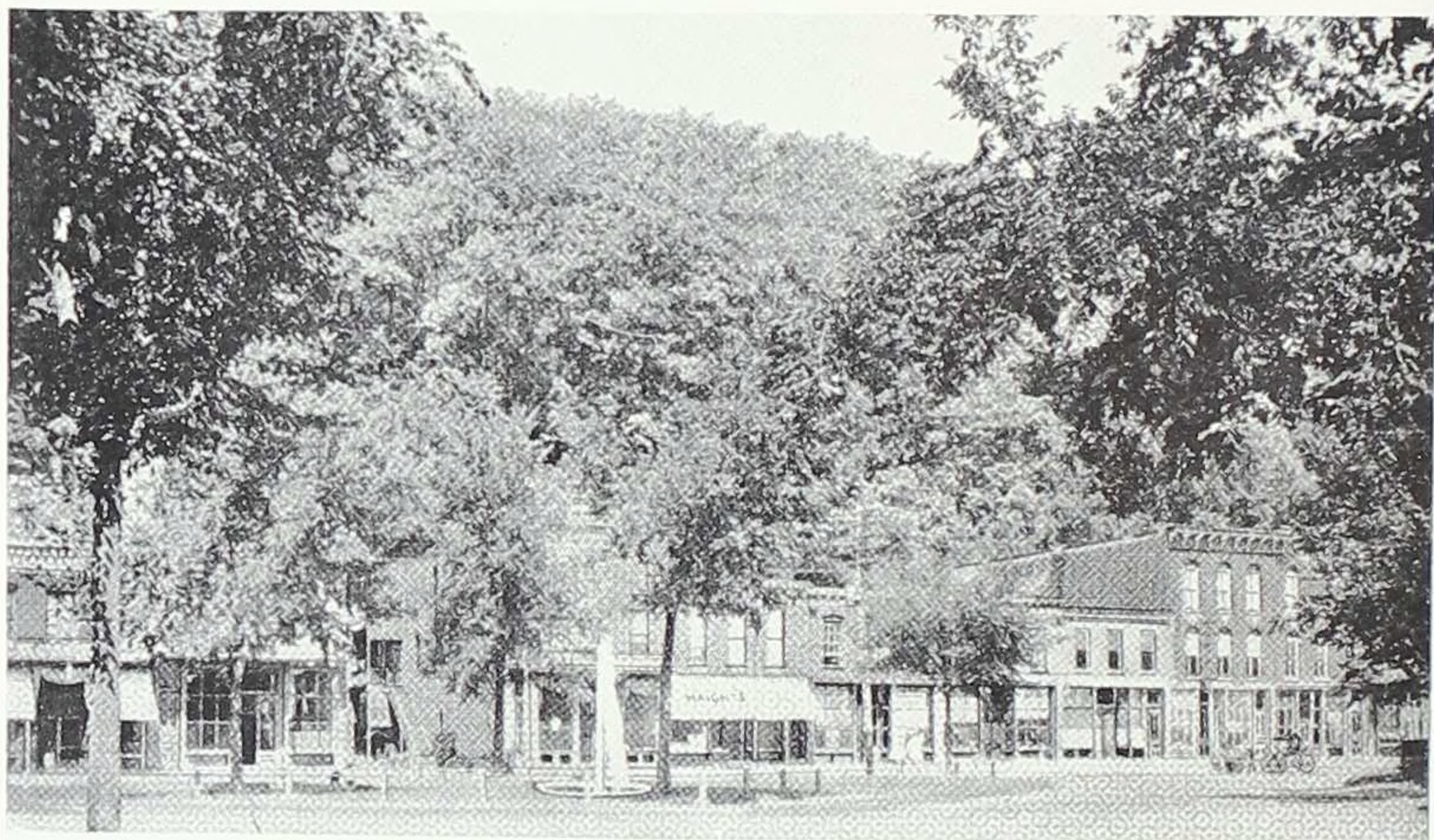
Diamond Jo Wharfboat at Winona, Minnesota.



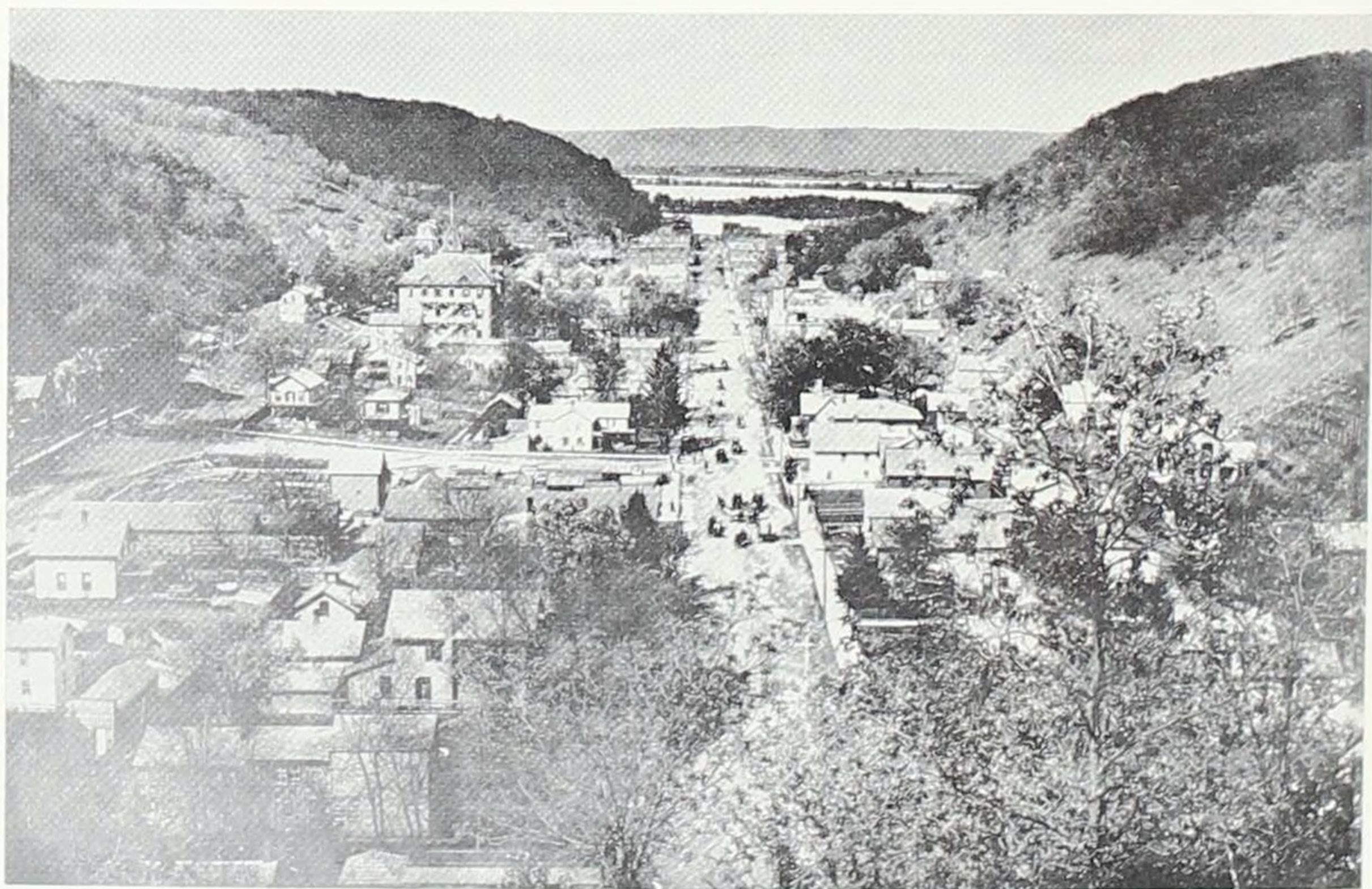
The Diamond Jo Wharfboat at Quincy, Illinois.



The Diamond Jo Wharfboat at Keokuk, Iowa.



The Fountain in Triangle Park at McGregor. Gift of Mrs. Reynolds.



Birdseye view of McGregor—Home of Diamond Jo Reynolds.

and hunt up little amusements such as climbing the bluffs, milking the cows, (of course paying for the milk), buying nic-nacs at the solitary store, filling pitchers with nice spring water, gathering specimens from the rocky beach, promenading up and down the shore, skipping smooth rocks upon the river, &c."

At two o'clock on Wednesday afternoon the *Diamond Jo* finally crawled up to the Lansing levee, having made 164 miles in forty-one hours, or approximately four miles an hour. This was about the same time the *Phil Sheridan* required to run from St. Louis to Dubuque, a distance of 425 miles. Mournfully Editor Thayer recorded: "No wonder Frank Woodworth expresses the hope that we will reach St. Paul before the river freezes over, especially if he is as poor a skater as he says he is; though he must be terribly slow on the skate if he couldn't beat the *Diamond Jo's* time thus far."

Leaving Lansing behind, the excursionists were soon passing along the southeastern border of Minnesota. Here the redman could still be seen, although the ladies of the party apparently did not admire these "sons of the forests" because they were not "clad with that extravagance which civilization might require." The stronger sex was not averse to such apparel, however, and H. B. Sutherland even relieved himself of a "splendid dissertation" on the subject of "legs" suggested

by the "well formed proportions of a red daughter of the forest."

Steamboat excursionists are likely to cut grotesque capers when away from home. The Clintonites reserved their most ludicrous performance for Brownsville, the first Minnesota town above the northern boundary of Iowa. After visiting a celebrated cave a few voyageurs returned to the *Diamond Jo* with a suspicious looking keg. Others bought out a music store and formed a "Gideons Band" with which to entertain the citizens of Brownsville. H. B. Sutherland served as grand trumpeter, J. E. Voneiff as jewsharper, William Young as drummer, Frank Woodworth as blower general, Lafayette Lamb as second trumpeter, C. H. Leadbetter as third trumpeter, S. Thomas as fifer, and a regiment of supernumeraries with tin horns, tin trumpets, tin pans, and similar instruments. "The concert which followed eclipsed all like entertainments ever heard or conceived of," according to the *Iowa Age*. "It was unanimously voted that *one* such exhibition was as much as the excursionists were entitled to, and the thing was not repeated."

The Clintonians tarried but a moment at La Crosse and Winona. As they approached Lake Pepin the gigantic bluffs called forth the "loudest exclamations of wonder" from the entire company. Lake City was described as a "perfect beauty" of a town. After hearing the romantic

tale of Maiden Rock the excursionists concluded that parents should not interfere with their daughters' choice of lovers. While the *Diamond Jo* was leaving its second barge at Red Wing to be loaded with grain, the passengers searched for "cornelians, agates, and precious stones." The remainder of the trip was made with dispatch, the *Diamond Jo* nosing into the St. Paul wharf on Friday, July 9th, at 6 A. M.

The excursionists were not slow to plan their tour of the twin cities. In "elegant rigs" they drove to St. Anthony and "took a peep at the saw mills, flour mills, woolen mills and machine shops, took a hurried look at the dams, canals, aprons, sluices, tunnels, and shafts of the water power, imbibed a few glasses of mineral water, went down some rickety stairs into a cave . . . admired the beautiful Falls of St. Anthony . . . then crossed the river on the suspension bridge into Minneapolis." After driving through the Minneapolis residential district — "the most attractive city we have seen in the west — if we except Clinton," the party visited the "stupendous" lumber mills, wheat elevators, public buildings, and water works. They reached the Nicollet Hotel in time for a "square meal" and a noon rest.

After dinner the party started for Minnehaha Falls and old Fort Snelling. According to Thayer, the "world-renowned Minnehaha" was a "nice, modest, pretty, beautiful, magnificent cascade.

The more you look, the more you admire it. It is like gazing upon a beautiful woman — you look and admire, and admire and look. . . . Laughing, sparkling, bright and shining — Minnehaha is the grand and gay princess of all waterfalls. You love her at first sight!"

After buying postcards of Minnehaha and indulging in ice cream the party whirled away to Fort Snelling, which overlooked the Mississippi at the junction of that stream with the Minnesota River. Gathering storm clouds cut short their visit to a great cave nearby and the excursionists hurried back to St. Paul which they reached at six o'clock. Although fatigued from their sightseeing, all were "wonderfully well pleased" with their tour. Many prophesied a great future for St. Paul; some were even heard to exclaim, "were we not a Clintonian we would be a St. Paulian."

That night a tired but happy group of excursionists returned to the *Diamond Jo*. Forgotten was the dance which some had proposed that morning. All on board quickly "piled" themselves away for sleep at an early hour and at two o'clock on Saturday morning the *Diamond Jo* was bound downstream for Clinton.

The return trip was made in record time for the *Diamond Jo*, unhampered as she was by barges and with little freight aboard. The boat went booming through Lake Pepin while a gale whipped up white caps. She paused a moment at Lake

City, danced gaily past Reads Landing, and put in at Winona for a couple of hours. The only accident occurred when she unslipped a rudder while approaching La Crosse but this was quickly repaired. The best dance of the trip was held on Saturday night. A solemn religious service was conducted in the cabin on Sunday morning with A. P. Hosford reading one of Dr. Alexander's excellent sermons and E. W. Goodale concluding with prayer. The *Diamond Jo* stopped at McGregor twenty minutes for noon refreshments. On Sunday evening the lights of Dubuque blinked their welcome and once more a short stop was made. Then off they sped on the final leg of the journey, with all retiring at an early hour. At four o'clock on Monday morning the *Diamond Jo* glided up to Butcher's landing at Clinton, having made the round-trip in exactly six days and seven hours, including the numerous stops.

The voyage of the *Diamond Jo* was typical of hundreds along the eastern border of Iowa. The Clinton excursionists were not inclined to praise the *Diamond Jo* as the best craft for such a trip because they felt Captain Reynolds had crowded on too many passengers for the comfort of all aboard. The boat was unable to feed so large a number satisfactorily, a first and second table being needed and this produced considerable complaint among those who partook of the remains at the second table. The passengers had nothing but

venom for the "cross-grained, snappish, snarling old colored curmudgeon" who served as steward, but praised the efforts of "Diamond Jo" and the other officers who tried to make them comfortable in their cramped quarters.

It was customary for excursionists to adopt resolutions thanking the captain and his officers for their many kindnesses. A meeting was called in the cabin of the *Diamond Jo* on July 10th with J. Scofield presiding and J. F. McGuire as secretary. Judge E. H. Thayer, editor of the *Iowa Age*, served as chairman of the resolutions committee with A. P. Hosford and C. H. Leadbetter. Copies of the resolutions were presented to Captain Joseph Reynolds, to the committee which had labored industriously to arrange the excursion, and to the Clinton newspapers. "Resolved, That we unanimously tender to Captain Reynolds and the other officers of said steamboat *Diamond Jo*, our hearty and cordial thanks for the kind, gentlemanly and courteous treatment extended to us on the trip from Clinton, Iowa, to St. Paul, Minnesota, and return; that we shall always refer with pleasant recollections to the uniform kindness we have received from said captain and officers, and that we take pleasure in recommending to the traveling public who patronize steamboats on the Mississippi, either for business or pleasure, the staunch and commodious steamer *Diamond Jo*." The able skipper of the *Diamond Jo* responded

GOOD TIMES ON THE DIAMOND JO 199

JOHN GEIGER,
COMMISSION & FORWARDING MERCHANT,

Dealer in DRY GOODS, GROCERIES, &c., &c., - - - CASSVILLE, WIS.



Shipped, In Good Order and Condition,

By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called *JO* and barges, whereof *Johnson* is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of *Savanna* the unavoidable dangers of navigation and fire only excepted,—to *Railway Agent* or assigns, he or they paying freight for the same at the rate of *15 cts per Bushel to Milwaukee* with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this *9th* day of *Sept* 18*79*.

Herald Steam Printing House—Dubuque, Iowa.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
J. G.	640 Bags Wheat No. 1 in Bulk from Savanna Sacks to be Returned St. Paul Wis			



Shipped, In Good Order and Condition,

By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called *Edw Fulton* and barges, whereof _____ is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of *Savanna* the unavoidable dangers of navigation and fire only excepted,—to *Railway Agent* or assigns, he or they paying freight for the same at the rate of *15 cts per Bushel to Milwaukee* with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this *27th* day of *Aug* 18*79*.

Herald Steam Printing House—Dubuque, Iowa.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
J. G.	160 Bags Wheat in Bulk from Savanna Sacks to be Returned I need a Bill f			

to the sentiments in a "brief, neat and pointed speech."

M. A. Fuller of the *Chicago Republican* was then called upon for a few remarks, after which, at the request of the party, he read an original poem written during the voyage. Despite his kindly sentiments, Editor Thayer felt constrained to write: "Our advice to excursion parties to St. Paul, is, to have the company fall below the number the boat can accommodate. Avoid the necessity of a second table, as you would avoid the plague. Be sure and take two days at St. Paul. Don't go on a boat that takes along two loaded barges. If you have a saucy, ugly steward, kick him overboard the first day. And then if you expect to have everything just as you want it, our advice is — don't go." He might have added, don't expect to take a week's all-expense cruise for the price of twenty-five dollars per couple. Apparently "Diamond Jo" Reynolds himself learned a lesson, for it was years before his boats attempted a similar excursion, and then they were larger and properly equipped.

WILLIAM J. PETERSEN

Some Diamond Jo Vignettes

The Diamond Jo Line steamboats that William C. Handy sang about in his *St. Louis Blues* were a far cry from the early boats of this famous and historic line. The *Sidney*, the *St. Paul*, the *Dubuque* and the *Quincy* were palatial vessels that, while somewhat smaller, compared favorably with the magnificent craft that plied the Ohio and Lower Mississippi. It would be a mistake, however, to discount the impact that the early boats made in moulding the Diamond Jo Line into a powerful corporation. A few brief vignettes of these pioneer craft will clearly demonstrate the vital role they played in laying the foundation of the Diamond Jo Line.

Diamond Jo

The second boat in the Diamond Jo Line was named *Diamond Jo* for her owner—Joseph Reynolds. She was a 242-ton stern-wheeler built at Woodman on the Wisconsin River during the winter of 1862-1863. The *Diamond Jo* was designed by Captain Hudson Porter, a ship carpenter, from a model he himself had made. She appeared in the grain trade with Captain William Flemming of Lansing in command. Although performing yeoman service, the *Diamond Jo* was a

difficult boat to control. Captain E. H. Thomas, who piloted her while in the Davidson Line, declared the *Diamond Jo* was "slow and hard to handle," a fact which George B. Merrick observed "did not speak well for her designer and builder."

As already noted, the *Diamond Jo* was brought out to carry grain for Joseph Reynolds after the latter found he had been double-crossed by the Minnesota Packet Company when they charged his boats a higher tariff than their own. Once more the Minnesota Packet Company promised to deal fairly with Joseph Reynolds but when it was absorbed by Commodore William F. Davidson's North Western Union Packet Company, the agreement with Reynolds was again broken by the new corporation. Reynolds accordingly bought back the *Diamond Jo* and her two barges—the *Conger* and the *Flemming*. It was at this time that Joseph Reynolds captained his namesake for a few short trips, but probably with the aid of his mate—John Killeen—who doubtless was the real commander because of his knowledge of the river and his skill in handling steamboats.

The *Diamond Jo* was plagued with the usual steamboat accidents. In 1869 she was snagged and sunk just above Dubuque. Three years later, in 1872, she hit some rocks and sank just below Keithsburg, Illinois. In each case, she was raised and repaired. Finally, around 1880, her machinery was taken out and placed in the *Josephine*, a craft

that was destined to ply the Mississippi for many years.

Josephine

The *Josephine* was a 244-ton stern-wheeler built at Dubuque in 1878 by the Diamond Jo Line. She had the machinery of the *Diamond Jo* and was named for the wife of L. D. Richardson, who for many years was the commercial representative of the Diamond Jo Line in Chicago. After about fifteen years in the passenger, freight, and excursion business, the *Josephine* was sold to Quincy interests who failed to meet their financial obligations. The boat accordingly was retrieved by the Diamond Jo Line. After being associated briefly with the Quincy-Burlington-Davenport area, the *Josephine* was dismantled at Dubuque in about 1896. Her machinery was stored at the Diamond Jo Boatyards until acquired by the Streckfus Company in 1911 when it was sold for junk.

Jeanette Roberts

The *Jeanette Roberts* was a 145-ton stern-wheeler built at Rock Island in 1857. She was named for Captain Louis Robert's daughter, Jeanette, known in literature by her pen name—"Wenonah." In the spring of 1870 Captain Robert sold her to Captain Ed Campbell of Durand, Wisconsin. On May 5, 1870, the *Jeanette Roberts* was advertised to run in connection with the Diamond Jo Line Steamers at Reads Landing and

Wabasha. Her association with the Diamond Jo Line was brief—a single season.

John C. Gault

The *John C. Gault* was a 61-ton twin-screw propeller steamboat built at Savanna, Illinois, in 1866 and purchased by the Diamond Jo Line in 1867. The *Gault* was used primarily in towing grain barges from upper river points to Prairie du Chien between 1868 and 1872. Captain Joseph B. Wilcox served as master, Joe Gardapie as pilot, and J. W. Porter as engineer. The *John C. Gault* was sold to New Orleans interests and used on Lake Pontchartrain. She was still in this trade in 1896, after thirty years of service.

Ida Fulton

The *Ida Fulton* was a 284-ton stern-wheeler built at Cincinnati in 1864. Four years later, in 1868, she was bought by the Diamond Jo Line. In 1869, 1870, and 1871, the *Ida Fulton* was in command of Abe Mitchell, with Stephen Hanks, pilot, and William H. Simpson, clerk. Several notable Upper Mississippi steamboatmen served on the *Ida Fulton* prior to her sale to Captain Charles H. Meeds in 1875. During the next ten years she continued in the grain towing business. After twenty successful years, the *Ida Fulton* was rebuilt at Dubuque and rechristened the *Glenmont*. Her measurements as a raftboat were far different from those of a steamboat, shrinking from 284 tons to 92 tons.

The following incident involving the *Ida Fulton* is well worth recording—namely the mid-winter excursion tendered citizens of the St. Croix Valley by Captain Meeds at Stillwater, Minnesota, on January 1, 1878:

The steamer *Ida Fulton* will leave the elevator dock today, January 1, 1878, at 10 o'clock in the forenoon. Will run up and down the lake [St. Croix] touching at the landing near the elevator every hour during the day until about 4 o'clock p.m. The Stillwater Cornet Band and the Germania Orchestra will accompany the excursion. Fare for round trip, 50 cents. Dancing and meals extra.

One further digression must be made to tell the story of the *Glenmont*. After two others had owned her, she was acquired by the Van Sant Navigation Company in 1892 and paid for herself the first season. The following year, in 1893, the *Glenmont* crashed into the railroad bridge at La Crosse and sank in 18 to 24 feet of water, turning over on her side. Fortunately the raft boat *J. W. Van Sant* was close at hand, nosed alongside, and permitted the passengers and crew perched on the hurricane deck of the *Glenmont* to reach safety. It cost \$3,500 to put her afloat again, the work being done at the Wabasha, Minnesota boatyards.

The *Glenmont* continued as a rafter until 1906 when she was given a new hull at the Dubuque boatyards. According to Captain Van Sant:

This work was done by Captain John Killeen, and he

did a fine job. Captain Killeen is noted the whole length of the Mississippi River as a thorough steamboatman and took great pride in rebuilding this boat for us. When this was done she was owned by the Iowa & Minnesota Navigation Company. The stockholders of said company were Captain Elmer McCraney, M. J. Scandrett and myself. When the boat came out new from the boatyard many old-timers pronounced her the very best raft boat in the business. She certainly was a fine craft. She was renamed the *North Star*.

During her remaining years as a rafter, the *North Star* was "very successful, always making good time and good money, and never meeting with any accidents." On October 14, 1911, the *Waterways Journal* declared:

The fine sternwheel raftboat *North Star*, purchased by the Burlington Railroad Company from Captain Elmer McCraney and ex-governor Van Sant, will leave in a few days for Metropolis, Illinois, where she will be used in the building of the Burlington bridge at that point.

Her work done, the *North Star* was offered for sale. The *Merchant Vessels of the United States* (1916) listed that her home port was Chicago, but did not indicate her owners. The *North Star* had seen 50 years of service since the *Ida Fulton* was launched at Cincinnati in 1864, and rebuilt into the *Glenmont* at Dubuque in 1885. Thus, with new hulls, but the same engine, we find the *Diamond Jo* steamboat *Ida Fulton* gave over fifty years of service to her several owners.

Bannock City

The *Bannock City* was a 150-ton stern-wheeler built at Le Claire, Iowa, in 1865. A small, light-draft boat, the *Bannock City* was in command of Erastus Carleton in 1865. Two years later she was running out of Galena. In 1871 she was in command of Captain Jerry Wood, who chartered her to the Diamond Jo Line for a short time. A bill of lading of the *Bannock City* dated June 18, 1870, shows her carrying five barrels of linseed oil from Cassville to Dubuque at 50 cents per barrel.

Arkansas

In 1872 the Diamond Jo Line was augmented by the purchase of two large steamboats—the *Arkansas* and the *Tidal Wave*. Both these boats were double the size of the earlier Diamond Jo Line craft.

The *Arkansas* was a 549-ton stern-wheeler built at Pittsburgh in 1868. She ran on the Lower Mississippi until purchased by Diamond Jo Reynolds at New Orleans in 1872. The *Arkansas* was a powerful steamboat capable of towing four to eight grain barges with ease and safety, the number depending on the stage of the river. Captain Joseph B. Wilcox was in command of her in 1873. Adam Carlyle clerked on the *Arkansas* in 1873 and William H. Simpson did likewise in 1875 and 1876. Both their signatures appear on bills of lading in the author's possession. Among

the pilots who steered the *Arkansas* we find the names of Sherman Brown, Stephen Dolson, William Tibbals, and Henry Ryder.

The *Arkansas* seemed to be blessed with good luck while under the aegis of the Diamond Jo Line. At any rate, she struck no snags or bridge abutments and never exploded a boiler or collapsed a flue. She was sold to Peyton S. Davidson of La Crosse in 1878 who took her around to the Missouri River for two years before returning her to the Mississippi. It was then that good fortune left her. The *Arkansas* was sunk by ice at St. Louis in 1884 and proved a total loss.

Tidal Wave

Despite her impressive name, the *Tidal Wave* was not a gigantic boat. Actually, she was considerably smaller than the *Arkansas*. She was, in fact, a 476-ton stern wheel passenger and freight boat that had been built at Pittsburgh in 1870. Merrick declares she was rebuilt from the New Orleans cotton carrier *Texarkana*. Captain Alexander Lamont commanded the *Tidal Wave* in the spring of 1873, and was succeeded by Captain Abe Mitchell. In April of 1877, the Diamond Jo Line sold the *Tidal Wave* and the *Arkansas*, with the barges *Jerry* and *Jeanette*, to the Yellowstone Transportation Company, of which Peyton S. Davidson was the leading spirit. This company had a contract to transport government stores to the Upper Missouri. It was a dangerous

assignment because of the bloody Indian wars that had reached a climax with "Custer's Last Stand" at the Little Big Horn in June of 1876. That the trip was a success is attested by the safe return of the *Tidal Wave* to St. Louis from the mouth of the Yellowstone on July 2, 1877.

At the expiration of their contract, the owners of the *Tidal Wave* brought her back to the Upper Mississippi and rebuilt her into the *Grand Pacific* at the La Crosse boatyards. This magnificent 800-ton craft was lost on April 27, 1884, when, while attempting to run the Burlington bridge, she was caught by a sudden gust of wind that sent her crashing into the drawbridge pier, the impact breaking her in two, and sinking her in twenty feet of water. Only the hurricane and Texas decks of the *Grand Pacific* remained above water, affording a refuge for passengers and crew until taken off by the Burlington ferryboat.

Imperial

One of the best known work horses of the Diamond Jo Line was the *Imperial*, a 222-ton stern-wheeler that was built at Pittsburgh in 1865. The *Imperial* towed grain under the Diamond Jo aegis from 1873 to 1881. In contrast to the sluggish and unpredictable *Diamond Jo*, the *Imperial* was so powerful, that her pilots agreed she was inclined to "run away" unless she had eight loaded barges in tow to serve as a ballast. The *Imperial* was brought to the Upper Mississippi in 1866 to

run with Captain John Robson's *Tiber* in his Red Collar Line out of Winona. Designed as a freight boat with no accommodations for passengers, the *Imperial* was so low between decks that an ordinary man had difficulty standing upright in her staterooms. It is said that Fred Bill, who served as clerk on the *Imperial*, had to cut several inches off the legs of his stool in order to prevent his head from bumping on the ceiling of his office.

The names of Fred Bill, Adam Carlyle, John Killeen, and Joseph B. Wilcox are but a few of the many Diamond Jo employees associated with the *Imperial*. During the winter months of 1879 and 1880 the *Imperial* was engaged in towing grain downstream from St. Louis to New Orleans. She was sold to the Eagle Packet Company of St. Louis in 1881, dismantled, and her machinery placed in a new boat.

Josie

The *Josie* was a contemporary of the *Imperial*, having been built at Madison, Indiana, in 1873. She was a 237-ton stern-wheeler built by Captain John S. McCune of the St. Louis and Keokuk Packet Company. She had the engines of the *Fanny Harris*, which were originally placed in the *City of Keithsburg*, but, after shaking the *Keithsburg* to pieces, were believed more suitable for the *Josie*.

The *Josie* was bought by the Diamond Jo Line in 1875. She was taken to Dubuque where the

engines of the *Fanny Harris* were taken out and placed in the *Libbie Conger*, and those of the *Joe Gales* placed in the *Josie*, making her a still more powerful towboat. Indeed, the *Josie* is credited with frequently handling nine barges with ease and safety. The *Josie* made frequent trips to New Orleans richly freighted with grain. On November 25, 1880, she was reported frozen in at Keokuk, loaded to the guards with grain for New Orleans.

The *Josie* was sold that fall to the Eagle Packet Company and used for general towing in the St. Louis area for a score of years. In 1901 she was busy towing hardwood logs from down river ports to St. Louis. While thus engaged, the *Josie* was snagged and sunk on the Lower Mississippi, bringing a long career of almost thirty years to an end.

Libbie Conger

Diamond Jo steamboat captains appear to have had their favorite boats. At any rate, they seemed to like their names associated with a particular steamboat. Thus, John Killeen chose to identify himself as captain of the *Libbie Conger* in the *Dubuque City Directory* for 1880, and not merely with the Diamond Jo Line, a company he was shortly to head up as superintendent. The *Libbie Conger* was a 324-ton stern-wheeler whose construction was begun in 1878 at Metropolis, Illinois, but whose work was finished at the Dubuque boatyard when she received the engines of

the *Josie*—by way of the *Fannie Harris* and *City of Keithsburg*. The *Libbie Conger's* name appeared in the *List of Merchant Vessels of the United States—1892*, but had disappeared from the same publication by 1896.

Mary Morton

One of the most popular boats of the Diamond Jo Line was the *Mary Morton*, named for Diamond Jo's wife, whose maiden name was Mary Morton. This 456-ton stern-wheeler was built at Dubuque in 1880 and served the Diamond Jo Line for fifteen years. In March of 1895 she was sold to a syndicate of farmers from the St. Louis area whose avowed aim was to secure equitable rates for their products, but whose experience did not qualify them to operate a steamboat successfully. In 1896 she was plying between St. Louis and Memphis when she struck a snag and sank near Grand Tower, proving a total loss.

Had the *Mary Morton* been owned by the Diamond Jo Line in 1896 there is grave doubt in the writer's mind as to whether she would have proved a total loss—particularly with Captain John Killeen of Dubuque at the helm. Thus, while still owned by the Diamond Jo Line, the *Mary Morton* was snagged and sunk a few miles above Clarksville, Missouri. Captain Killeen promptly bulkheaded the boat, pumped her out, and had her on the ways at Dubuque eighteen days after the accident at a cost of only \$3,000—which was,

WILLIAM TATE.
PRODUCE AND COMMISSION MERCHANT, DEALER IN SALT, CEMENT,
AND AGRICULTURAL MACHINERY:



Shipped, In apparent good order, or condition noted, by
WILLIAM TATE,

on account and risk of whom it may concern, on board the good Steamboat Libbie Conger
 and barges, whereof Pullen is Master for the present voyage, now lying
 at the Port of Glen Haven the following articles, marked or numbered as below, which are to be delivered without
 delay, in like good order, at the Port of Pulten the unavoidable dangers of navigation
 and fire only excepted, to R. R. Agent or assigns, he or they paying freight for the
 same at the rate of Paris and charges, with the
 privilege of Lighting, Towing and Re-shipping.

In Witness Whereof, the Owner, Master or Clerk of said Boat has affirmed to 5 Bills of Lading all of this
 tenor and date, one of which being accomplished the others to stand void.

Dated at Glen Haven, Wis., this 26 day of September 1878.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
<u>H IHM.</u> <u>Consigned to C. Kristenberg & Co Chicago</u> <u>for care H Ihm Guttenberg</u>	<u>210 Seamless Sacks</u> <u>Plat Seed</u> <u>Fred. A. Beck</u>			



HERMANN IHM,
 -DEALER IN-
Grain, Produce and General Merchandise,
 Proprietor Guttenberg Elevator.

GUTTENBERG, IOWA, Nov 6th 1878

Shipped, In good order, or condition noted, by **HERMANN IHM,** on board the good Steamboat
Imperial and Barges, the property described below, which is to be delivered, in like
 order without delay, (the unavoidable dangers of Navigation, Bridges and all other known or unknown obstruc-
 tions, Fire, Explosion and Collision only excepted,) unto consignees as below or unto an Agent or Forwarder
 at the Port of St. Louis Freight and Charges as specified below to be paid upon the same, with the privileges of Lighting,
 Towing and Reshipping.

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

For Account of Herm. Ihm. Consignees and Marks. Critchfield & Herman

PACKAGES.	ARTICLES.	Marks.	WEIGHT.	RATE.	FREIGHT.
<u>146.</u>	<u>P. O. Potatoes</u>	<u>F. S.</u>			
<u>54.</u>	<u>E. O. do.</u>	<u>B. S.</u>			
		<u>J. M. Lamm</u>			

JOHN GEIGER,
COMMISSION & FORWARDING MERCHANT.

Dealer in DRY GOODS, GROCERIES, &c., &c., - - CASSVILLE, WIS.



Shipped, In Good Order and Condition,

By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called *Imperial* and barges, whereof _____ is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of *Fulton* the unavoidable dangers of navigation and fire only excepted,—to *Railway of* or assigns, he or they paying freight for the same at the rate of *15 ct per Bushel to Chicago* with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this *9* day of *Oct* 18*73*.

Herald Steam Printing House—Dubuque, Iowa.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
J. G.	100 Bags Wheat <i>etc.</i> in Bulk from <i>Fulton</i> Docks to be Returned			
<i>John Killen Capt</i>				



Shipped, In Good Order and Condition.

By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called *Darwin City* and barges, whereof _____ is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of *Dubuque* the unavoidable dangers of navigation and fire only excepted,—to *Meyer & Degendorf* or assigns, he or they paying freight for the same at the rate of *50 ct per Bbl* with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this *18th* day of *June* 18*70*.

Herald Steam Printing House—Dubuque, Iowa.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
<i>A. Smith</i>	<i>5 Bbls Lard Oil</i>			
<i>M. C. Smith</i>				

JOHN GEIGER,
COMMISSION & FORWARDING MERCHANT,

Dealer in DRY GOODS, GROCERIES, &c., &c. CASSVILLE, WIS.



Shipped



In Good Order and Condition,

By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called _____ and barges, whereof _____ is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of St. Louis the unavoidable dangers of navigation and fire only excepted, to Railway Depot or assigns, he or they paying freight for the same at the rate of 10¢ per Bushel to Milwaukee with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this 24 day of Aug, 1873.

Herald Steam Printing House—Dubuque, Iowa.

MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
J. G.	160 160 Bags Wheat in Bulk from St. Louis Bucks to be Returned W. Carlyle.			



Shipped

In Good Order and Condition,

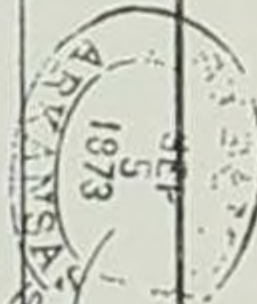
By JOHN GEIGER, on account and risk of whom it may concern, on board the good Steamboat called Arkansas and barges, whereof _____ is Master for the present voyage, now lying at the Port of CASVILLE, the following articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the port of St. Louis the unavoidable dangers of navigation and fire only excepted, to Railway Depot or assigns, he or they paying freight for the same at the rate of 15¢ per Bushel to Milwaukee with the privilege of Lighting, Towing and Re-shipping, _____.

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

Dated, at Cassville, this 5 day of Sept, 1873.

Herald Steam Printing House—Dubuque, Iowa.

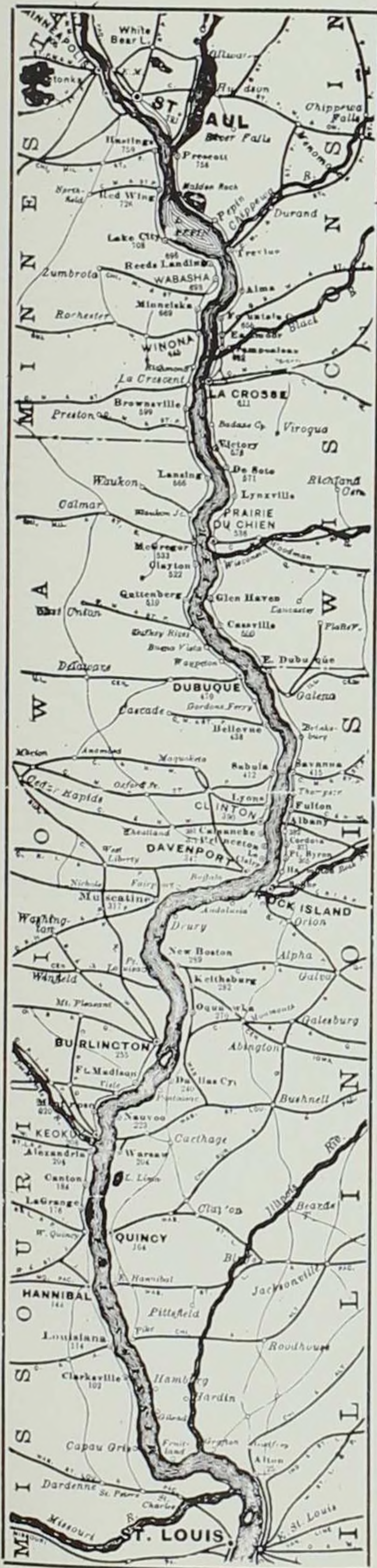
MARKS.	ARTICLES.	WEIGHT.	RATE.	CHARGES.
J. G.	640 Bags Wheat No. 1 in Bulk from St. Louis Bucks to be Returned Carlyle clk			



according to historian George B. Merrick, "one of the quickest and best pieces of work on record."

We have now covered thirteen boats of the Diamond Jo Line, several of which served only briefly with that company and only three of which—the *Mary Morton*, the *Tidal Wave*, and the *Arkansas*, measured over 400 tons. Of the remaining four boats, two were destined to change their names in the period between 1890 and 1911, but all four were to be absorbed by the Streckfus Company in 1911. Most of the original boats were engaged primarily in towing grain and merchandise. Passengers were of secondary importance until the *Arkansas*, *Tidal Wave*, and *Mary Morton* were acquired. In the careers of these boats we have mirrored the rise, growth, and decline of the Diamond Jo Line, the last of the great packet companies whose beginnings date back to Civil War Days.

WILLIAM J. PETERSEN



DIAMOND JO LINE STEAMERS
LANDINGS,
DISTANCES, ELEVATIONS,
POPULATIONS, ETC.

NAMES OF CITIES AND TOWNS ON ROUTE. (For names of landings, see opposite page.)	Miles Between Landings.	Miles from St. Louis	Miles from Mouth of Mississippi.	Feet above Sea Level at Low Water, 1864.	Population, 1900
St. Louis, Mo.			1253	390	575,238
Alton, Ill.	13	23	1276	399	14,210
Graton, Ill.	16	39	1292		988
Cap au Gris, Mo.	22	66	1319		270
Hamburg, Ill.	22	88	1341		308
Clarksville, Mo.	15	103	1356	427	843
Louisiana, Mo.	10	113	1366	431	5,131
Hannibal, Mo.	28	141	1394	445	12,780
Quincy, Ill.	20	161	1414	453	36,252
LaGrange, Mo.	10	171	1424		1,508
Canton, Mo.	7	178	1431	461	2,365
Alexandria, Mo.	19	197	1450	470	660
Warsaw, Ill.	1	198	1451		2,335
Keokuk, Iowa	4	202	1455	472	14,641
Montrose, Iowa	12	214	1467	494	748
Nauvoo, Ill.	3	217	1470		1,321
Fort Madison, Iowa	8	225	1478	497	9,278
Dallas, Ill.	10	235	1488		970
Burlington, Iowa	14	249	1502	505	23,201
Oquawka, Ill.	13	262	1515	510	1,010
Keithsburg, Ill.	12	274	1527	517	1,566
New Boston, Ill.	6	280	1533	518	703
Muscatine, Iowa	23	303	1556	524	14,073
Buffalo, Iowa	18	321	1574		372
Davenport, Iowa	10	331	1584		35,354
Rock Island, Ill.	1	332	1585	534	19,493
Moline, Ill.	4	336	1589		17,248
Hampton, Ill.	6	342	1595		576
LeClaire, Iowa	6	348	1601	555	997
Port Byron, Ill.	1	349	1602		732
Princeton, Iowa	5	354	1607		456
Cordova, Ill.	1	355	1608		414
Camarache, Iowa	9	364	1617		713
Albany, Ill.	6	366	1619		629
Clinton, Iowa	6	372	1625	559	22,695
Fulton, Ill.	7	374	1627		2,685
Sabula, Iowa	17	392	1645		1,029
Savanna, Ill.	2	394	1647	565	3,325
Bellevue, Iowa	21	415	1668	571	1,607
Dubuque, Iowa	24	439	1692	578	36,297
East Dubuque, Ill.	1	440	1693		1,146
Cassville, Wis.	28	469	1722	588	979
Guttenberg, Iowa	8	477	1730		1,620
Glen Haven, Wis.	3	480	1733	593	207
Clayton, Iowa	7	487	1740	595	598
McGregor, Iowa	11	498	1751	597	1,498
Prairie du Chien, Wis.	3	501	1754		3,242
Lynxville, Wis.	17	518	1771		322
Lansing, Iowa	12	530	1785	605	1,438
Desoto, Wis.	5	535	1788		367
Victory, Wis.	7	542	1795	609	131
Brownsville, Minn.	21	563	1816	615	453
LaCrosse, Wis.	10	573	1826	621	28,895
Dreshbach, Minn.	8	581	1834		250
Trempealeau, Wis.	18	592	1845		609
Winona, Minn.	12	604	1857	632	19,714
Fountain City, Wis.	8	612	1865	637	1,031
Minnieska, Minn.	11	623	1876	643	372
Alma, Wis.	10	633	1886	649	1,201
Wabasha, Minn.	9	642	1895	655	2,528
Reed's Landing, Minn.	3	645	1898		477
North Pepin, Wis.	5	650	1903		407
Lake City, Minn.	6	656	1909		2,744
Stockholm, Wis.	2	658	1911		185
Frontenac, Minn.	4	662	1915		176
Maiden Rock, Wis.	3	665	1918		304
Red Wing, Minn.	12	677	1930	658	7,525
Diamond Bluff, Wis.	9	686	1939		176
Prescott, Wis.	13	699	1952		1,002
Hastings, Minn.	3	702	1955	664	3,811
Newport, Minn.	19	721	1974		306
St. Paul, Minn.	8	729	1982	678	163,065

USEFUL INFORMATION—Continued.

PASSENGERS should always purchase tickets at regular ticket offices in order to avoid obtaining expired, stolen and counterfeit tickets from unauthorized persons.

REDEMPTION OF TICKETS.—Bona fide holders of unused tickets over the Diamond Jo Line Steamers may have them properly redeemed when presented within thirty days of date of purchase, by mail or in person, at the General Passenger Office at St. Louis. If tickets are mailed, reason for their non-use at time of purchase should be given.

LOST TICKETS.—This company will not assume responsibility for loss of tickets by passengers. If ticket is lost, inform purser or agent, and pay fare, taking receipt therefor. If ticket is recovered without being used, the extra fare paid will be refunded by General Passenger Agent, St. Louis. Give number and form.

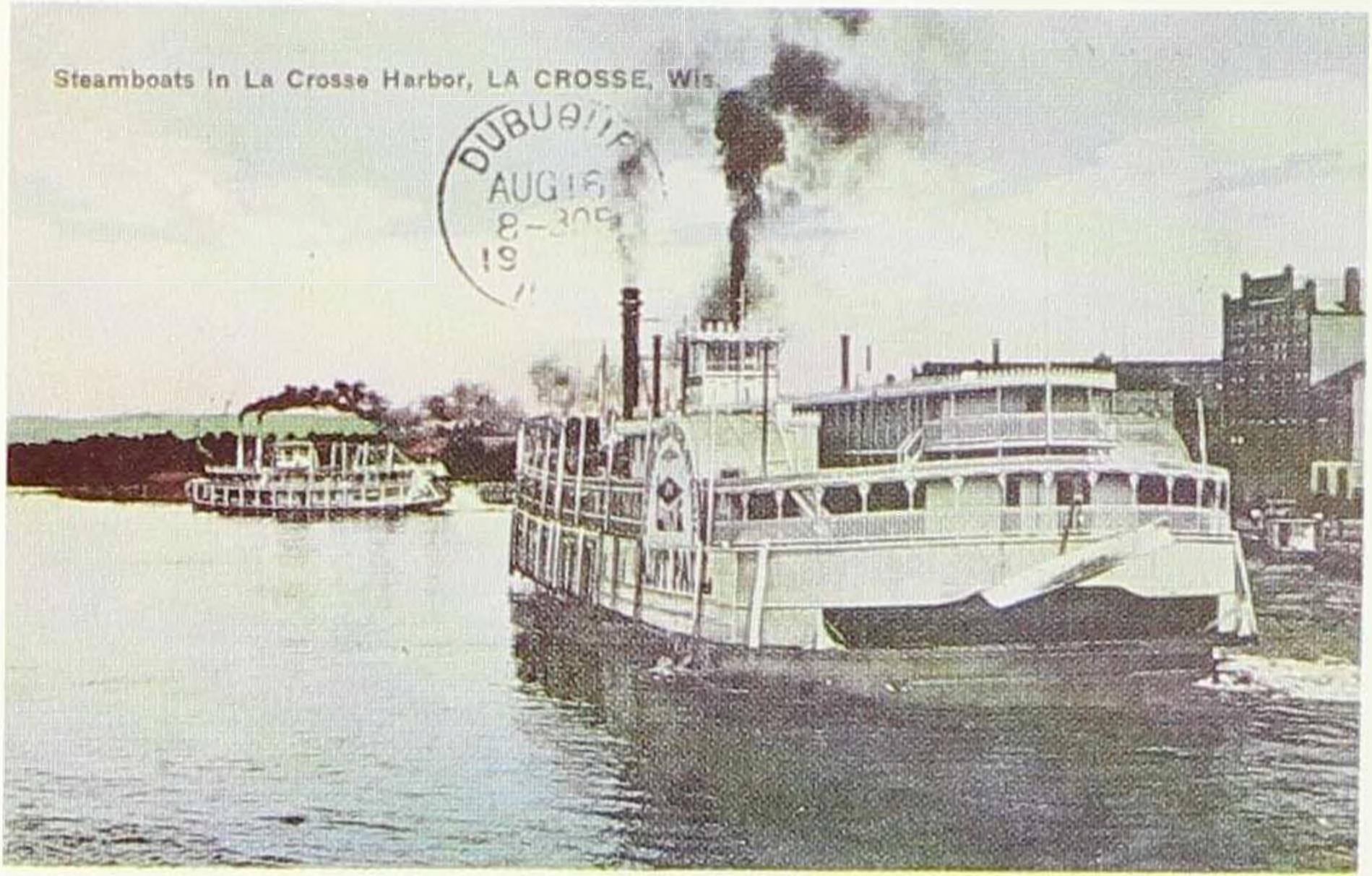
BAGGAGE.—Personal baggage, not exceeding 150 lbs. in weight, will be checked for each passenger presenting full ticket; 75 lbs. on each half ticket, except that porter of Steamer is allowed to charge 25 cents for each trunk for handling and placing same where it is accessible to passenger. No single piece of baggage exceeding 250 pounds will be checked.

STORAGE.—Storage will be charged on each piece of baggage either in or out-bound, checked or not checked, remaining at a station over twenty-four hours, at the rate of twenty-five cents for the second day and 10 cents for each successive day, except that baggage received any time Saturday will be held until same hour Monday. Baggage received any hour Sunday will be held until midnight Monday without charge. This exception will also apply to legal holidays.

As a matter of ordinary precaution, owners should mark baggage with their names and addresses, and also make a note of the numbers of checks to aid in identification and recovery in case of loss.

A typical small brochure of a packet company like the Diamond Jo Line showed a map of the Mississippi, cities and towns along the route, miles between landings, and miles from St. Louis and the mouth of the Mississippi. It also showed the elevation and population of various towns.

Steamboats In La Crosse Harbor, LA CROSSE, Wis.



River Front, St. Louis, Mo.



Steamer Dubuque, Mississippi River.

