

[The following story is excerpted from notes kept aboard the JOHN W. WEEKS by William J. Petersen while making one of his many trips securing material for his thesis on steamboating on the Upper Mississippi. There was only one lock and dam between St. Louis and Burlington—that at Keokuk. The notes were kept forty-four years ago, at a time when the diarist had no notion he would edit them many years later. Funds for a 9-foot channel had not been appropriated at that time.

This particular diary was chosen because it describes the towing of the Burlington Wharfboat from St. Louis to Burlington in 1928. It reveals the activity of the St. Louis levee, the boats then active, the life of the crew, including all important meals, and the difficulties of piloting with an unwieldy cargo in an uncertain and tortuous channel. Only a fragment of the diary is reproduced here. The Editor.]

A Trip on the John W. Weeks

July 23, 1928

Arrived at the St. Louis dock at 3:45 P.M. Everything was a bustle. Negro roustabouts were pushing heavy trucks with as many as 30 sacks of sugar. Hand trucks were being utilized—12 sacks each were carried on these. Great cranes wheezed, rattled and whirred as they lifted the trucks bodily and lowered them into the hold of the barges. A barge that the *John W. Weeks* was to tow was receiving more freight; several upper Mississippi barges just above the *Weeks* were being loaded with candy cartons. Heavy barrels of printers ink were being rolled along the cement dock. A giant crane, by means of ice-tong-like hooks, would lower three of these at a time into barges destined to be towed downstream. I sighted the *Weeks* across

the river at East St. Louis, picking up the new Burlington Wharfboat.

The *John W. Weeks* came up to the upper end of the dock, then swung around in mid-stream and dropped down to the lower end. The *Bald Eagle*, an Eagle Packet Company boat of the Illinois River trade, passed the *Weeks* bound upstream. I boarded the *Weeks* and handed Captain Reed my letter of introduction. A quick look at my endorsers and Captain Reed granted me permission to make the trip up. This was indeed welcome news as 46 cents was the sum total of my worldly possessions. I did not want to telephone my bank for money if I could avoid it.

The huge Burlington Wharfboat, which the *John W. Weeks* was to push upstream, was still unfinished. Seven men had been assigned to continue their work on it while being towed upstream. They had at least ten days work ahead of them and had driven their cars on board and set up their camp cots.

The tug, *Suzie Hazzard*, passed upstream about 4:30 P.M. with an Upper Mississippi barge in tow. These tugs are small, built low in the water, with but a single stack and are oil-burning stern-wheelers. They are capable of considerable speed and manage a heavy barge easily in spite of their diminutive size.

Looking upstream I could see the smoke from a gigantic oil fire at Wood River on the Illinois side.

This is where Lewis and Clarke camped during the winter of 1803-1804, and I naturally felt some concern for it. St. Louis papers say it is a \$2,000,000 blaze. I hope it doesn't blow up while we are passing as it is right on the Mississippi.

The *John W. Weeks* is to have two 500-ton barges heavily laden, one for Dubuque, and the other for Minneapolis. These, in addition to the Burlington Wharfboat will make a heavy trip. . . .

The Excursion steamer *J.S.* made a pretty picture as she came down stream. Noted her just as she passed under the bridge. Ponderous, yet riding the water like a swan, she made a graceful, beautiful appearance. The sidewheel boats are fascinating. The *J.S.* was abreast of us at 5:40 P.M. She passed under Eads Bridge about ten minutes later.

Since menus were virtually impossible to find on Upper Mississippi steamboats I resolved to keep an accurate record of the meals served on the *John W. Weeks*.

SUPPER: Boiled ham, cheese, turnips, prunes, sliced pineapple, fried potatoes, coffee, lemonade, raspberry preserves, bread, butter, catsup, and Newsboys for dessert.

Left the Burlington Wharfboat and passed upstream to get a barge of burlap and sugar. The barges used on the Lower Mississippi by the Inland Waterways Corporation are tremendous—2000 tons. I stood on the bow of the *Weeks* and

could just reach the top of the lower deck of the #548 barge which lay next to us. Our 500-ton barge was not ready yet as the doors and hatches had not been closed.

At 7:40 P.M. we were pulling our barge out . . . at 8:15 P.M. we lashed 1 barge to the Burlington Wharfboat and had backed out, and run upstream to pick up our other barge. Cranes and Negroes were still busy loading her. The rattle of chains and the shouts of the engineer created a real din. Negroes lay below me on sacks; roustabouts were also taking it easy and not taking more work than they had to take. . . .

At 9:10 the towboat *Iowa* of the Inland Waterways Corporation arrived from New Orleans with one barge in tow and drawing 7-1/2 ft.—probably about 1500 tons. The *Iowa* is a powerful 2400 hp towboat, or four times the power of the *John W. Weeks*. She dropped her barge of sugar just above where our Burlington Wharfboat and barge lay lashed together at the lower end of the dock and in such a position as to make it difficult for us to pick them up and lash them together. . . .

Retired at 11 P.M. The *John W. Weeks* finally got under way at 11:30. I had my room with Mr. Luke Hebert, Mate. He had taken a shower and had been in bed about 10 seconds when he was called at 12:10. It had been decided to tie up for the night. The Burlington Wharfboat obstructs the vision, making it impossible to see immediately

ahead and thus dangerous to navigate at night. Some of the most subtle imprecations were muttered by Mr. Hebert in his characteristic Southern drawl.

July 24, 1928

Awoke greatly refreshed at 4:30 A.M. We had been headed upstream since about 3:30. It was 5:20 before I got to the pilot house. John Laycock was at the wheel. He was 71 years old but still hale and hearty in more ways than one.

BREAKFAST: Cantaloupe, corn flakes, pancakes, eggs, bacon, bread, butter, coffee and preserves.

After getting by the Chain of Rocks, just above the Towers, we struck the swiftest current in the Mississippi. We proceeded at about 1/8 of a mile an hour for 10 minutes and finally were brought to a complete stand. Pilot Harry Lancaster steered out further into the stream and the *John W. Weeks* managed to forge slowly ahead. Captain Reed is considerably wrought up over towing the cumbersome Burlington Wharfboat. He feels it is dangerous and foolhardy to attempt night piloting. The morning is beautiful and clear but gives every indication of becoming a hot day. The flies, like the poor, are still with us and we shall probably carry a ton of them along on our towboat.

One of our barges is loaded to 4 feet while the other is loaded down to 4 feet 8 inches—very heavy loads. Until we pass the mouth of the Mis-

souri we shall have tough shoving as the current is very swift. The river is calm and smooth, and in spite of the muddy water, it is almost mirror-like in appearance. At 8:13 A.M. we were opposite the mouth of the Missouri. . . .

The pilot house of the *John W. Weeks* has been rejuvenated. We borrowed a couple carpenters from the Burlington Wharfboat and built a scaffold for the pilot to get a better view ahead.

Cahokia Creek is just opposite the mouth of the Missouri. The *Rosa R.* was coming out of the mouth of the Missouri as we approach and she ran opposite us on our left just as the *Belle of Calhoun* passed down on our right. It is 8:30 A.M. and we are still abreast the mouth of the Missouri. The *Belle of Calhoun* has quite a cargo of cattle in her stern and they were bellowing lustily. About 20 passengers were on deck, honeymooners many of them. It sort of made me lonesome. Pilot Harry Lancaster called my attention to the water of the Missouri and the Mississippi. The mulatto colored Missouri, seething and boiling, contrasted sharply with the clearness of the Mississippi.

The *Jane Rhea*, a small sternwheeler towing a large barge, passed us at 8:45 A.M. bound down stream. Among other things she had a large number of bushel baskets, probably filled with apples from Calhoun County, Illinois. We are now past the mouth of the Missouri and from now on will undoubtedly make better time. The smoke from

the million dollar blaze is just ahead. Opposite at 9 A.M. Alton looms in view—a reminder of the tragic Lovejoy incident.

Passed Wood River at 9:17 A.M. The fire is 5 miles inland on this tiny tributary of the Mississippi. Passed Alton Slough on our left at 9:50 A.M. The *City of Cairo* lies there—an abandoned steamboat is always a tragic sight. Alton Slough is a famous wintering place for towboats. Captain Reed said the *Iowa*, *Illinois*, *Minnesota* and *Missouri* wintered there last year. Opposite Alton at 10 A.M. Passed the *Alert* lying at the bank. She is a rip-rapper, pile driver and owned by a private concern. Constructing a wooden barge a block above her. Through Alton drawbridge at 10:06 A.M. Stage of water 9-1/2 feet and rising. Dredge *Mississippi* just above bridge. Fish markets galore on the bank. Alton is a picturesque town. Just above the bridge a few hundred yards is Piasa Rock. I noted a green dragon-like bird painted on the towering cliff, from which Piasa Rock gets its name.

DINNER: Potatoes, gravy, salmon, roast beef, pickles, pork and beans, beets, bread and butter, ice tea, peach pie.

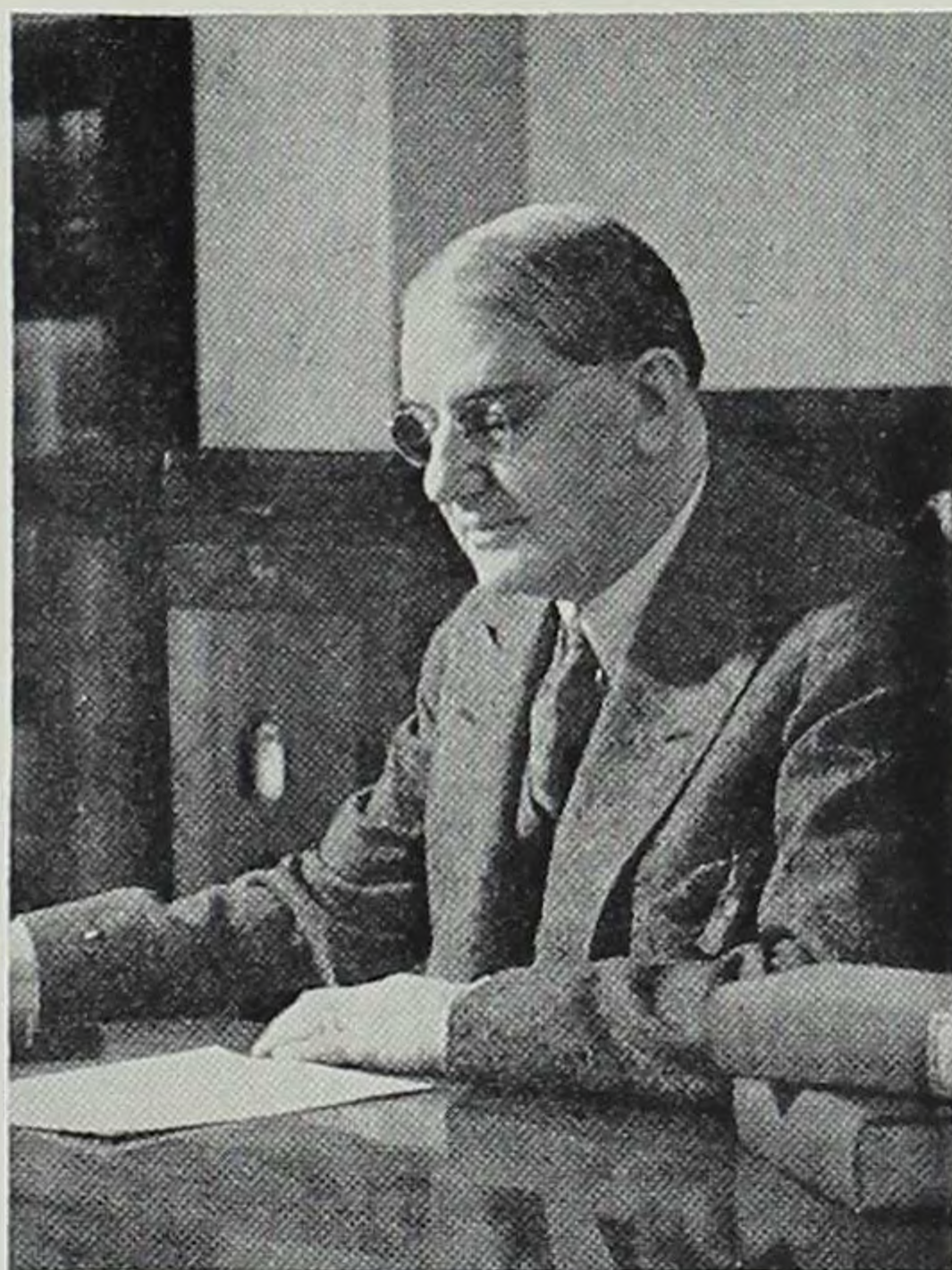
Bluffs below Elsay are marvelous. Like Navy Yards in Dells of the Wisconsin. Rounded out like great arm chairs. . . .

Passed the mouth of the Illinois River and Grafton at 1:30 P.M. 16 miles in 3-1/2 hours. The



Professor Louis Pelzer

Distinguished author and editor, who launched and directed "Steamboat Bill" on his career as a Mississippi River steamboat historian.



Dr. Benjamin F. Shambaugh

Who published the author's *Steamboating on the Upper Mississippi* in 1937.



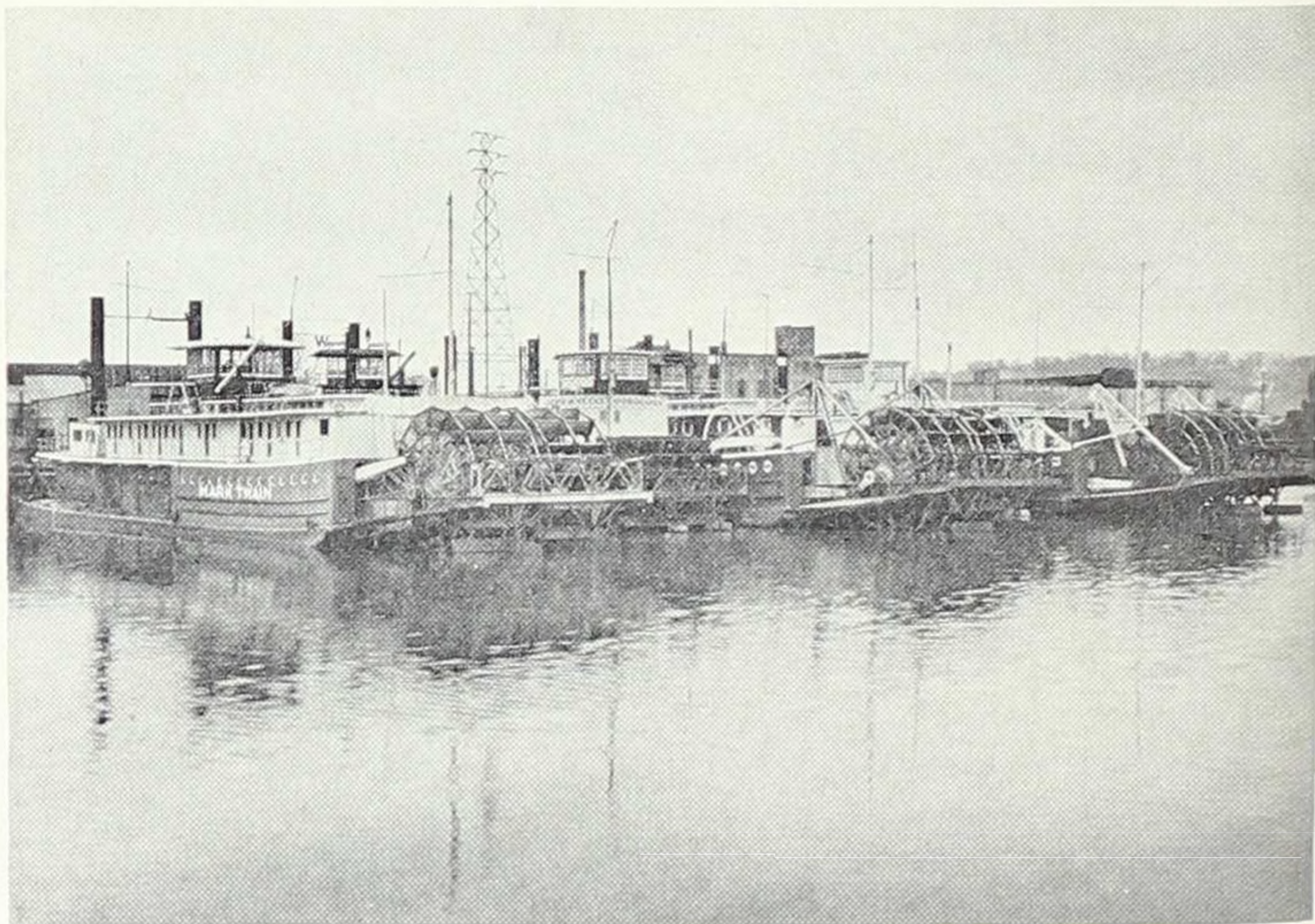
Halleck W. Seaman—Clinton

Whose vision and encouragement became a constantly energizing influence on a young historian.

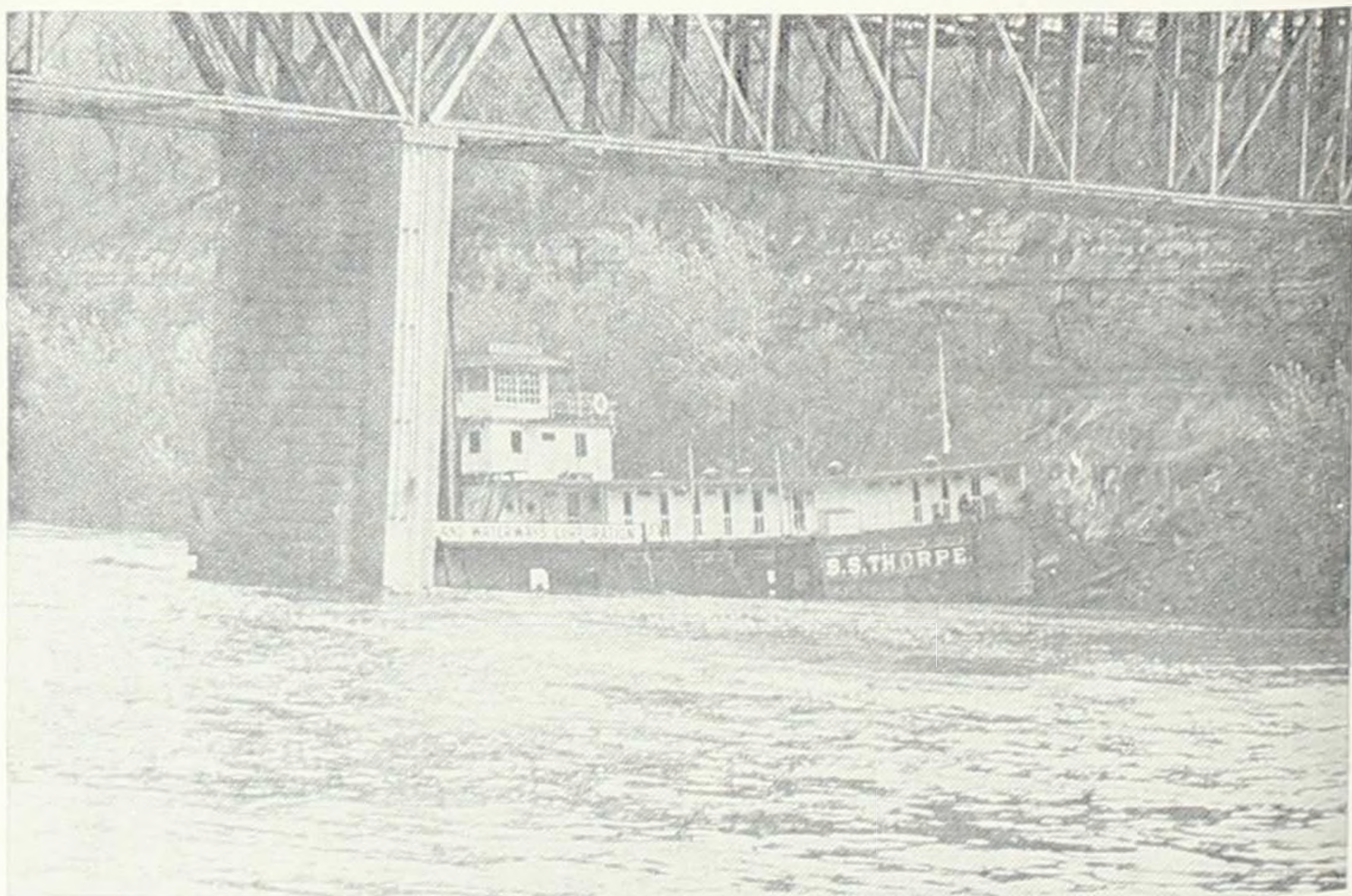


Major-General T. Q. Ashburn

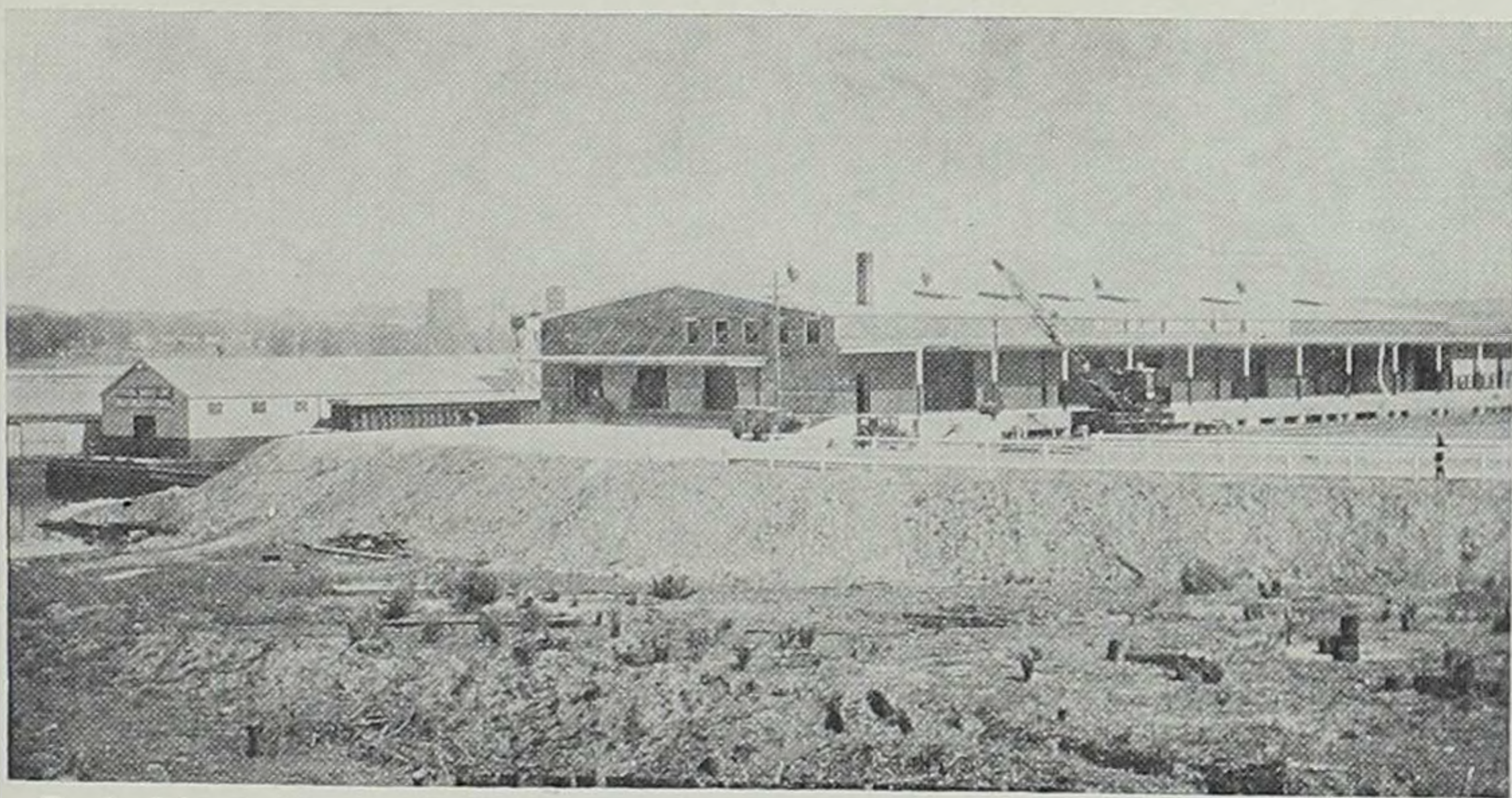
Whose keen eye and understanding heart opened vast reaches of the Inland Waterways to the author.



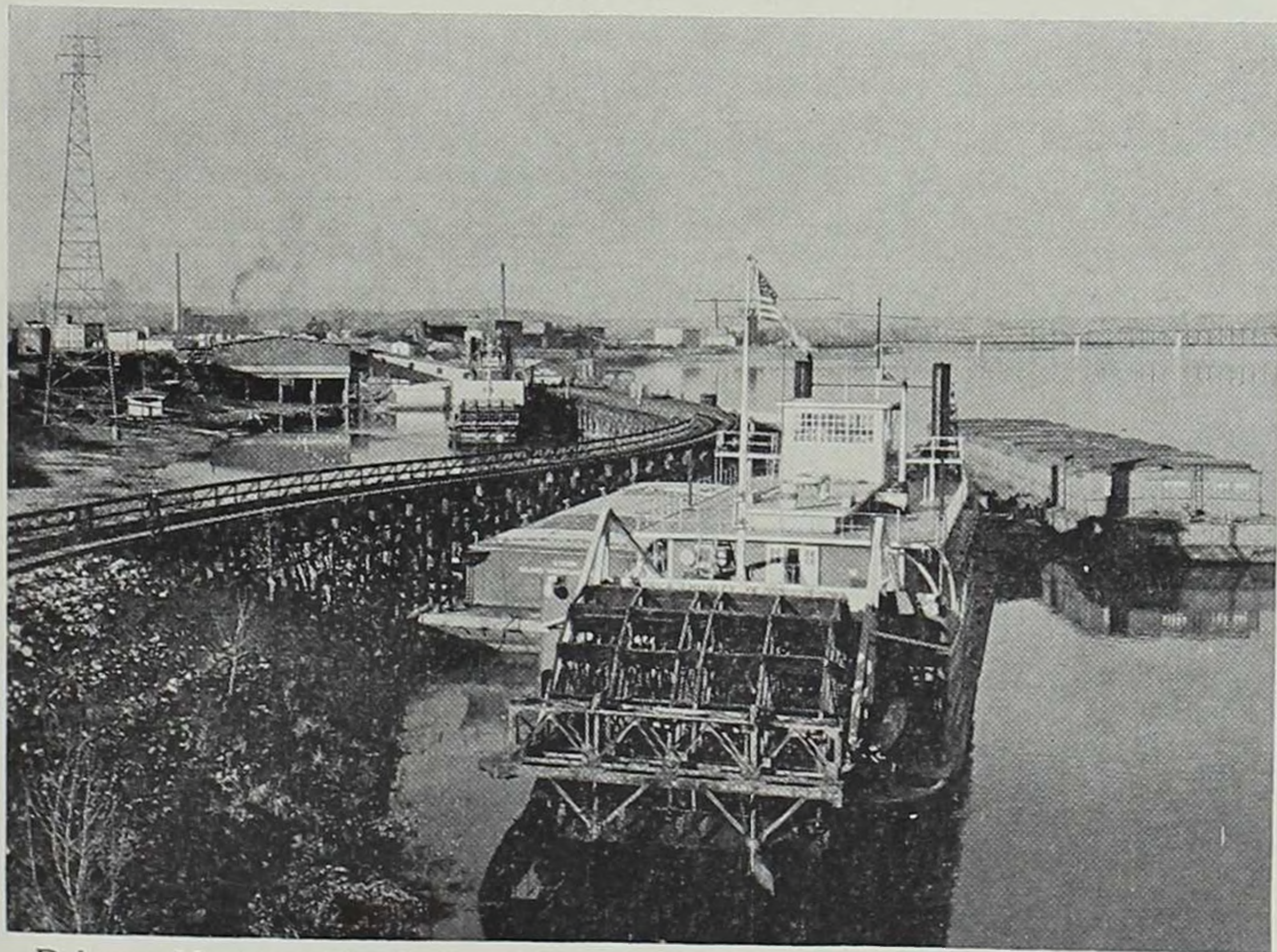
The Dubuque harbor was always lined up with Federal Barge Line towboats at the opening and closing of navigation. The boats blot out of view the Dubuque Boat & Boiler Works that built many boats and closes its doors in 1972 after 100 years of fabulous history.



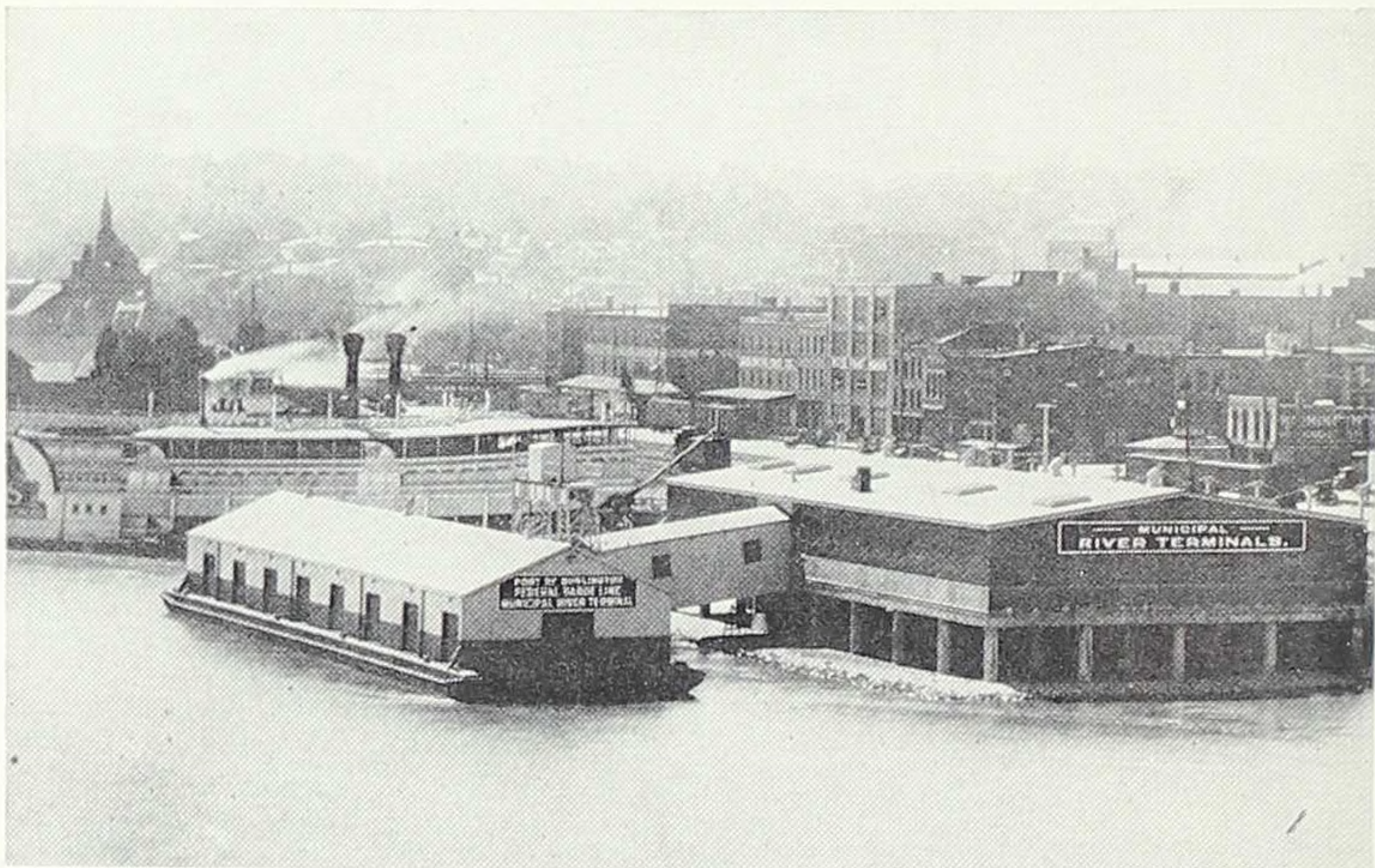
The *S. S. Thorpe*, first towboat of the Upper Mississippi Federal Barge Line fleet, met temporary disaster on a Minneapolis bridge. She was built at Dubuque and, after a career on the Ohio, is now the *George M. Verity* Steamboat Museum at Keokuk.



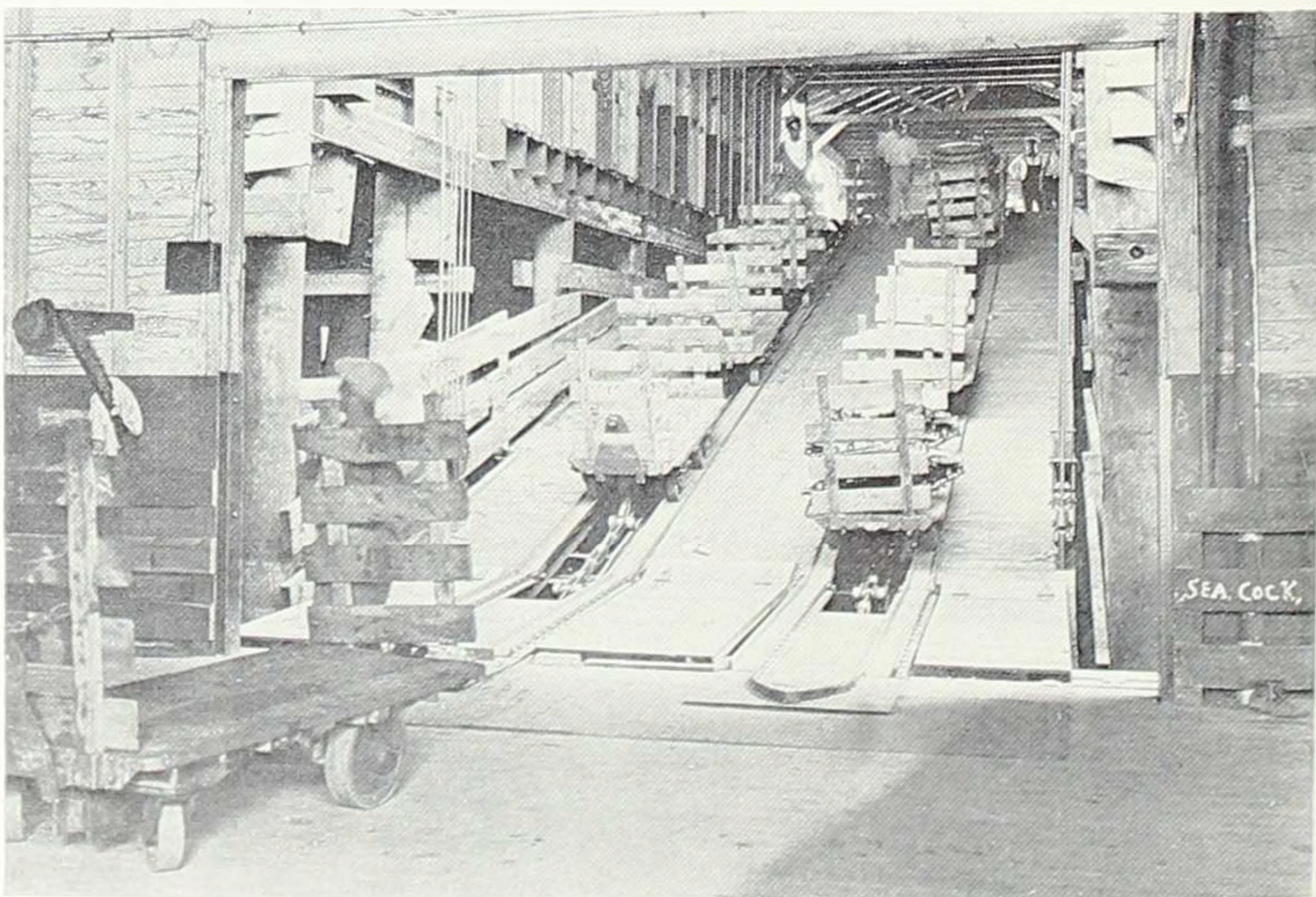
Rock Island Municipal River Terminal—showing floating Wharfboat on left. Note how Terminal is raised well above flood stage.



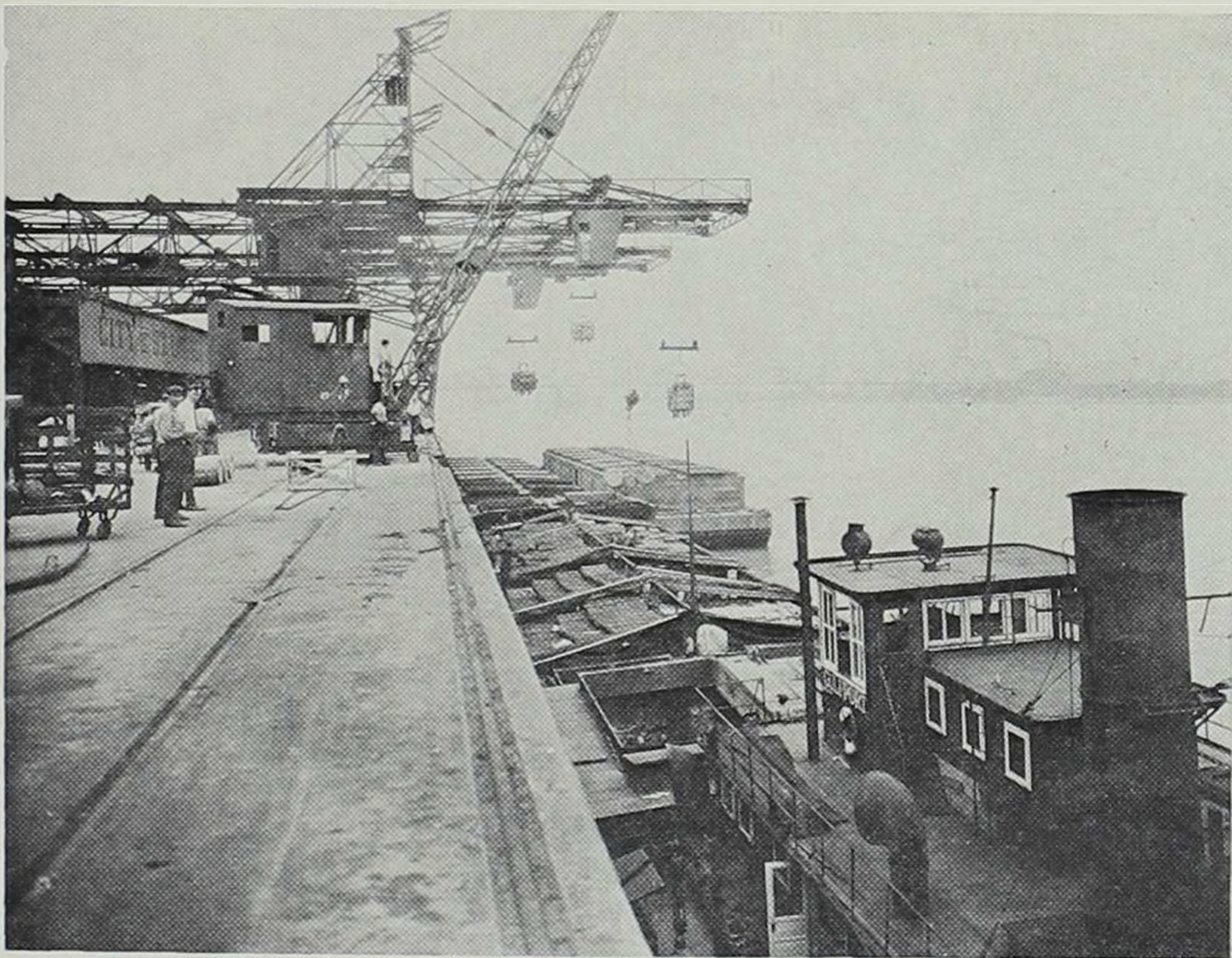
Dubuque Municipal Terminal with *Patrick J. Hurley* in the foreground. Railroad tracks run out to floating Wharfboat. *S. S. Thorpe* is on inside of railroad track.



The Burlington Municipal Terminal, escalator, and floating Wharfboat. The *John W. Weeks* towed the Wharfboat from St. Louis in 1928.



A typical modern escalator brings efficiency and speed in the handling of freight.



Loading Express Boat *Gulfport* at St. Louis Barge Terminal.



Interior of St. Louis Federal Barge Line Terminal.

TYPES OF CRAFT OPERATING ON THE INLAND WATERWAYS

Specifications given on this page are descriptive of several sizes of craft in common usage.

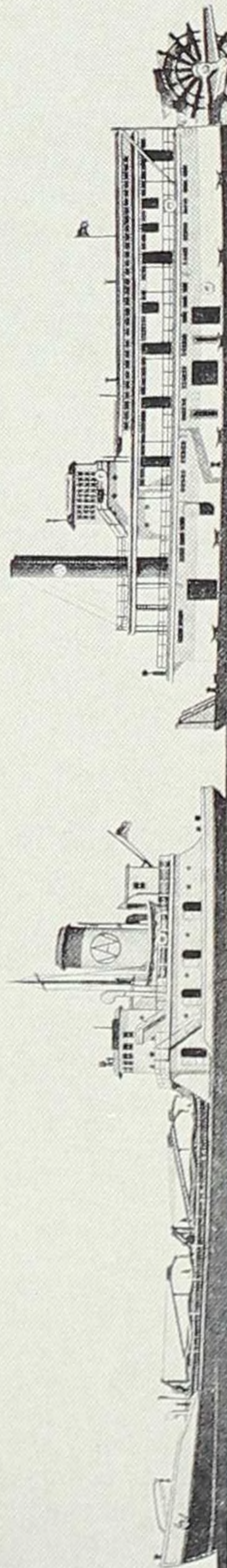


TOWBOATS

Length Feet	Breadth Feet	Draft Feet	Horsepower
117	30	7.6	1000 to 3000
142	34	8	1600 to 3600
202	40	9.8	2000 to 4800

TUGBOATS

Length Feet	Breadth Feet	Draft Feet	Horsepower
93	22	10	350 to 1000
105	28	13	450 to 2000
145	33	14	900 to 2000



SELF-PROPELLED BARGES AND TANKERS

Length Feet	Breadth Feet	Draft Feet	Capacity tons
167	35	6	1350
210	41	10	1710
260	43	12	2500

STERNWHEEL STEAMER TOWBOAT

Length Feet	Breadth Feet	Draft Feet	Horsepower
147	33	5	750
175	35	5	1000
200	35	5	1000

Modern freight carriers on the inland waterways are tailor-made to new dimensions prescribed by production and distribution of the first magnitude. New dimensions in freight-carrier capacity are one-million-gallon tank barges, 100,000-bushel grain barges, 600-car integrated automobile tows, 1000-to-3500-ton-dry cargo barges and 1400-ton hopper barges.



LIQUID CARGO (TANK) BARGES

Length Feet	Breadth Feet	Draft Feet	Capacity Tons	Capacity Gallons
175	26	8	1000	315,000
195	35	8	1500	525,000
295	52	9	3820	840,000



HOPPER BARGES

Length Feet	Breadth Feet	Draft Feet	Capacity Tons
175	26	8	1000
195	35	9	1500



DECK TYPE BARGES

Length Feet	Breadth Feet	Draft Feet	Capacity Tons
110	26	6	350
180	35	8	1200



CARFLOATS

Carfloats Length	Breadth Feet	Draft Feet	Capacity Railroad Cars
257	40	10	10
366	36	10	19



COVERED DRY CARGO BARGES

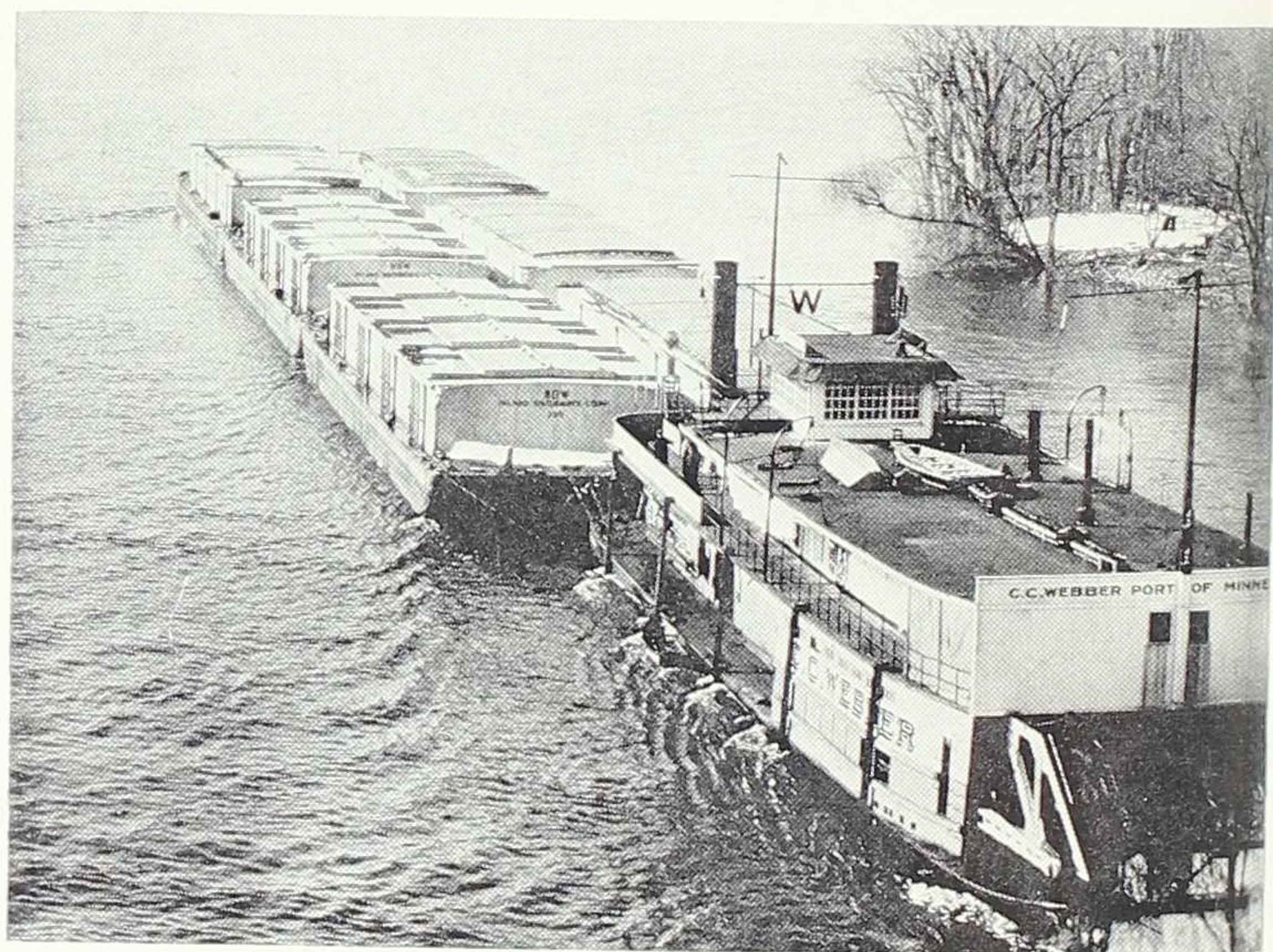
Length Feet	Breadth Feet	Draft Feet	Capacity Tons
175	26	8	1000
195	35	8	1400
230	45	9	2000



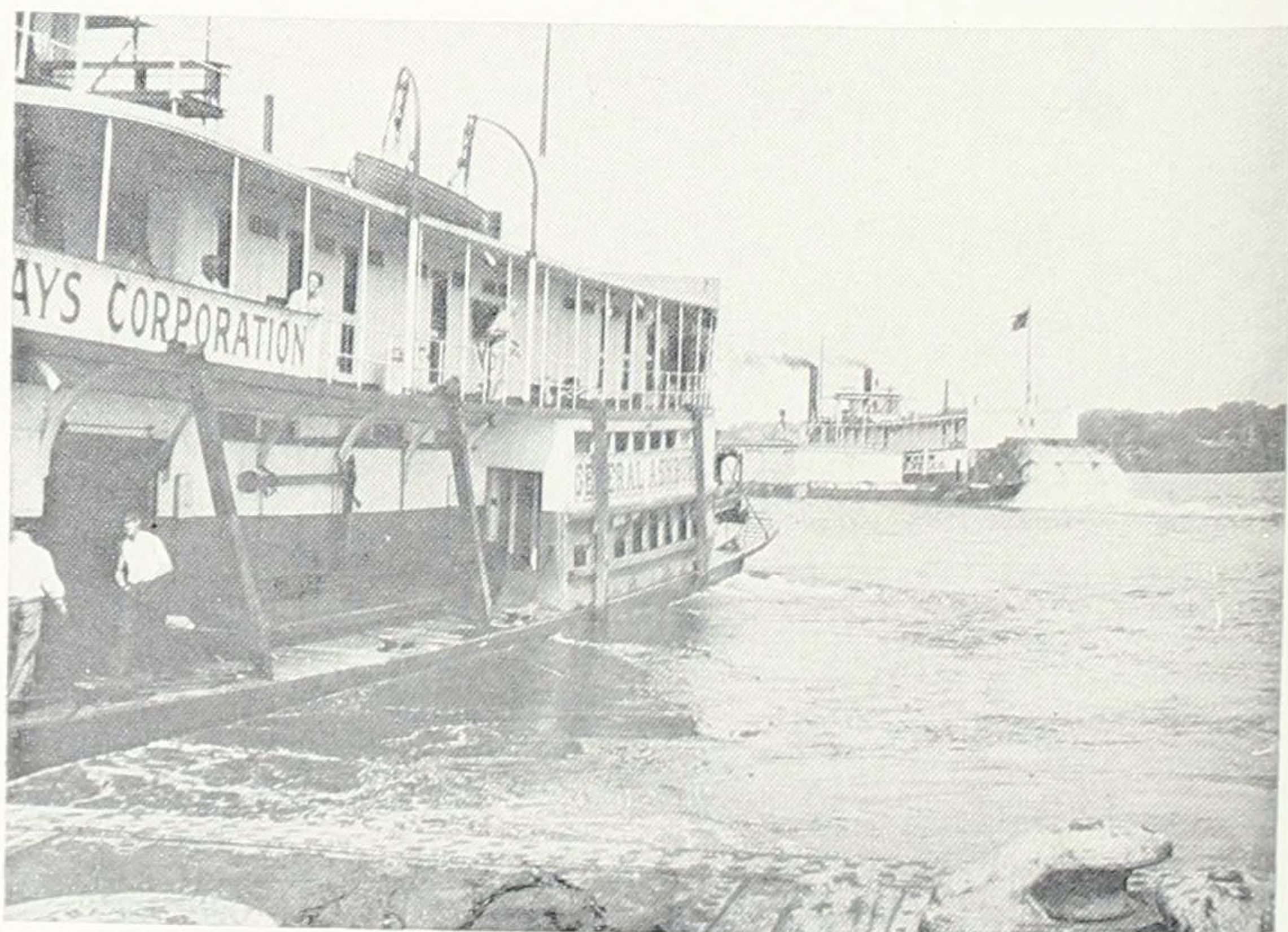
SCOW

Length Feet	Breadth Feet	Draft Feet	Capacity Tons
90	30	9	350
133	37	12	1000

These dimensions are determined by the nation's current need for 128,000,000 tons of steel, 300,000,000 tons of crushed stone, 500,000,000 tons of bituminous coal, 51,000,000,000 gallons of gasoline, 2,450,000,000 barrels of crude petroleum, 195,000,000 tons of feed grains and concentrates, 925,000,000 bushels of wheat and 3,000,000,000 pounds of aluminum.



The C. C. Webber and tow heading south from Minneapolis.

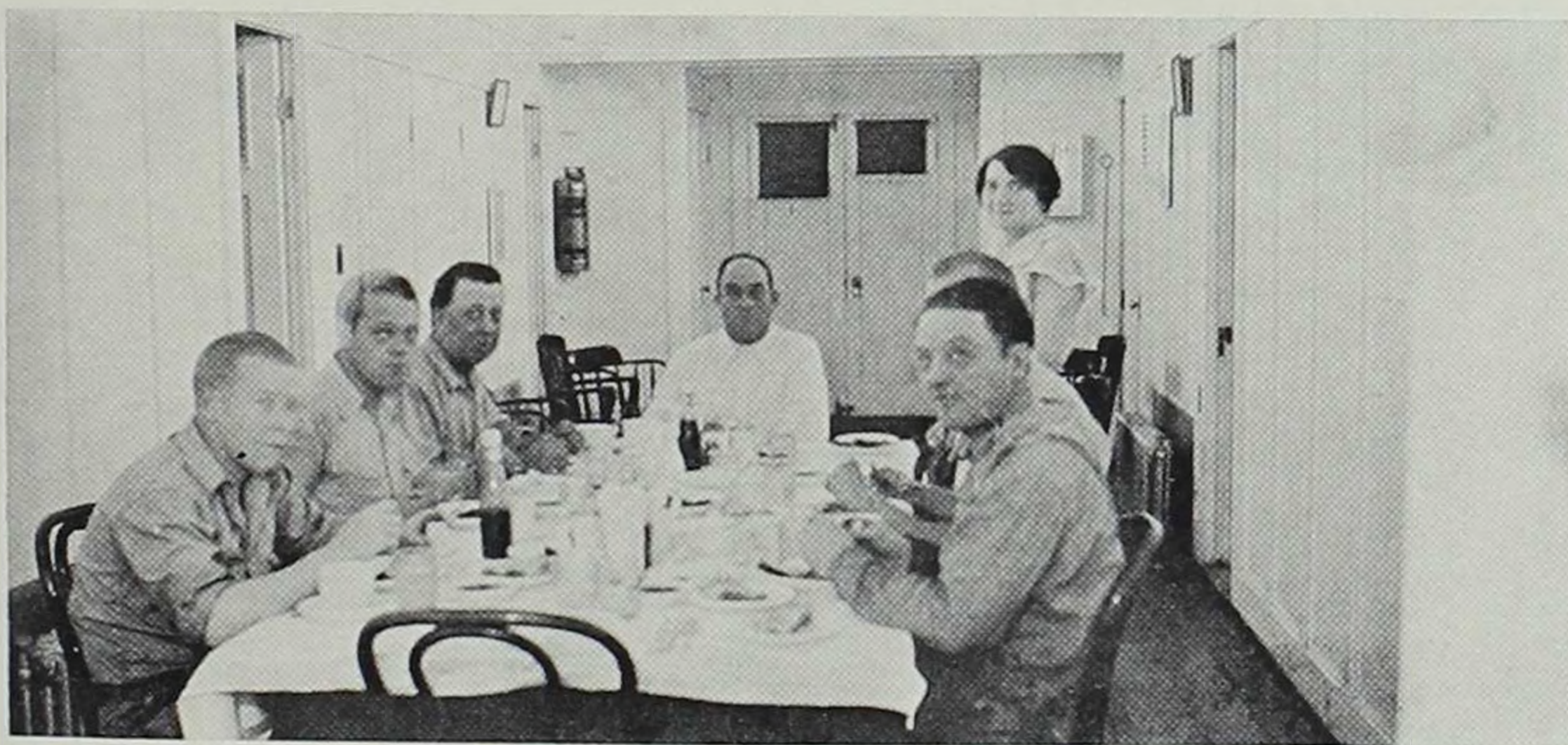


The author photographed the *General Ashburn* and *John W. Weeks* passing each other on a stretch of the Mississippi.

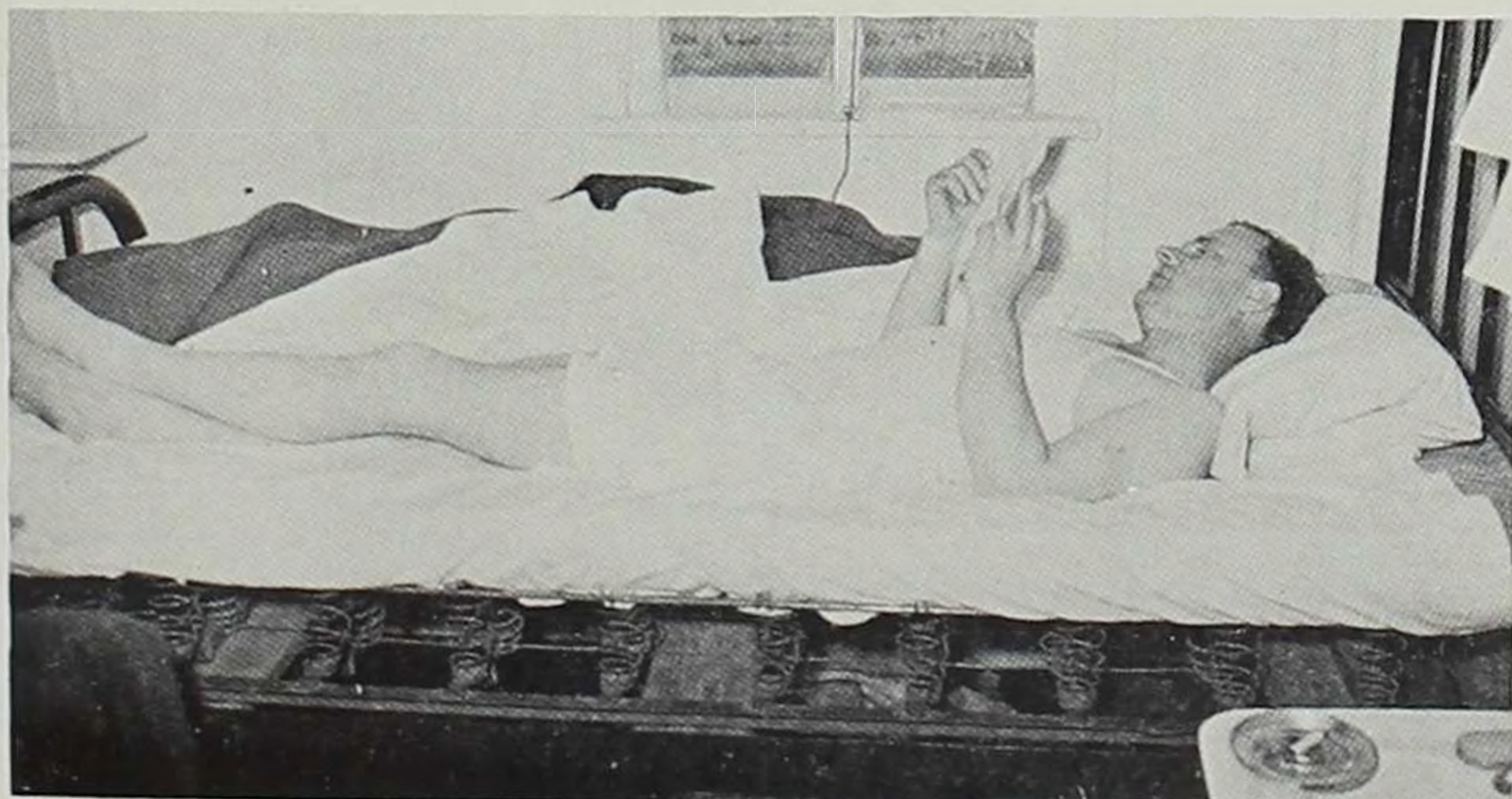
WORKING, EATING, AND SLEEPING—DAY AFTER DAY.



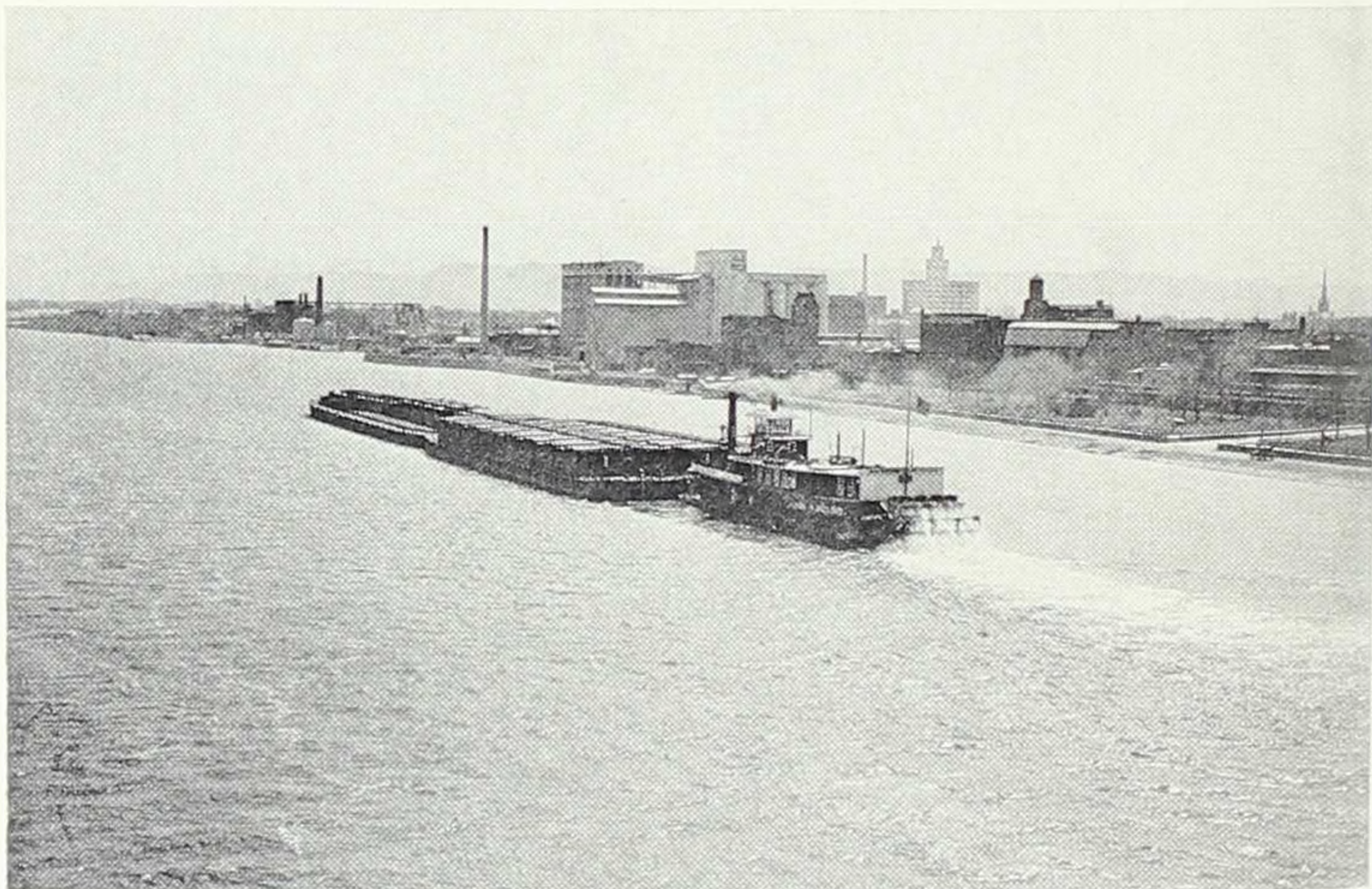
There is plenty of machinery to make minor repairs.



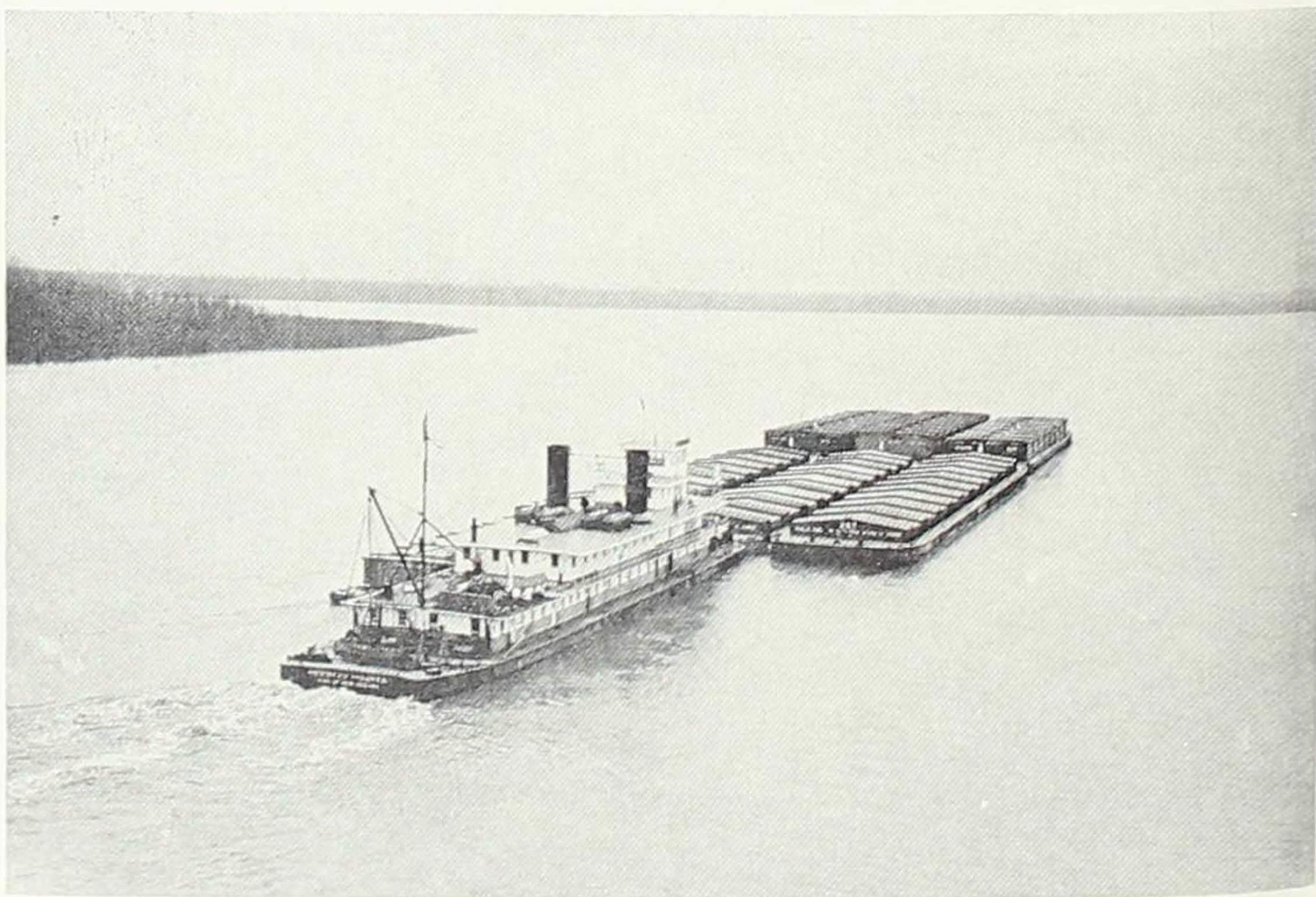
Captain Harry Lancaster and his officers at lunch.



You can rest until your next shift!

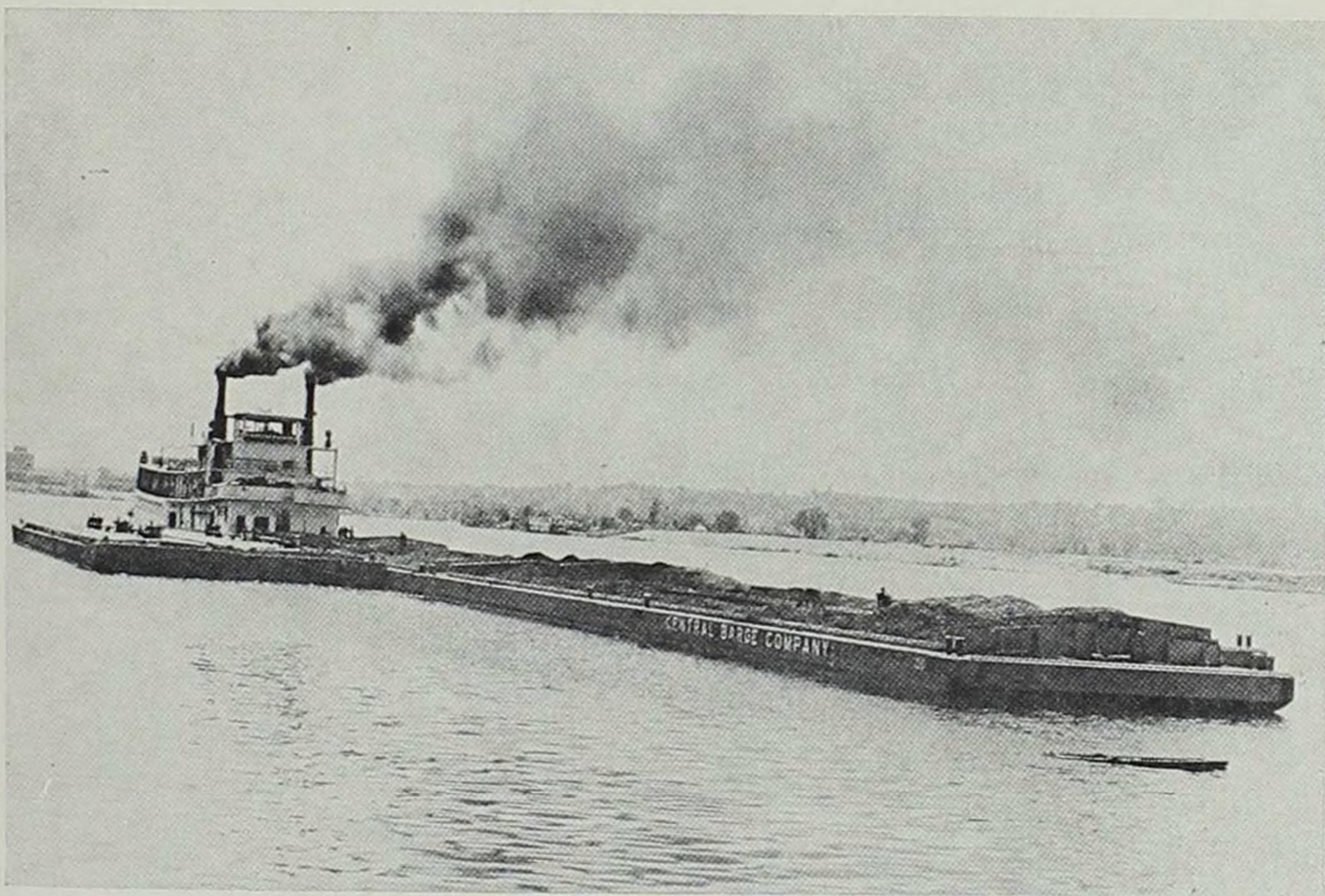


The *John W. Weeks* downbound with tow of empty barges in 1937.



The *Herbert Hoover* with 7-barge tow upbound on the "Father of Waters."

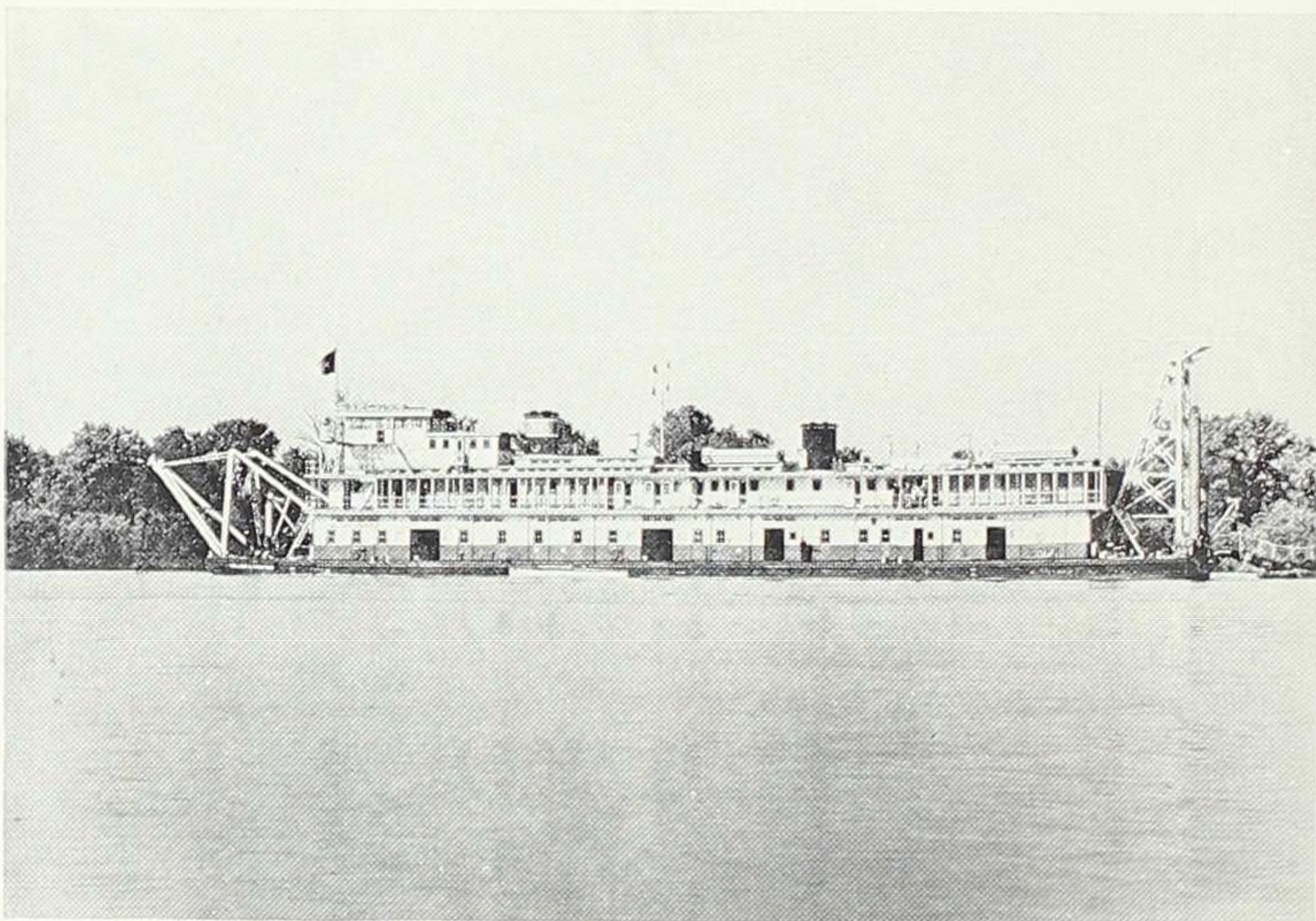
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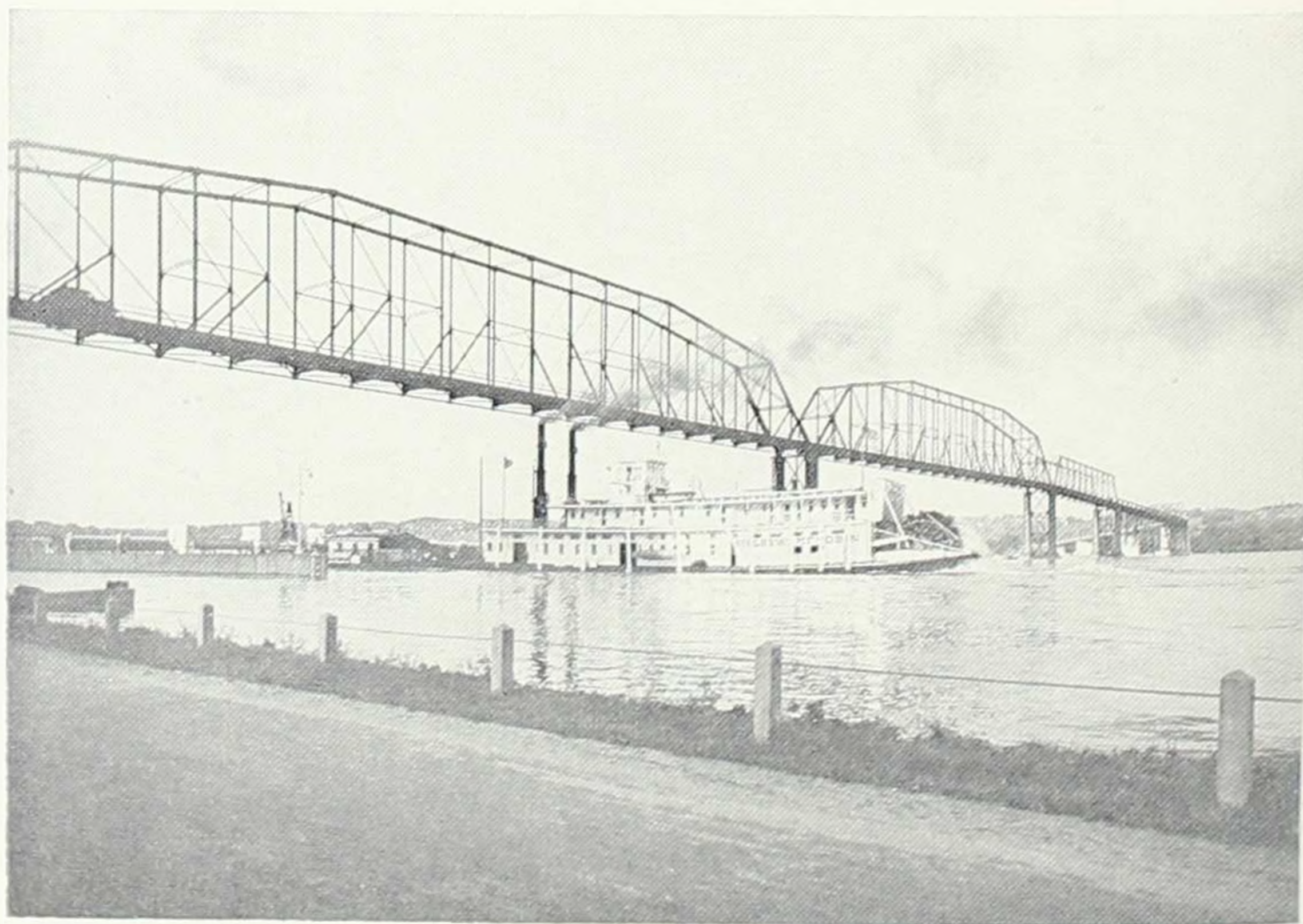
The *Alexander Mackenzie* of the Central Barge Line brings five barges of coal and two of oil on first trip to the Twin Cities. The St. Paul Municipal Dock is in the distance.



The *New Orleans* was once the *Herbert Hoover* of Federal Barge Line fame. The *Hoover* vied with the *Mackenzie* for pushing huge tows up the river. Built at Dubuque in 1930, the *Hoover* was the largest and most powerful diesel towboat on inland water when built.

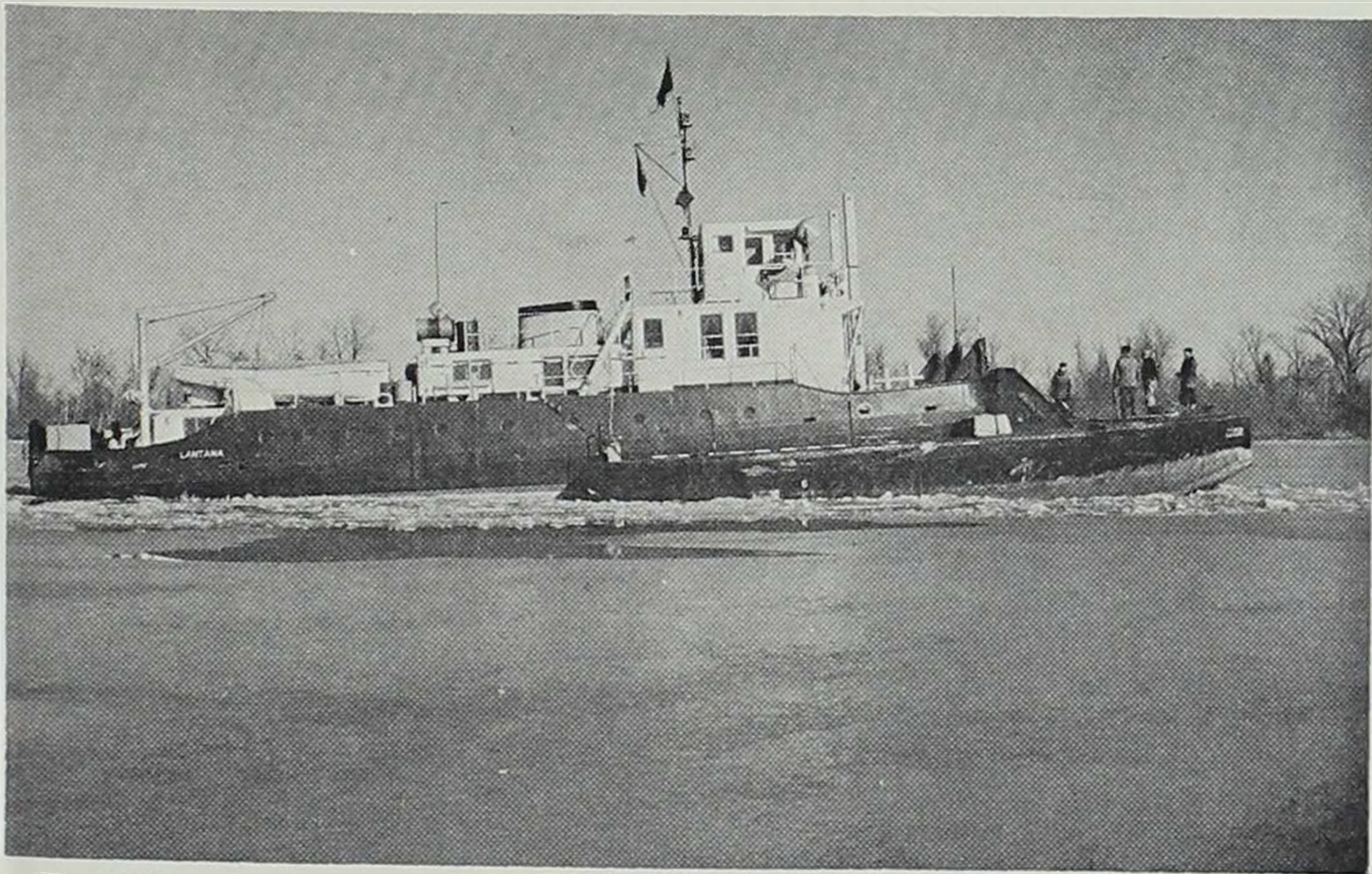


U.S. Dredge *William A. Thompson* in St. Paul District in 1937.

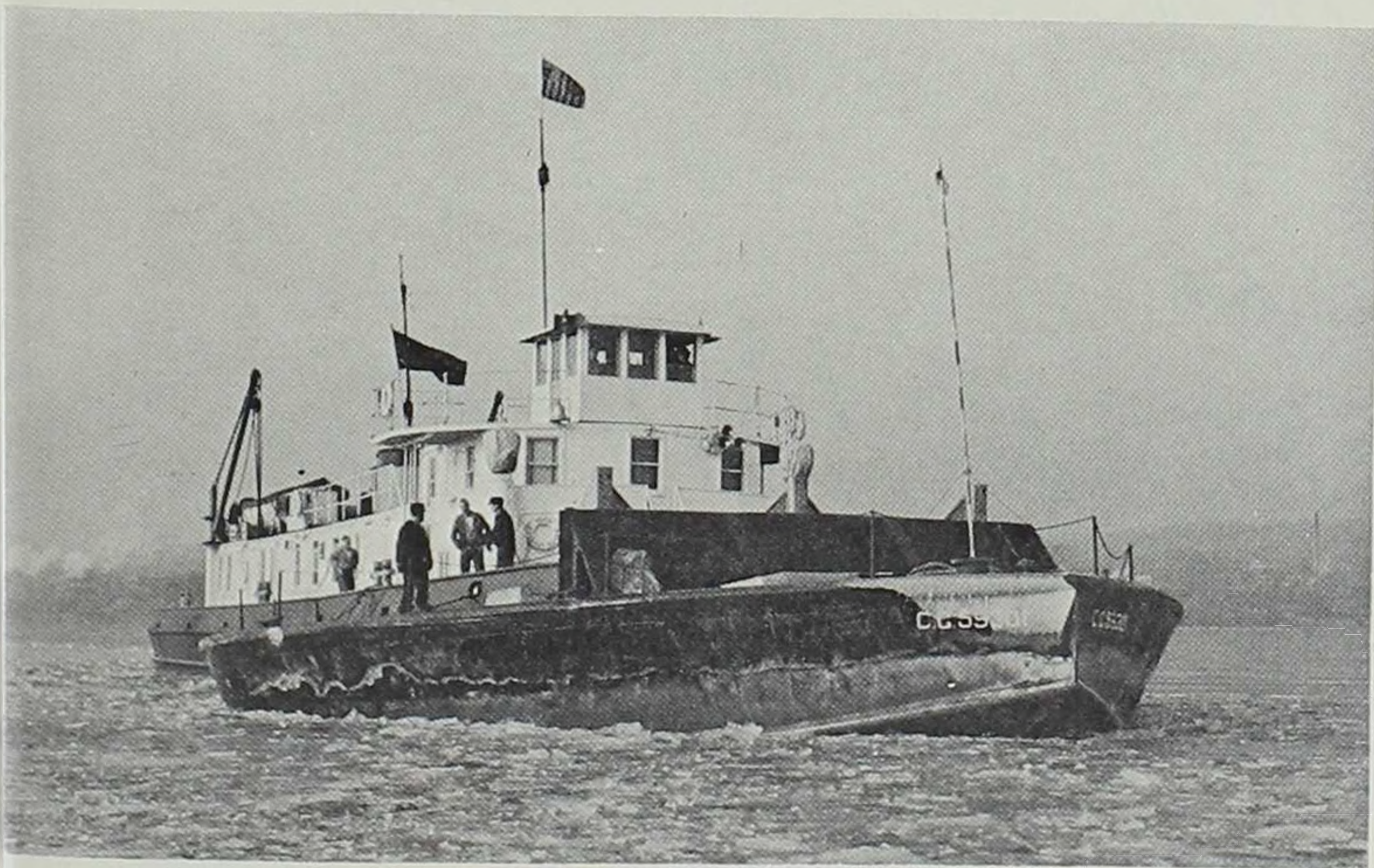


Wakerobin passing under Eagle Point Bridge at Dubuque with her Coast Guard equipment on September 21, 1938.

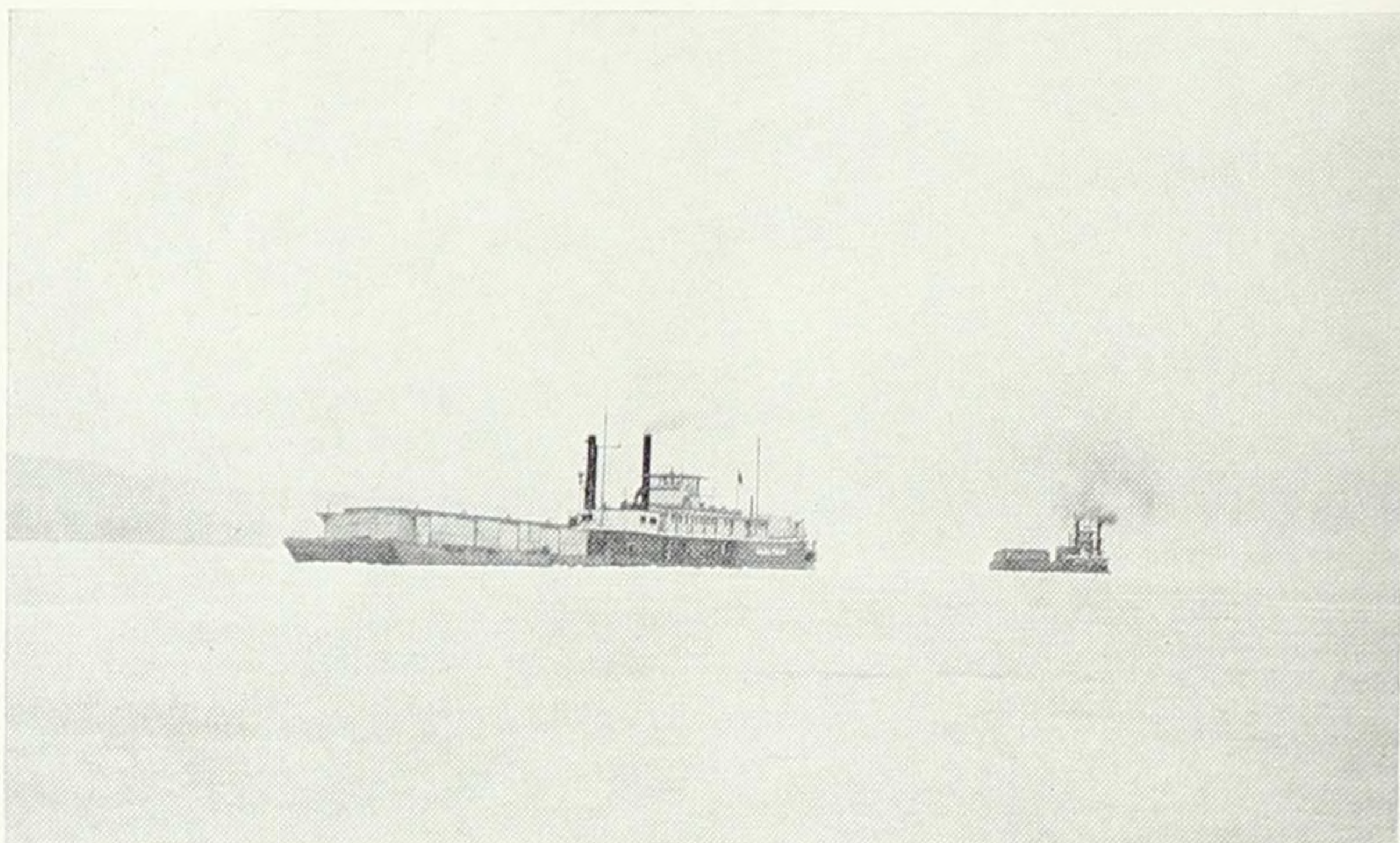
The U.S. Coast Guard Has Charge of Ice Breakers.



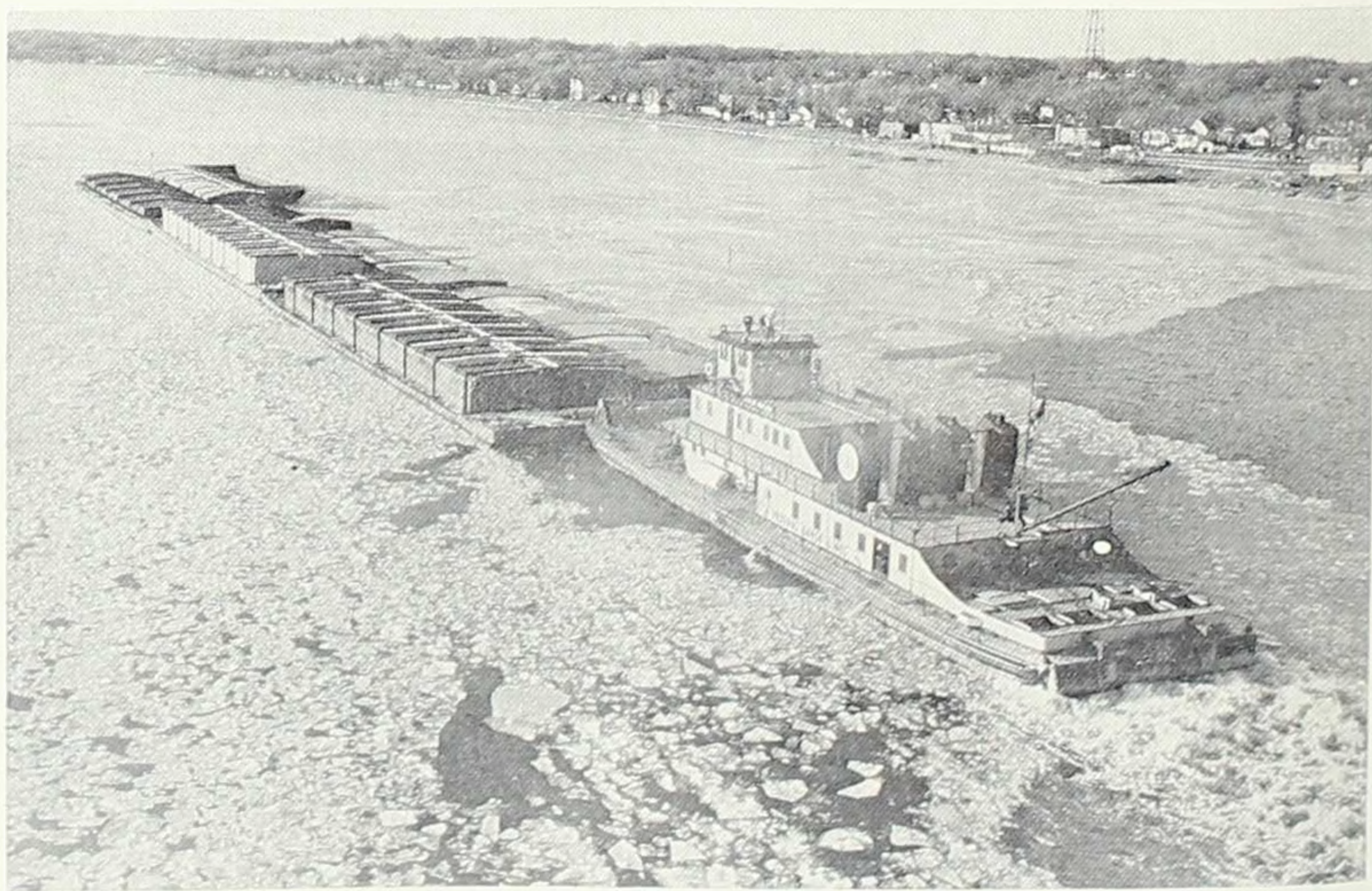
The 945 hp *Lantana* with her Amsterdam Plow. Built at Blair, Nebraska, in 1943, the *Lantana* has performed yeoman service on the Upper Mississippi for U.S. Coast Guard.



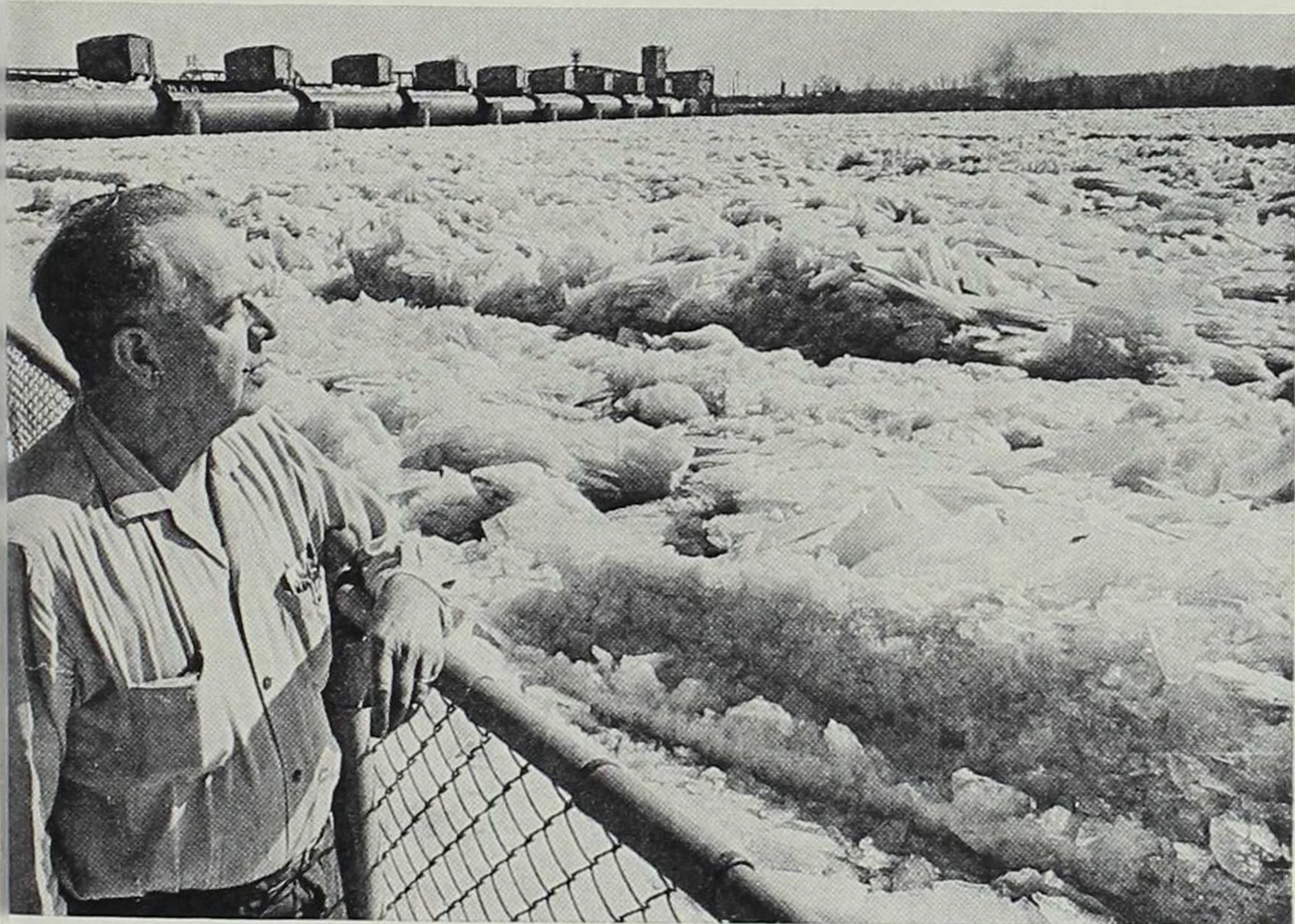
The *Fern* is a 960 hp ice-breaker built at Blair, Nebraska, in 1942. She is pushing her 85-ton Amsterdam iceplow. She is owned by U.S. Coast Guard at St. Louis.



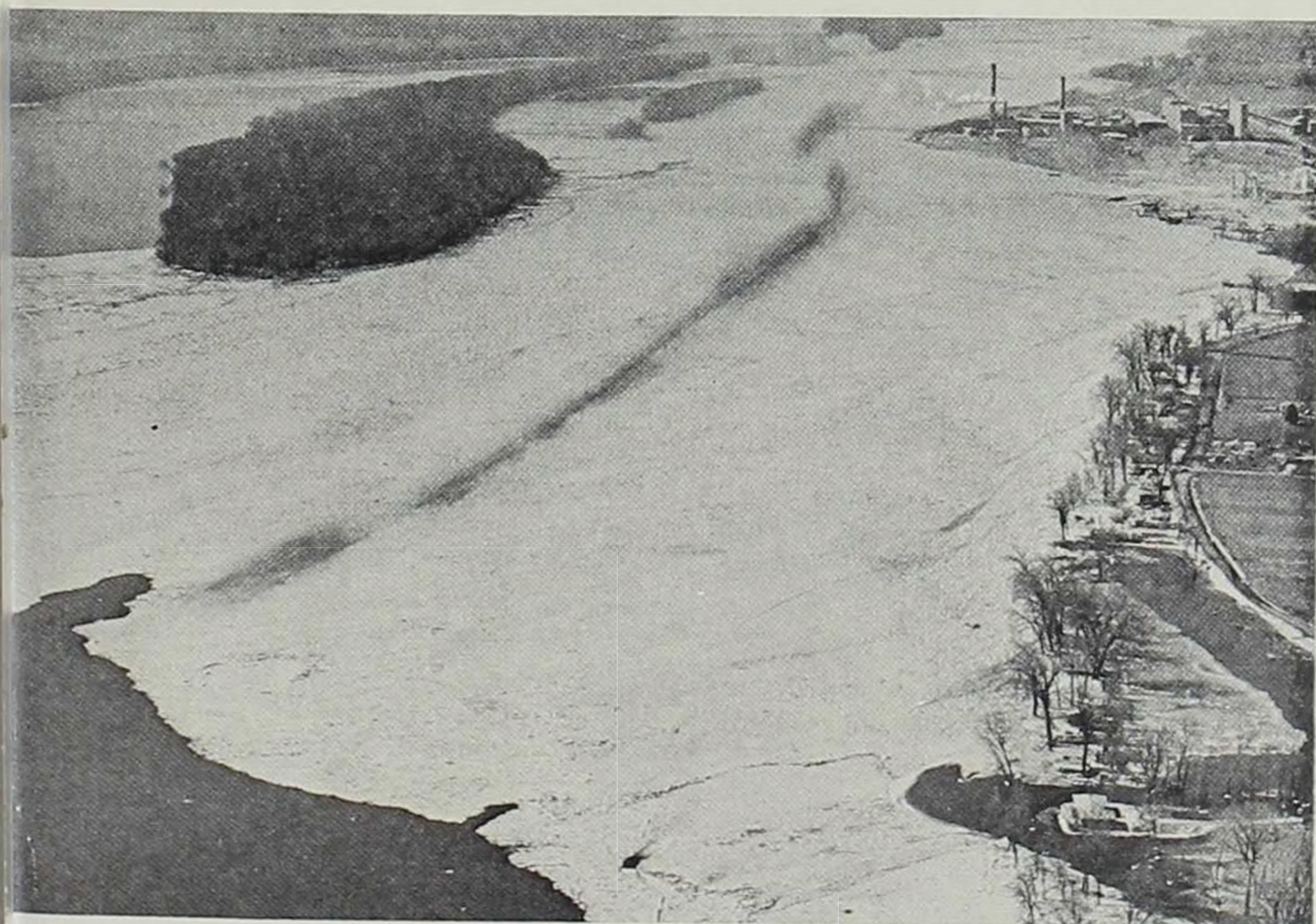
Mark Twain, followed by *John W. Weeks*, breaking through ice on Lake Pepin.



The *Lachlan Macleay* is a 3600 hp towboat built by St. Louis Ship in 1955, sold by the Federal Barge Line and renamed the *Lady Slipper*. She is seen breaking through ice on her way upstream on a cold winter day.



Ice piled high below Lock & Dam at Davenport. The Clock Tower appears in the distance.



Fearful of a flood, Davenporters implored the U.S. Engineers to break up the ice jam. Charcoal didn't work. Neither did a Go-Go Girl. Photo by Hutchinson of *Davenport Times-Democrat*.

CONTROLLING CLEARANCES

IN

UPPER MISSISSIPPI RIVER POOLS

from Minneapolis, Minn. to Granite City, Ill.

Lock No.	Miles above Ohio River	Nearest Town	Bank	Usable Lock Size in Feet	Lift in Feet (1)	Controlling Clearance in Pools of Dams		Feet
						Horizontally Name and Mileage of Bridge	Vertically (2) Place and Mile	
Up								
St.A. 853.7		Minneapolis, Minn.	R	56x400	49.2	Broadway Ave. Hwy. (855.4)	Broadway Ave. Hwy. (855.4)	21.4 (8)
Low								
St.A. 853.4		Minneapolis, Minn.	R	56x400	24.9	GN Ry. Stone Arch. (853.7)	GN Ry. Stone Arch. (853.7)	24.4 (8)
1	847.6	Minneapolis, St. Paul, Minn.	R	56x400 56x400	37.9	Washington Ave. Hwy. (852.7)	Washington Ave. Hwy. Br. (852.7)	36.3
2	815.2	Hastings, Minn.	R	110x500 110x600	12.2	Robert St. Hwy. (839.2)	Robert St. Hwy. Br. (839.2)	40.7
3	796.9	Red Wing, Minn.	R	110x600	8.0	C. M. St. P. & P. R. R. (813.7)	Hastings Hwy. Br. (814.0)	50.1
4	752.8	Alma, Wis.	L	110x600	7.0	Wabasha Hwy. (760.2)	Red Wing Hwy. Br. (790.6)	52.2
5	738.1	Minneiska, Minn.	R	110x600	9.0	No bridges cross this pool	Aerial wire crossing (750.5)	75.1
5A	728.5	Winona, Minn.	R	110x600	5.5	No bridges or aerial wires cross this pool		
6	714.3	Trempealeau, Wis.	L	110x600	6.5	C. & N. W. Ry. (725.8)	Winona Hwy. Br. (725.9)	51.5 (3)
7	702.5	Dresbach, Minn.	R	110x600	8.0	No bridges or aerial wires cross this pool		
8	679.2	Genoa, Wis.	L	110x600	11.0	C. M. St. P. & P. R. R. (699.8)	La Crosse Hwy. Br. (mid 300') (697.6)	55.2
9	647.9	Lynxville, Wis.	L	110x600	9.0	Lansing Hwy. (663.4)	Lansing Hwy. Br. (663.4)	55.3
10	615.1	Guttenberg, Ia.	R	110x600	8.0	Prairie Du Chein Hwy. (634.8)	Marquette Hwy. Br. (mid 300') (634.9)	55.6
11	583.0	Dubuque, Ia.	R	110x600	11.0	No bridges cross this pool	Aerial Wire crossing (603.2)	68.1
12	556.7	Bellevue, Ia.	R	110x600	9.0	I. C. R. R. (579.9)	Julien Dubuque Hwy. Br. (mid 300') (579.3)	50.3
13	522.5	Clinton, Ia.	L	110x600	11.0	C. M. St. P. & P. R. R. (535.0)	Savanna Hwy. Br. (mid 300') (537.8)	57.0
14	493.3	Le Claire, Ia.	R	110x600	11.0	C. & N. W. Ry. (518.0)	Interstate Hwy. Br. (350.0') (495.5)	*60.0
493.1		Pleasant Valley, Ia.	R	80x320	11.0			

CONTROLLING CLEARANCES

IN

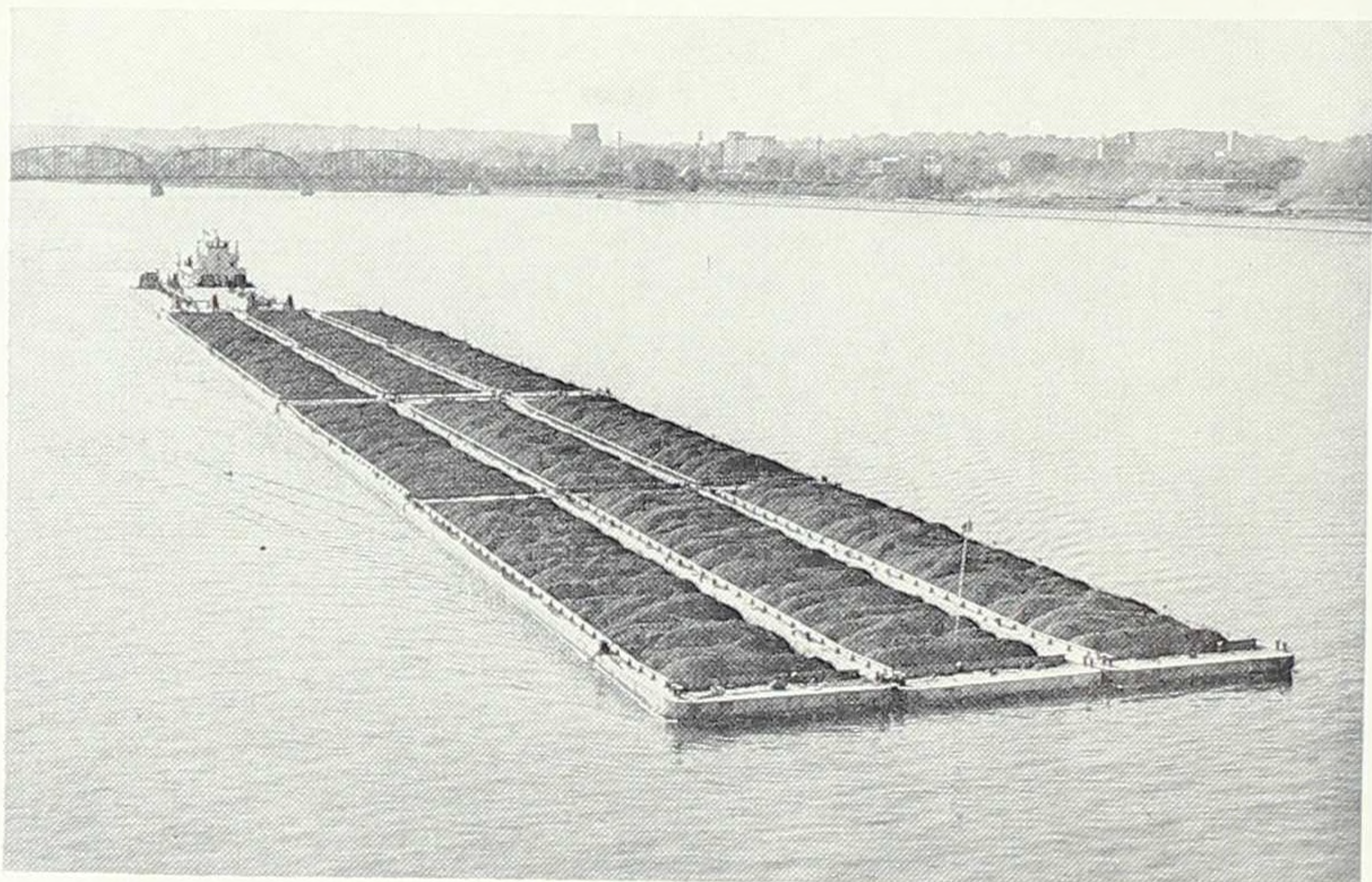
UPPER MISSISSIPPI RIVER POOLS

Lock No. (4)	Miles above Ohio River	Nearest Town	Bank	Usable Lock Size in Feet	Lift in Feet (1)	Name and Mileage of Bridge	Horizontally Controlling Clearance in Pools of Dams	Vertically (2) Place and Mile	Feet
15	482.9	Rock Island, Ill.	L	110x600 110x360	16.0	Moline-Bettendorf Hwy. (485.8)	710.0	Moline-Bettendorf Hwy. Br. (mid 300') (485.8)	62.8
16	457.2	Muscatine, Ia.	L	110x600	9.0	D. R. I. & N. W. Ry. (481.4)	198.3	Rock Island Cent. Hwy. Br. (482.1)	49.3 (3)
17	437.1	New Boston, Ill.	L	110x600	8.0	Muscatine Hwy. (455.5)	427.6	Muscatine Hwy. Br. (mid 300') (455.5)	51.0
18	410.5	Burlington, Ia.	L	110x600	9.8	M. & St. L. R. R. (428.0)	224.0	M. & St. L. R. R. Br. (428.0) (in raised position)	54.2
19	364.2	Keokuk, Ia.	R	110x1200	38.0	C. B. & Q. R. R. (403.1)	153.0	Burlington Hwy. Br. (mid 300') (404.2)	53.5
20	343.2	Canton, Mo.	R	110x600	10.0	Wabash & T. P. & W. R. R. & Hwy. (364.0)	158.0	Aer'l wire crossing on Wabash & T. P. & W. R. R. & Hwy. Br. (364.0)	59.6
21	324.9	Quincy, Ill.	L	110x600	10.5	C. B. & Q. R. R. (328.0)	300.0	Quincy Memorial Hy. Br. (327.0)	50.4 (5)
22	301.2	Saverton, Mo.	R	110x600	10.2	Wabash Railroad (309.9)	159.8	Hannibal Hwy. Br. (309.2)	53.1 (3)
24	273.4	Clarksville, Mo.	R	110x600	15.0	G.M.&O.R.R. (282.1)	195.4	Louisiana Hwy. Br. (mid 300') (283.2)	55.0
25	241.4	Cap Au Gris, Mo.	R	110x600	15.0	No bridges or aerial wires cross this pool			
26	202.9	Alton, Ill. (6)	L	110x600 110x600	23.0 (7)	No bridges cross this pool			
27	185.0	Granite City, Ill.	L	110x1200 110x600	8.0			Aerial wire crossing (224.6)	55.2

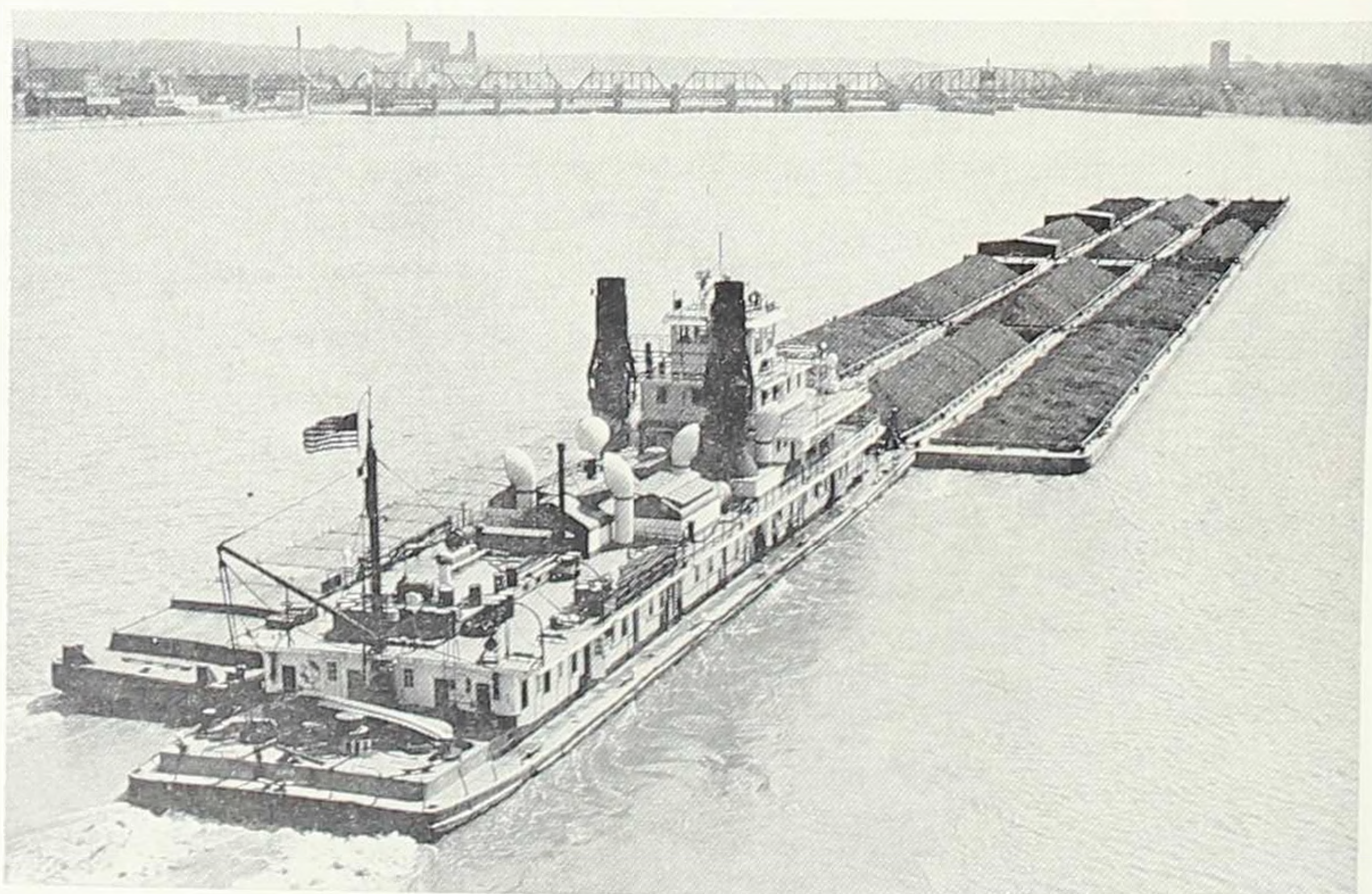
EXPLANATION

- (1) Lifts at flat pool stages.
- (2) Above recorded high water. Clearances are for center of span except as noted.
- (3) For low point of span.
- (4) Lock and Dam No. 23 not constructed.
- (5) Clearance available at center and ends of channel span.
- (6) Official name: Henry T. Rainey Dam.
- (7) With depth of 11 feet on lower lock sill.

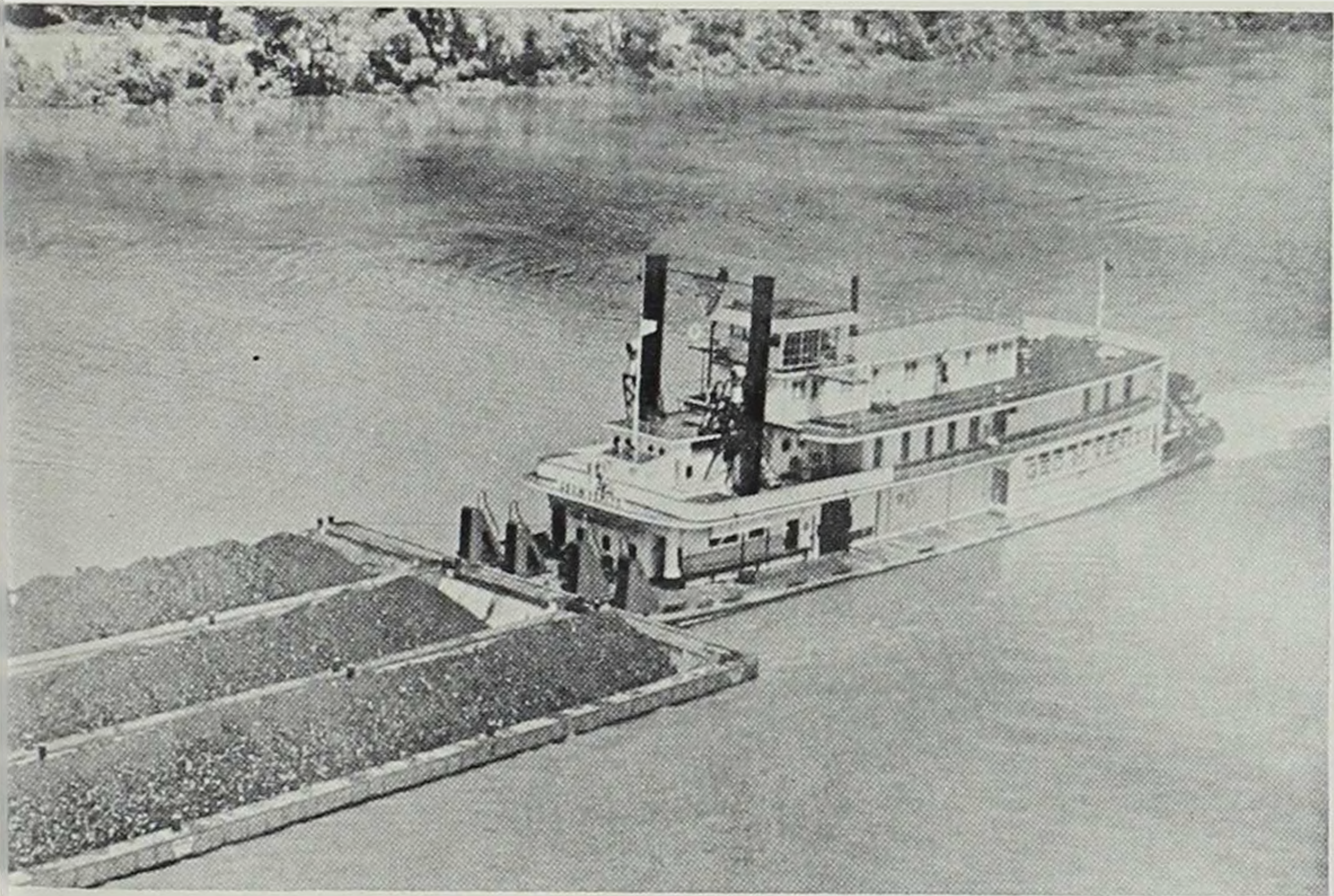
The above statistics on the locks and Dams, as well as Bridges of all types, are indicative of the many hurdles towboat pilots clear between St. Louis and Minneapolis.



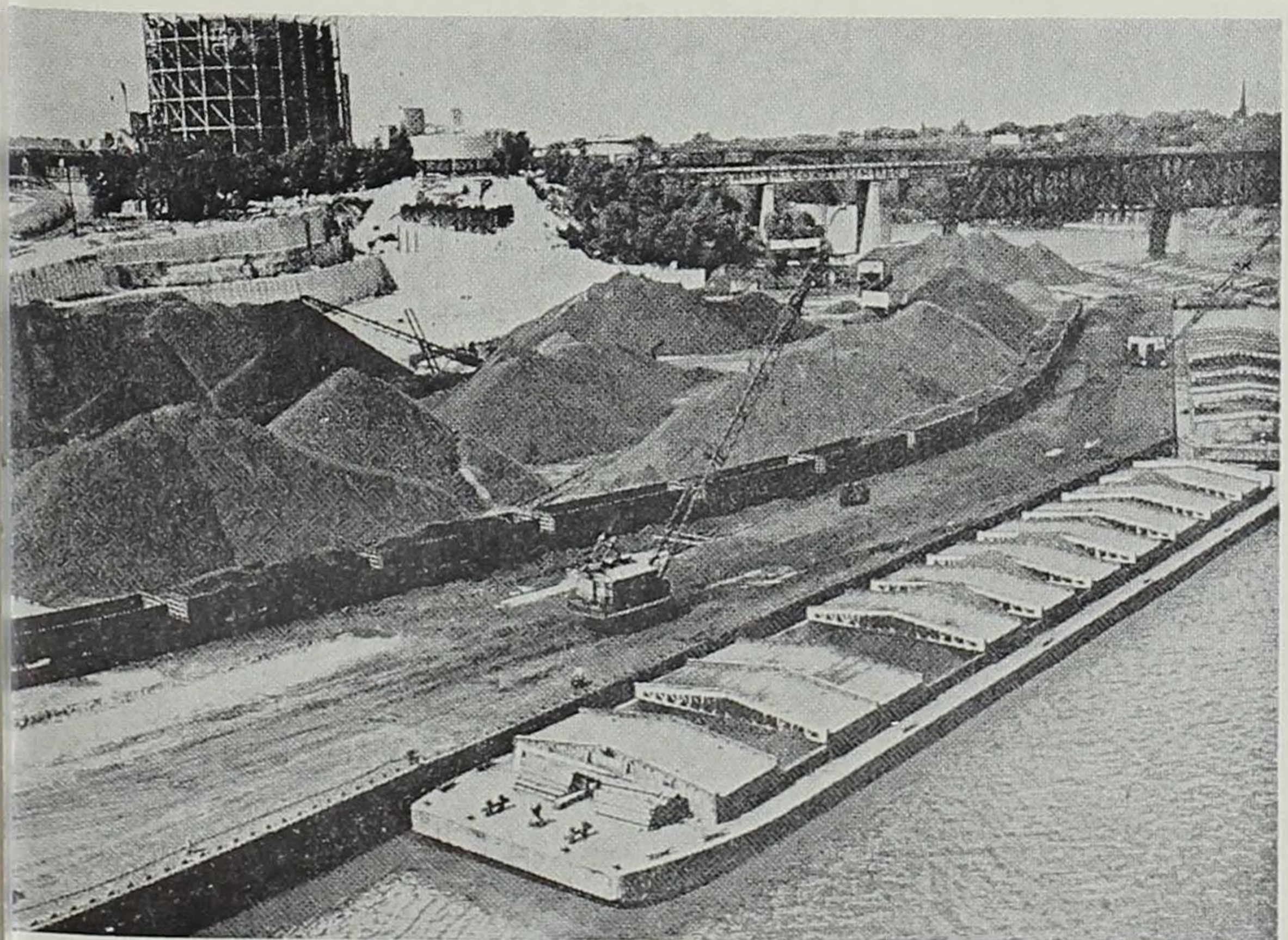
The towboat *Truax* approaching Lock 15 with a 14-barge tow—12 of coal and 2 of petroleum.



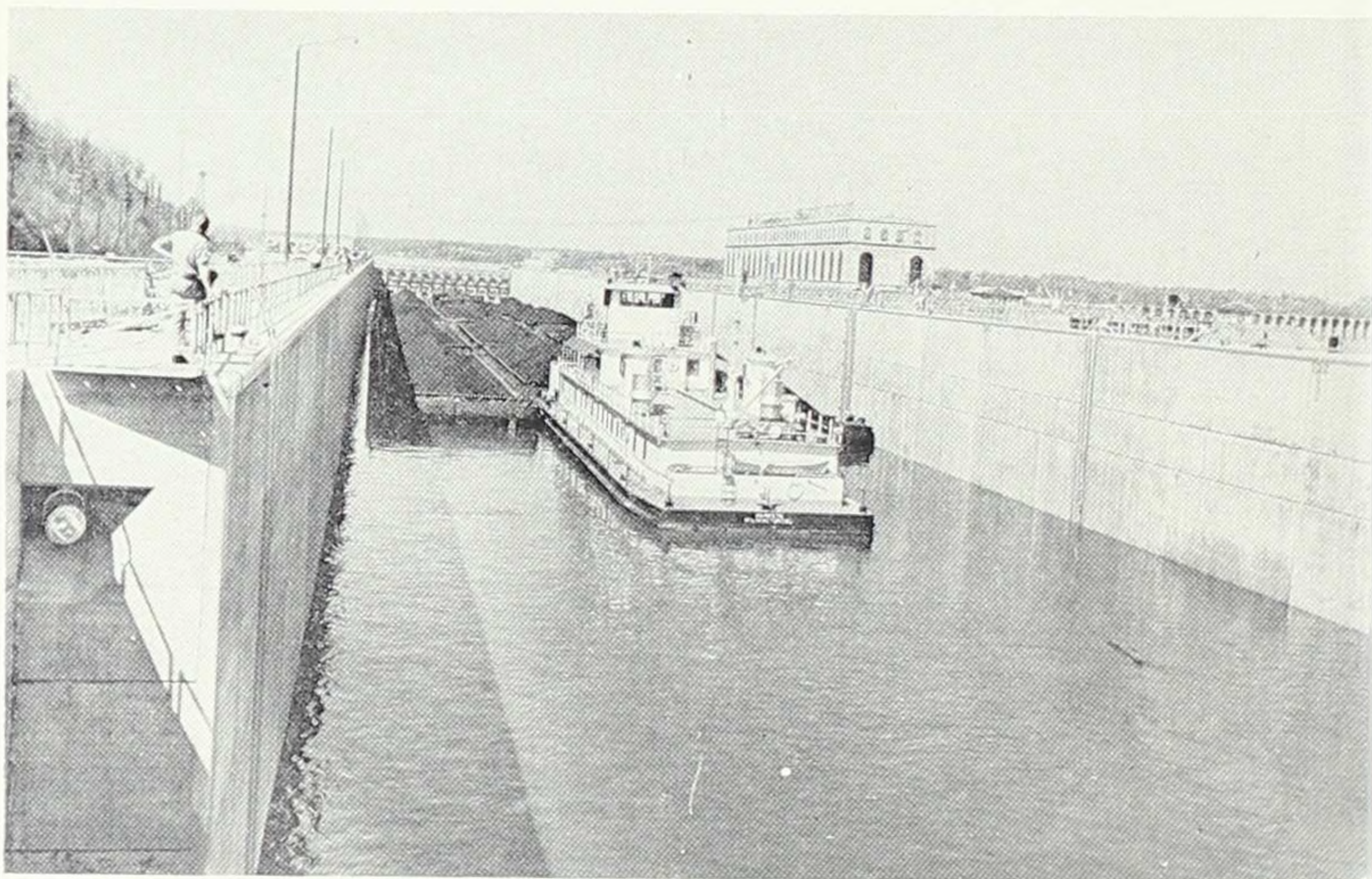
The towboat *Ohio* with 12 barges of coal approaching Lock 15 at Rock Island. The total tonnage was 17,200, an average tow for the larger boats.



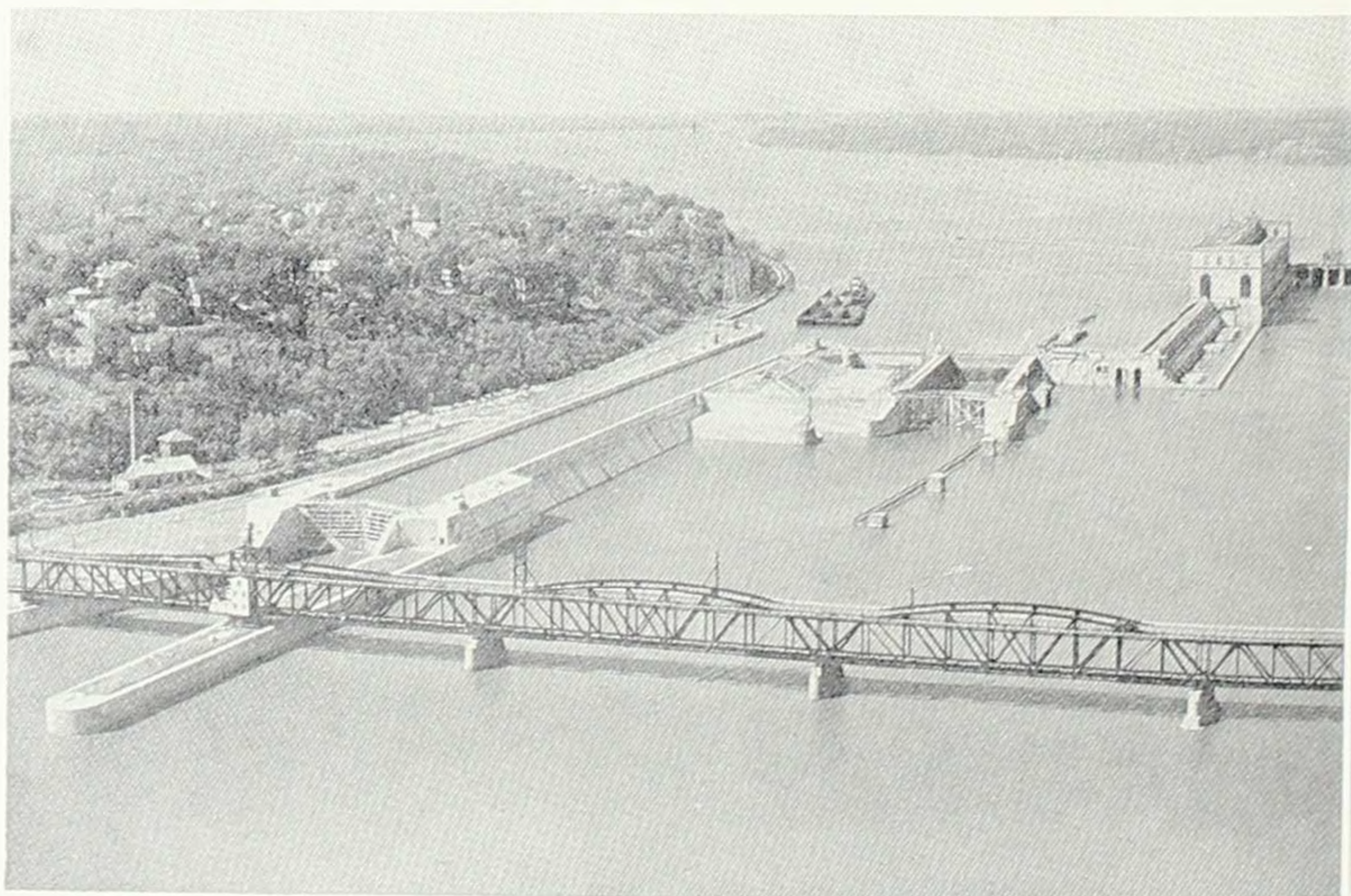
The *George M. Verity* with a tow of coal on the Ohio River. The *Verity*, originally the S.S. *Thorpe*, is now a museum at Keokuk.



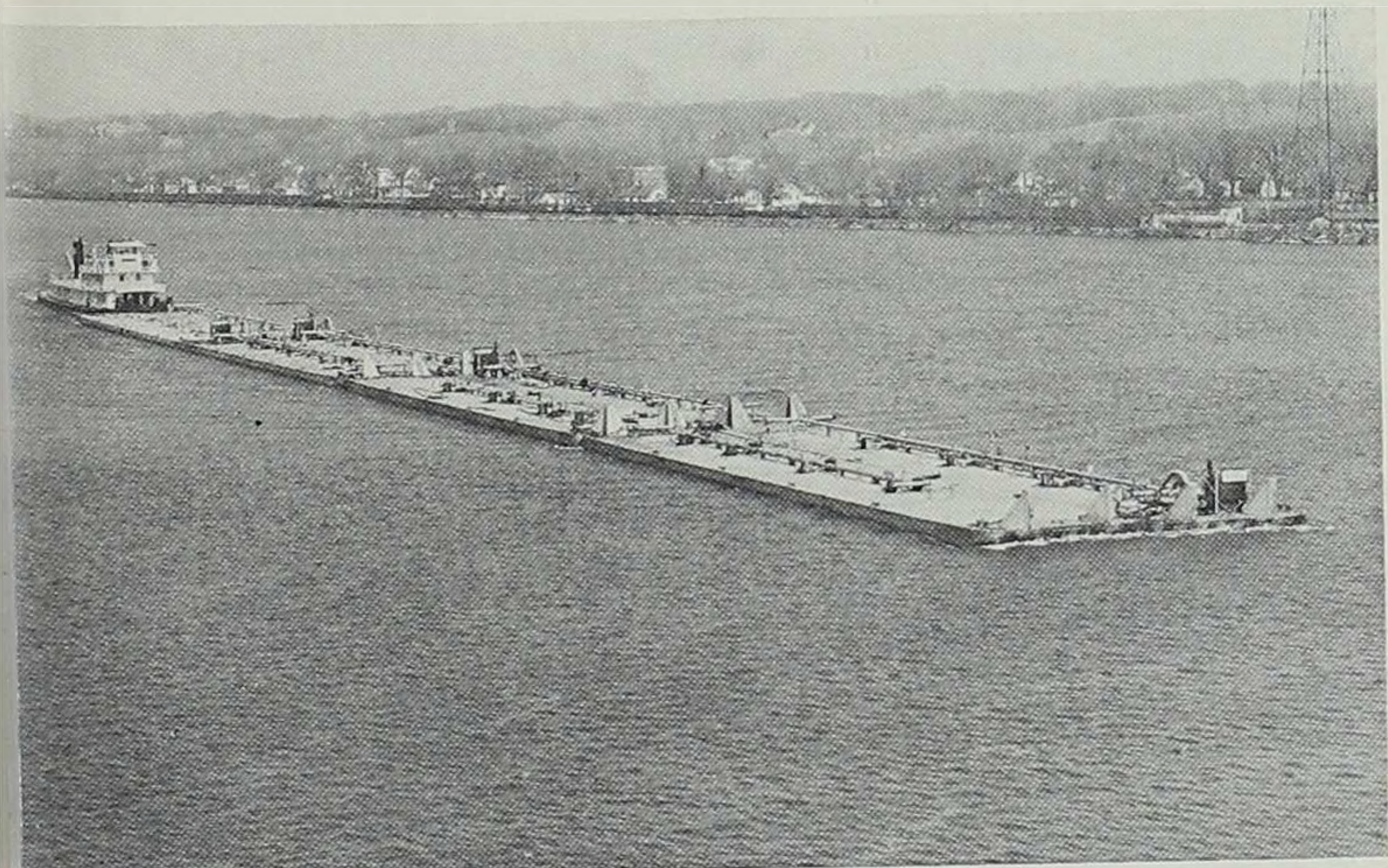
The mountains of coal piled up at Minneapolis, together with the barges used in delivery, which will later be filled with grain, are evidence of the magnitude of barge line service today.



The 12-barge tow of the *Hawkeye* fits easily into the new Keokuk Lock 19.



The giant 1220-foot Lock No. 19 at Keokuk was built between 1952 and 1957 and cost \$13,500,000. Compare its size with the old lock into which a towboat had to make from 3 to 5 lockages compared with one locking today.

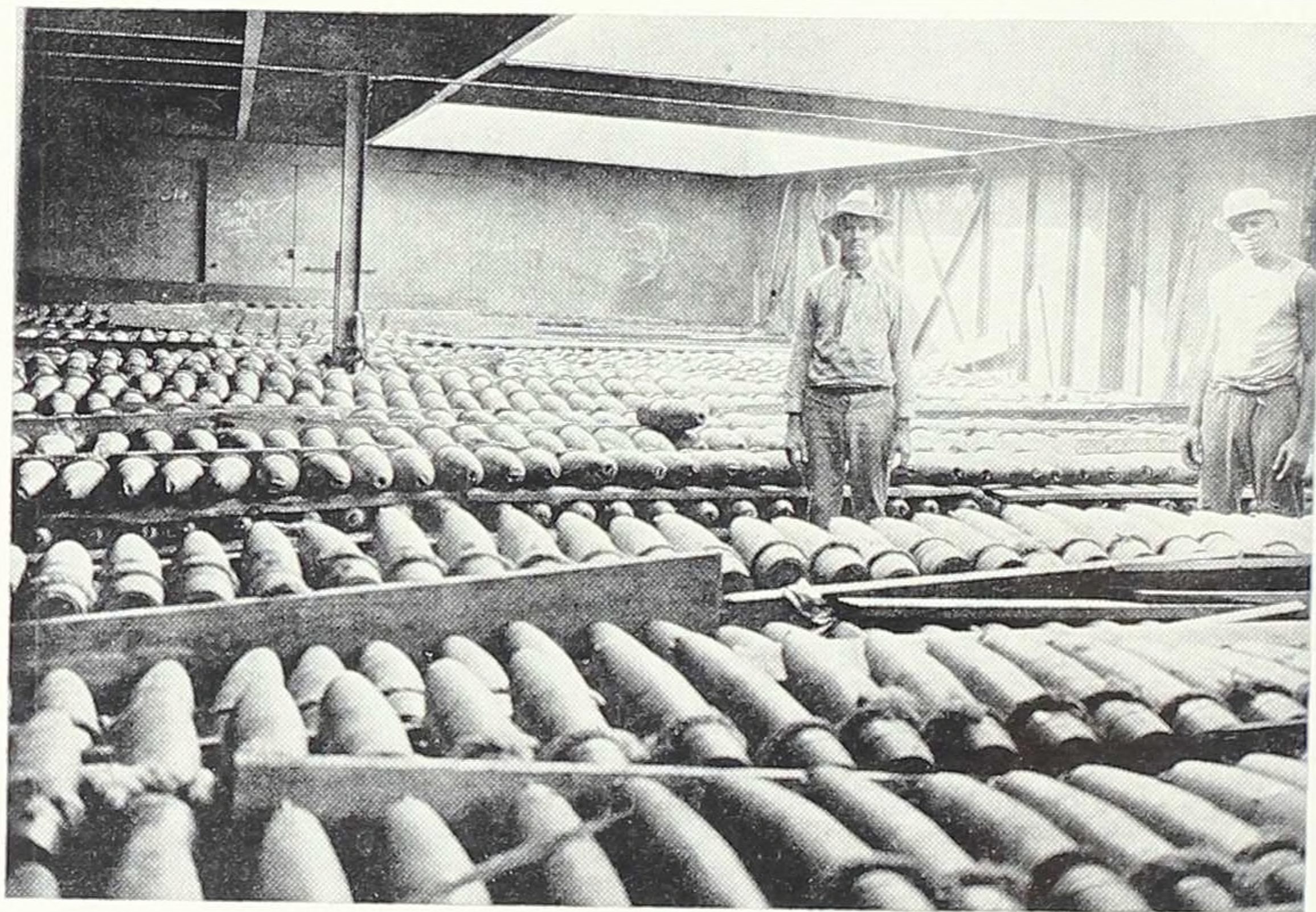


The *Ernest T. Weir* with a tow of eight barges (9,600 tons of petroleum) near Bettendorf.

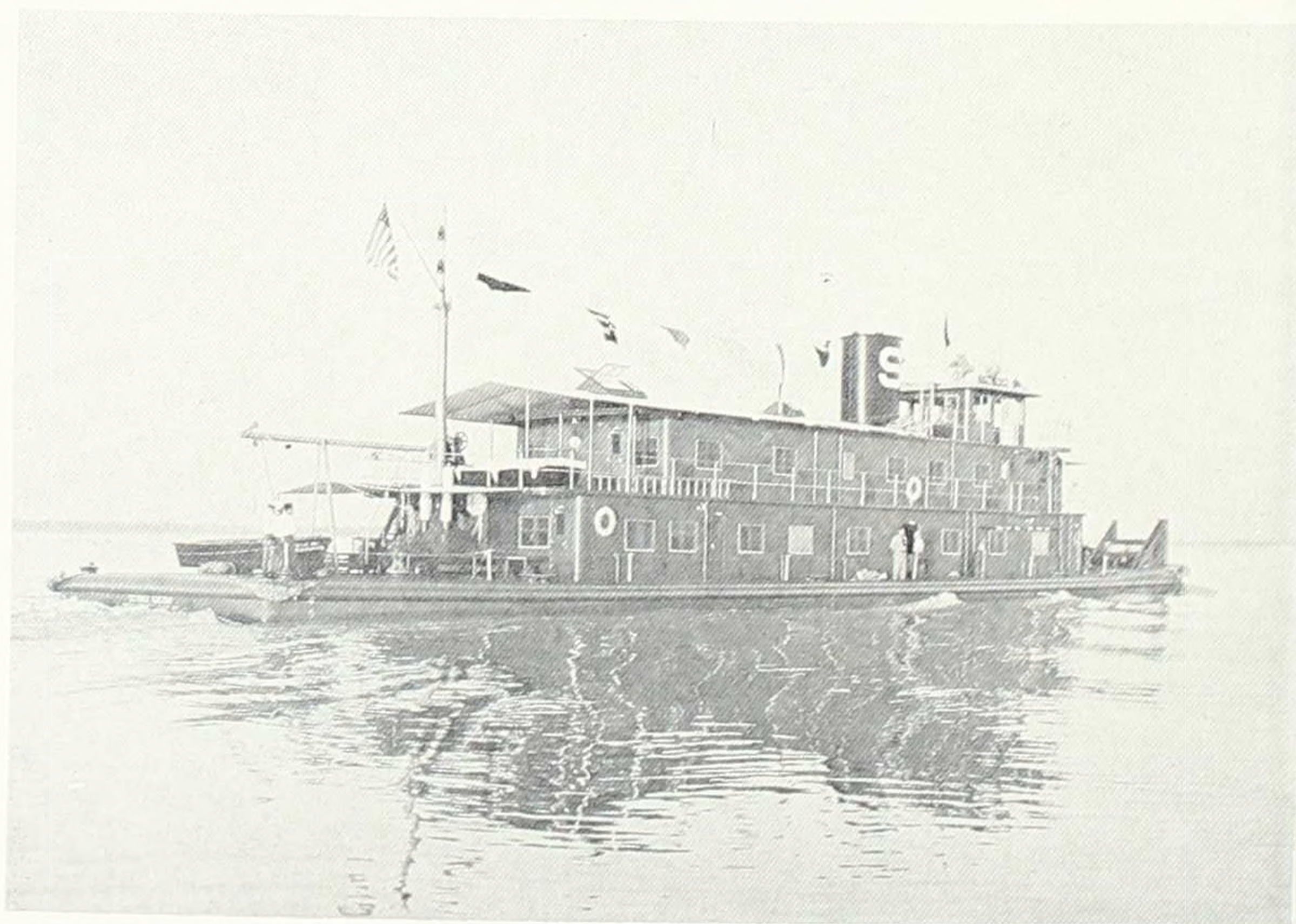


Towboat *Winchester* in Pool No. 15 bound from St. Paul to New Orleans with a tow of linseed oil valued at \$2,455,200.

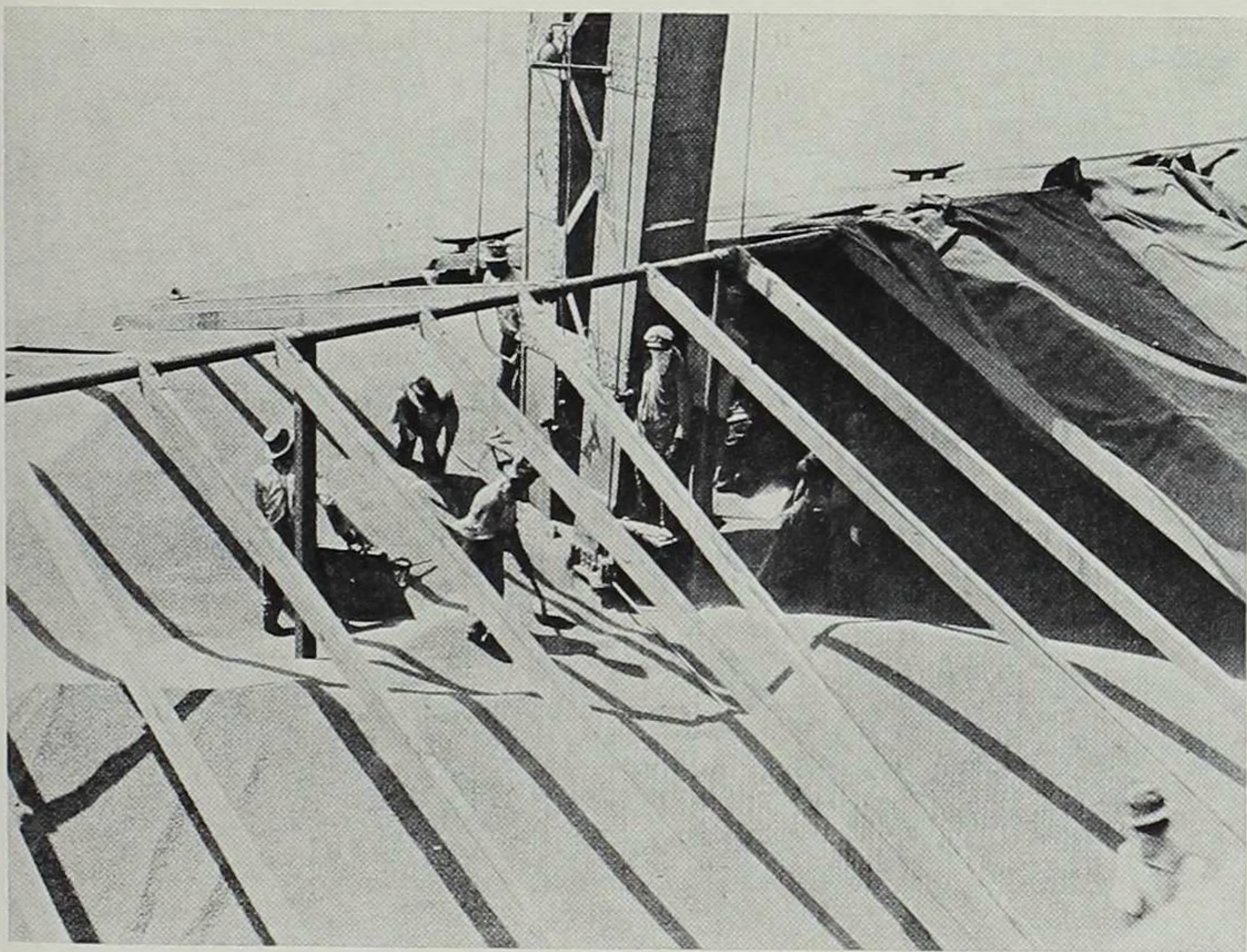
EXPLOSIVES AND OIL REQUIRE CAREFUL HANDLING.



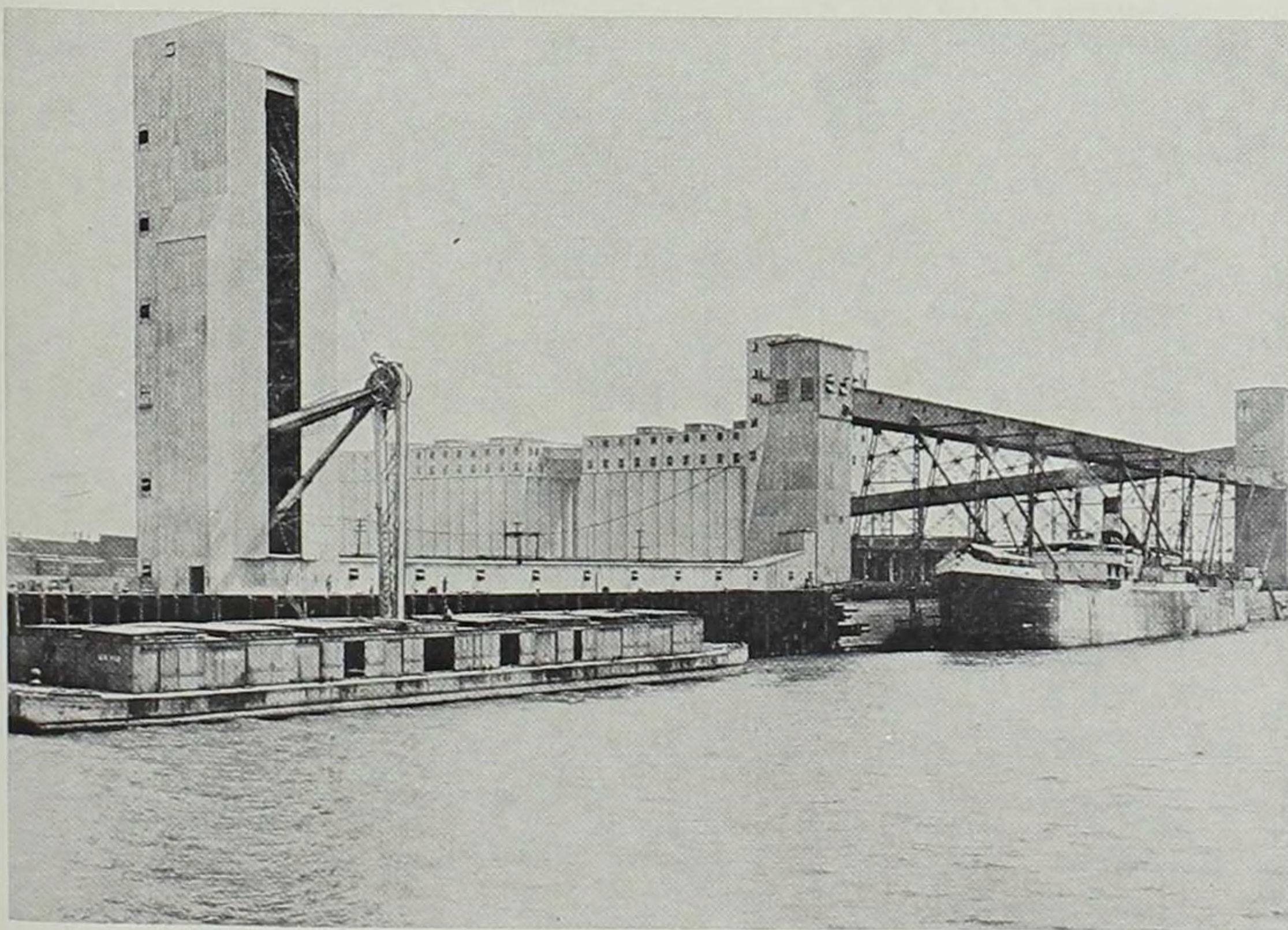
Ammunition being carried to Savannah, Illinois, proving grounds.



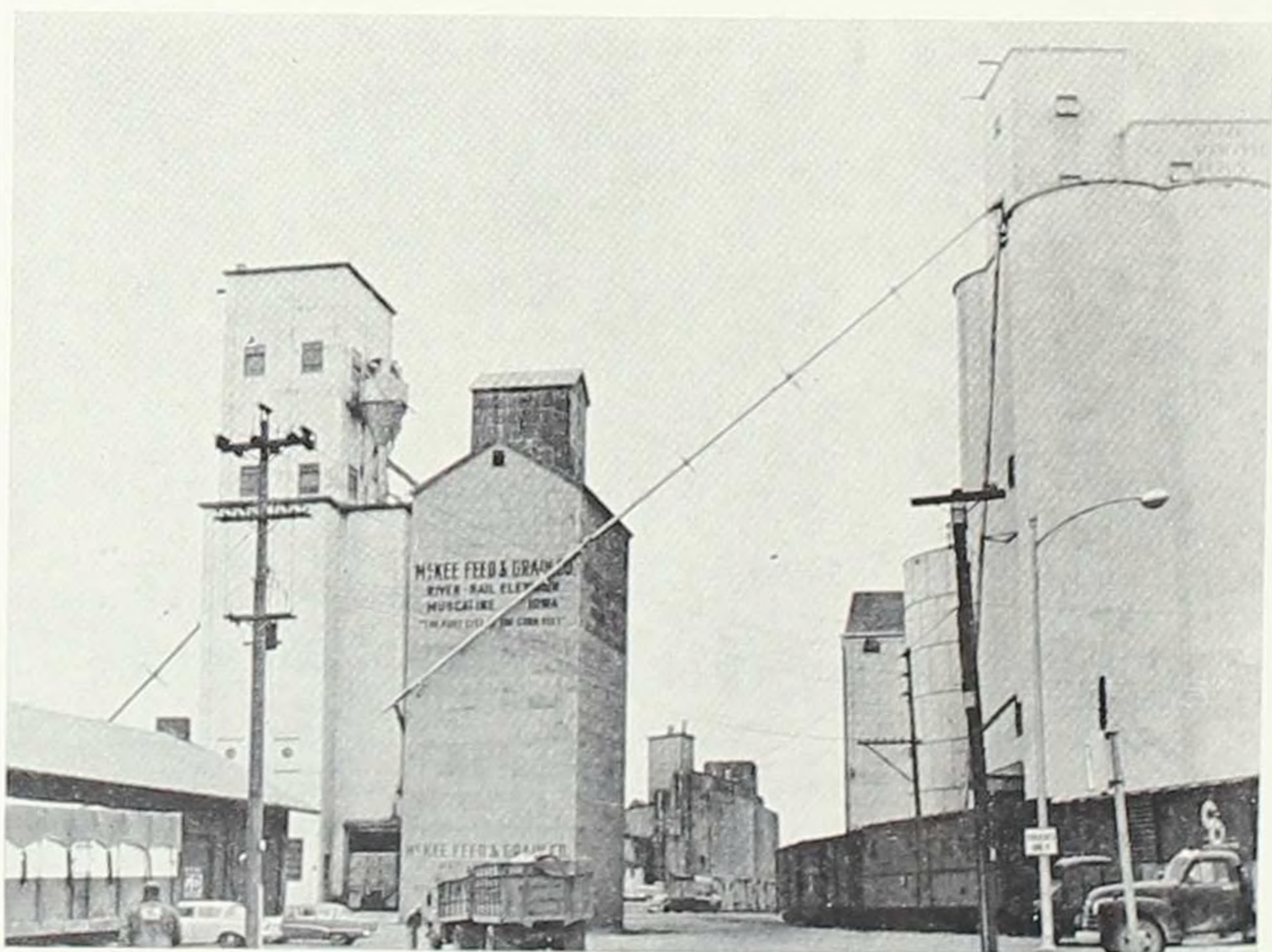
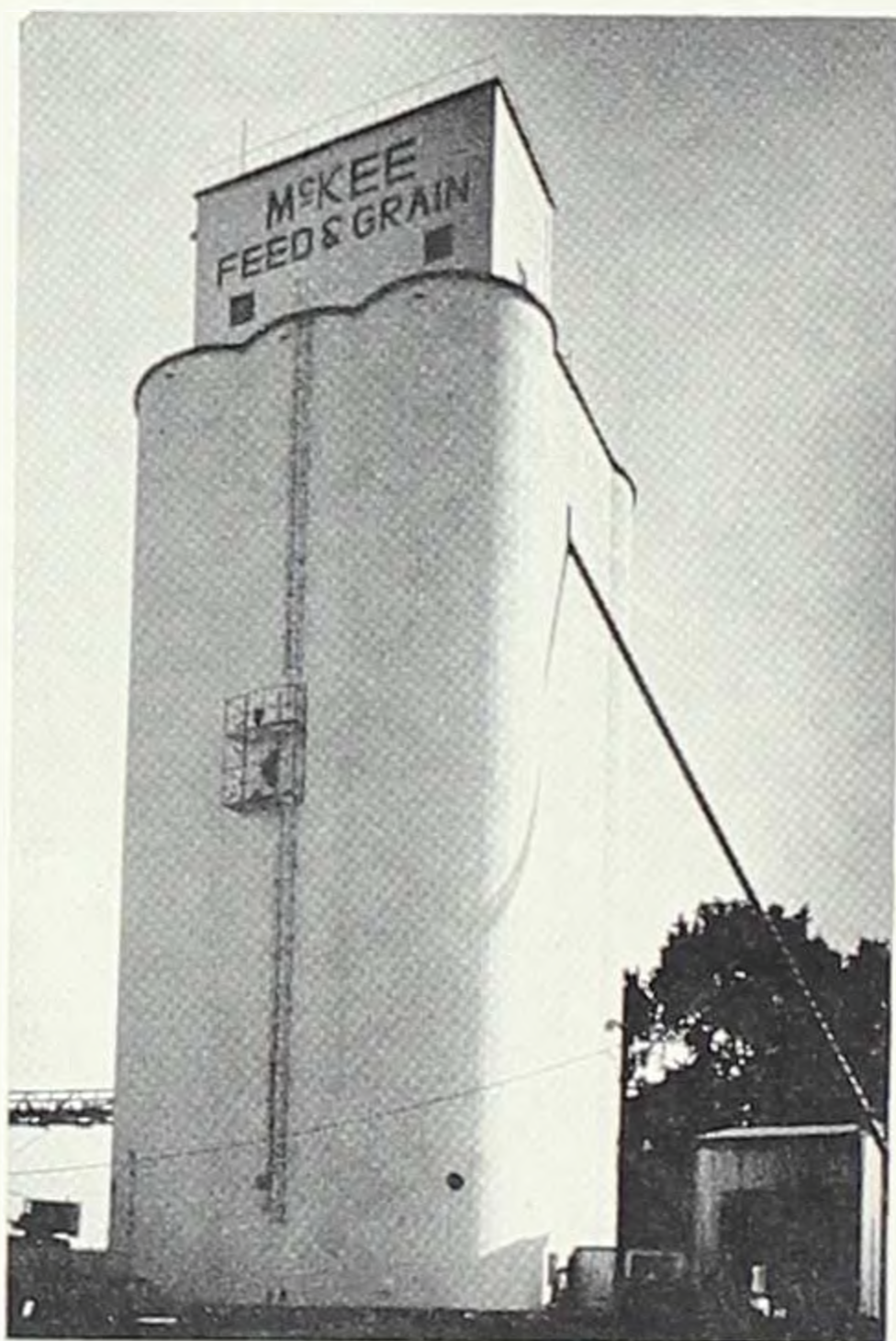
The *Socony St. Paul*, one of several towboats honoring Upper Mississippi cities by the Standard Oil Company of New York.



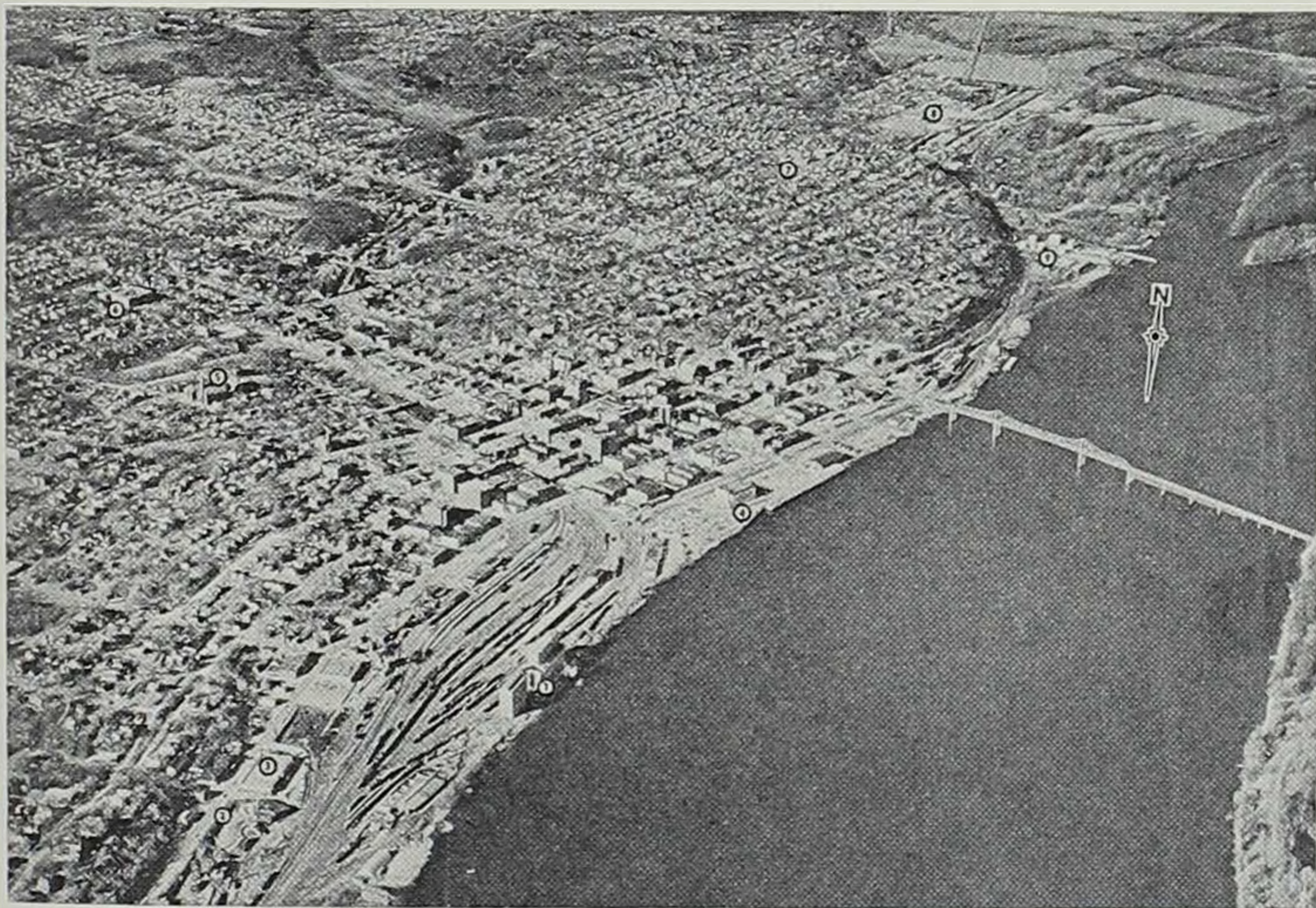
Loading and unloading grain is hot and dusty work.



Barge being unloaded at New Orleans for transfer to ocean freighter. The 1972 deal with Russia will tax capacity of barges and terminals at all ports.



McKee Feed and Grain Elevators at Muscatine are the prime factor in Muscatine attaining the title of "The Port City of Iowa." The upper picture shows the newly-built elevator dedicated on September 22, 1964. It handles 225,000 bushels of grain. It enabled the McKees to handle and ship as much as 12,000,000 to 15,000,000 bushels of grain yearly until the company sold out to Central Soya in 1965.

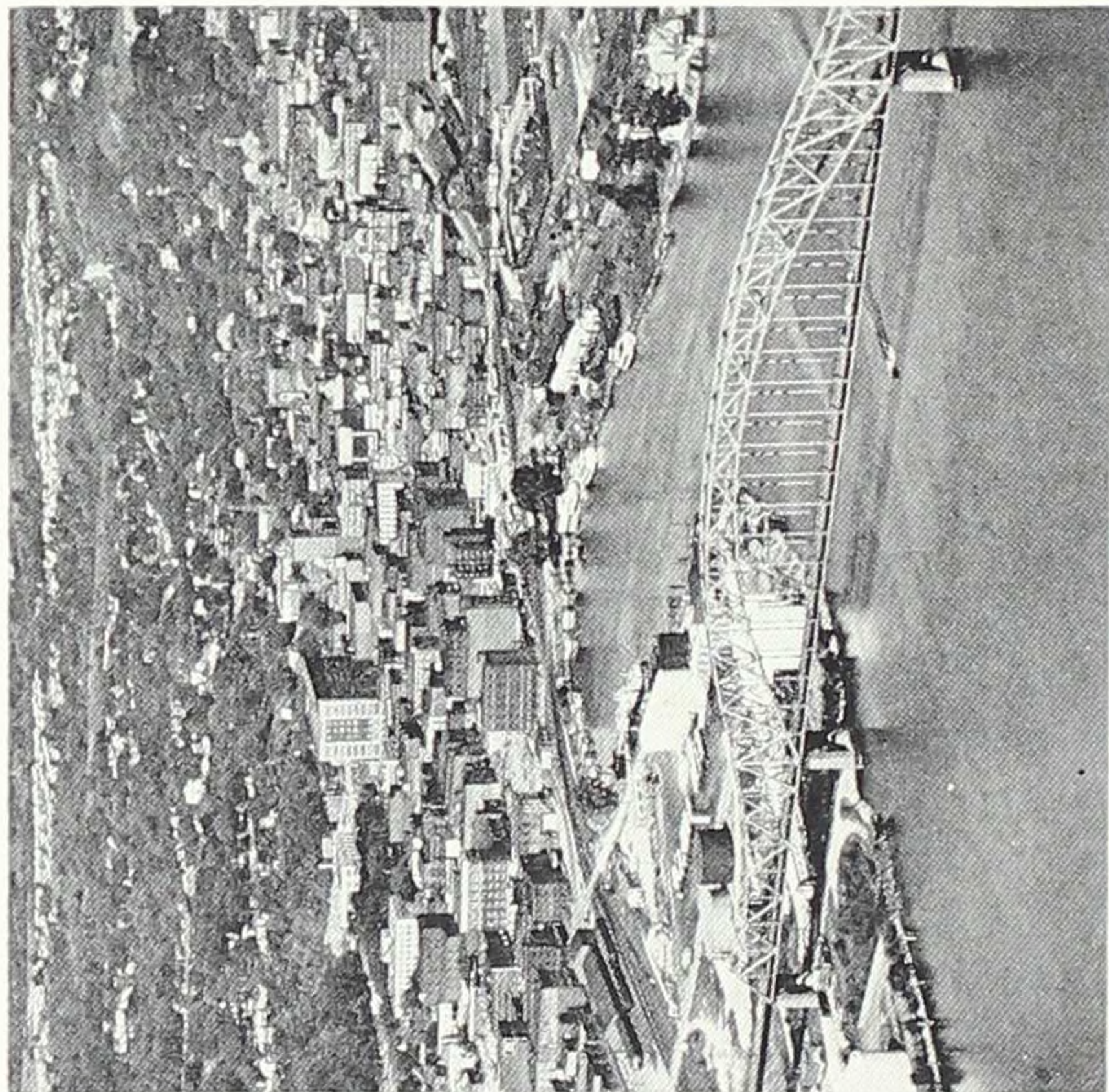
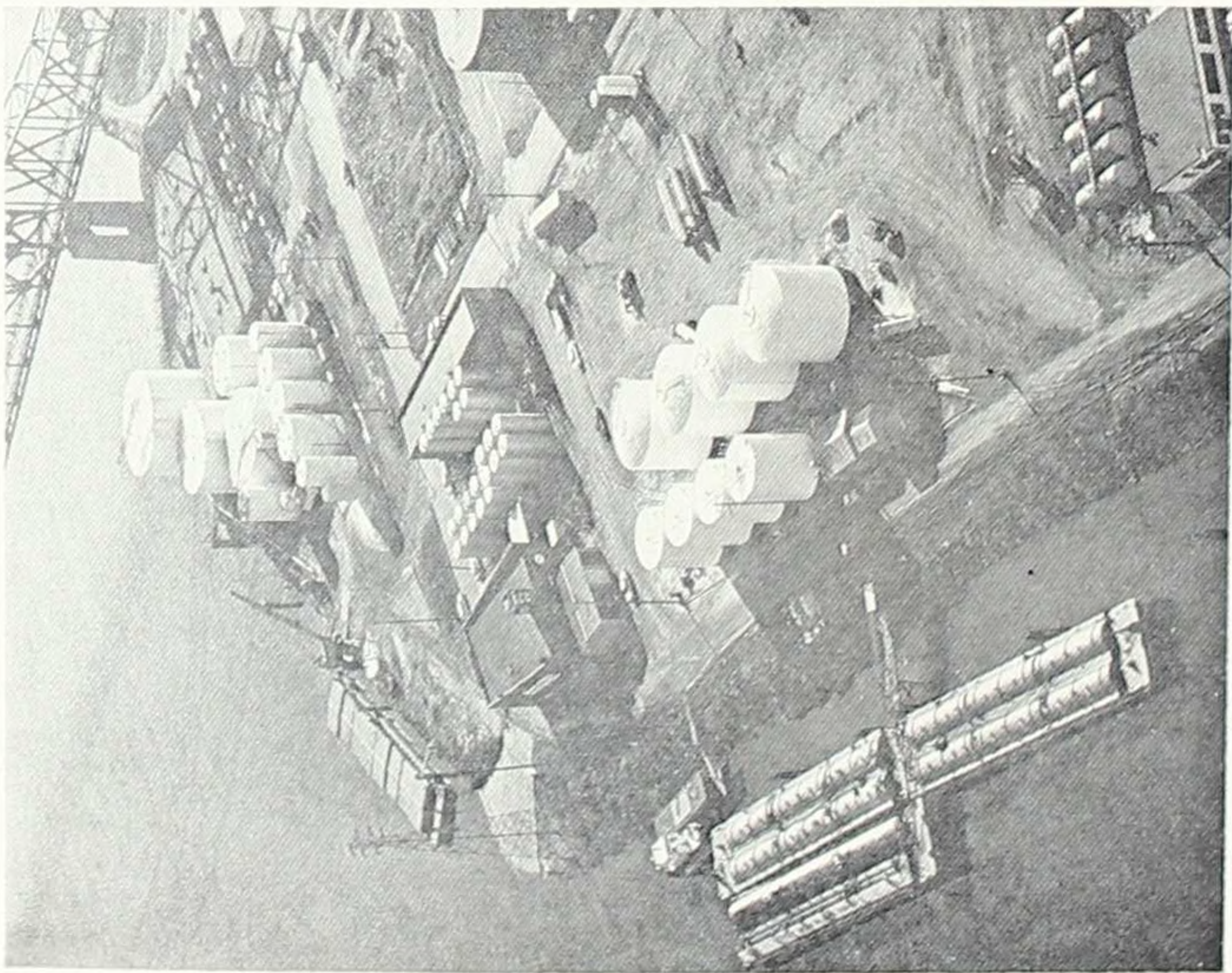


The Burlington river front in 1963 reveals the Archer-Daniels Midland Grain Elevator, the Mississippi Barge Terminal, and the oil tank farm north of the bridge.

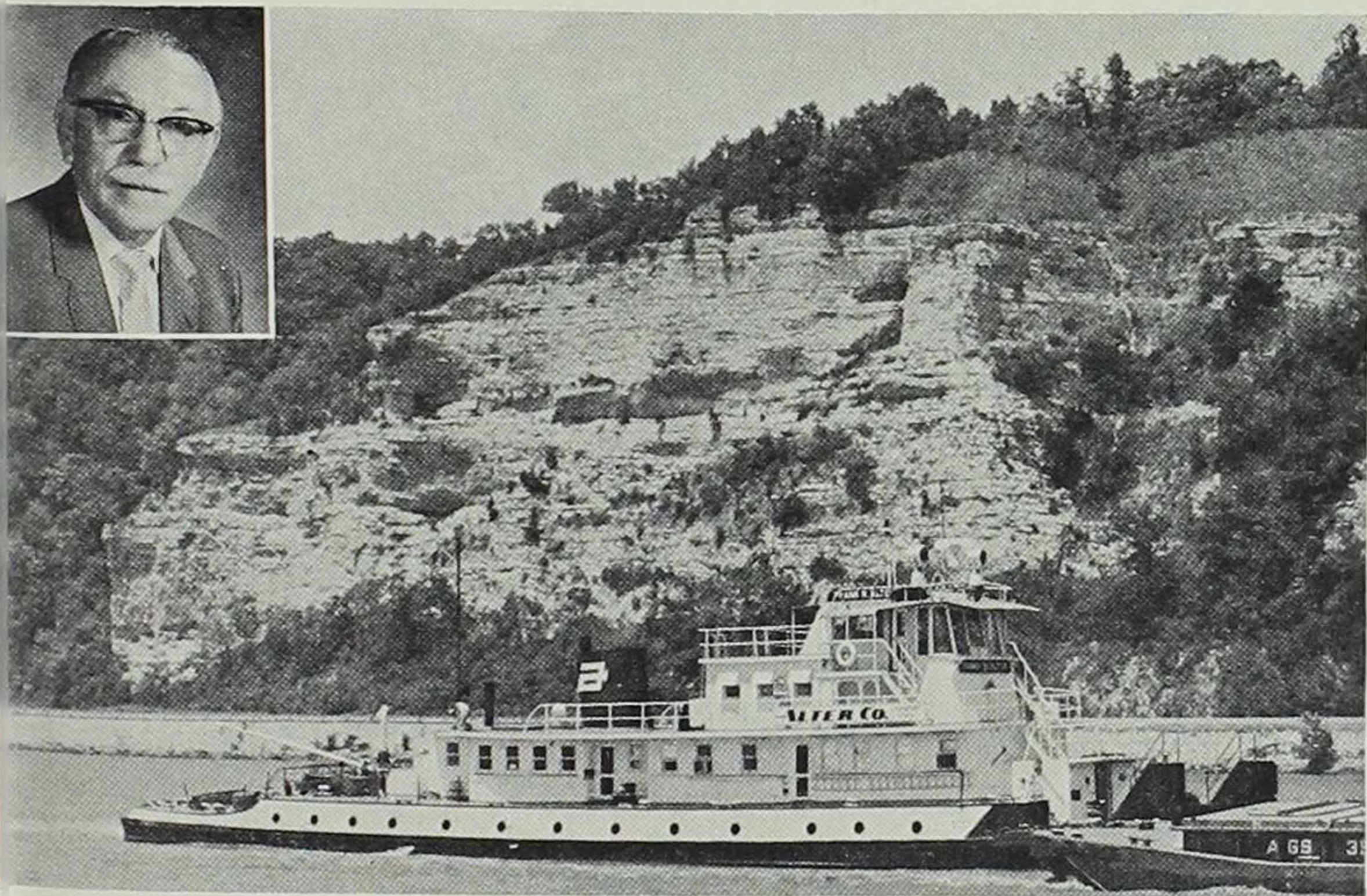


Photos by Bob Long

The Muscatine river front in 1963 with the McKee Grain Elevators on the lower right (4) the marina for 300 boats (5) and a 10-acre industrial park (7) are ample evidence of why Muscatine calls itself the "Port City of Iowa."



Two views of Dubuque showing the harbor and close-up of the Inland Molasses Company. The tanks contain molasses, liquid fertilizer and salt, brought upstream, and lard and tallow transported downstream for the Lower Mississippi and world markets. Both river and sea-going barges may be seen in the Dubuque harbor.



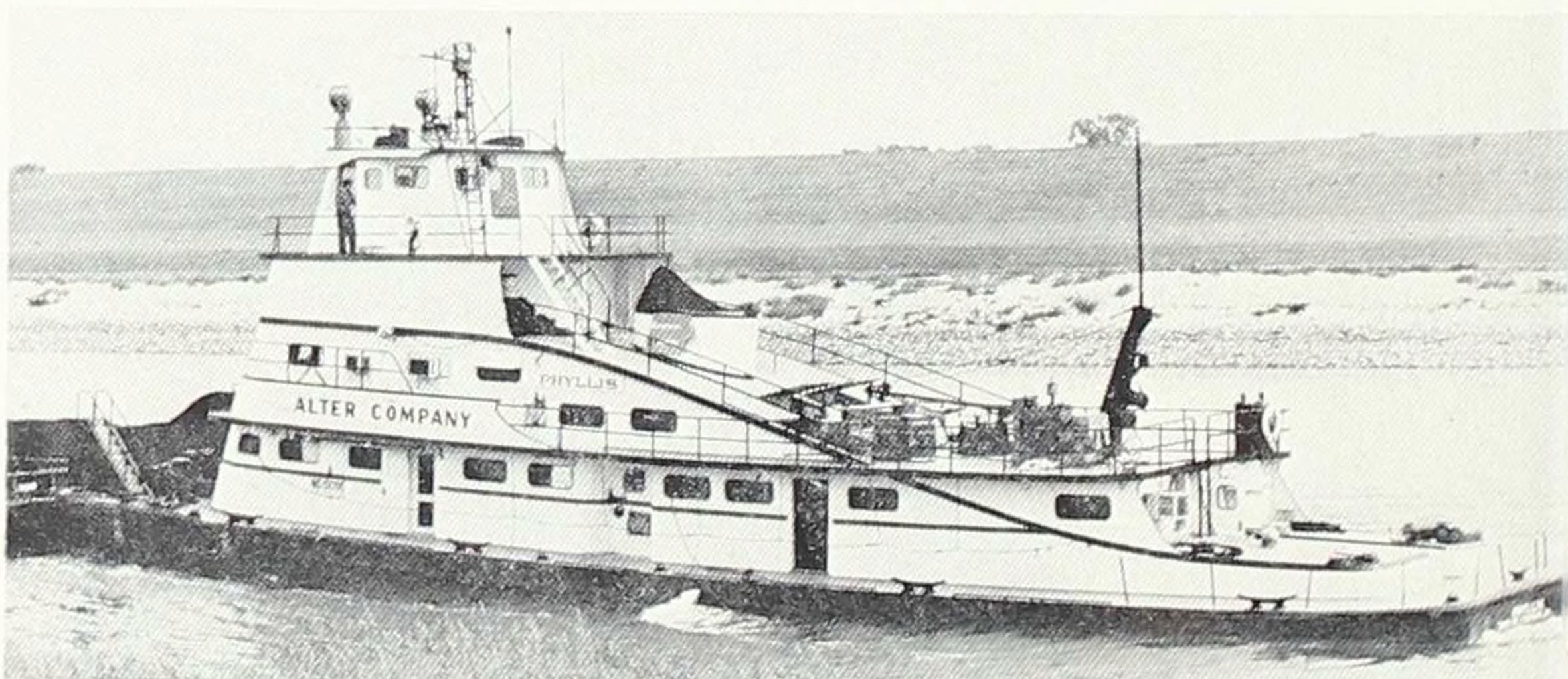
The *Frank R. Alter* was built by the Dravo Corporation in Pennsylvania in 1945. The 760 hp boat was originally named the *Keystone*. She was acquired by the Alter Company in 1960 and named for its president—Frank R. Alter (insert).



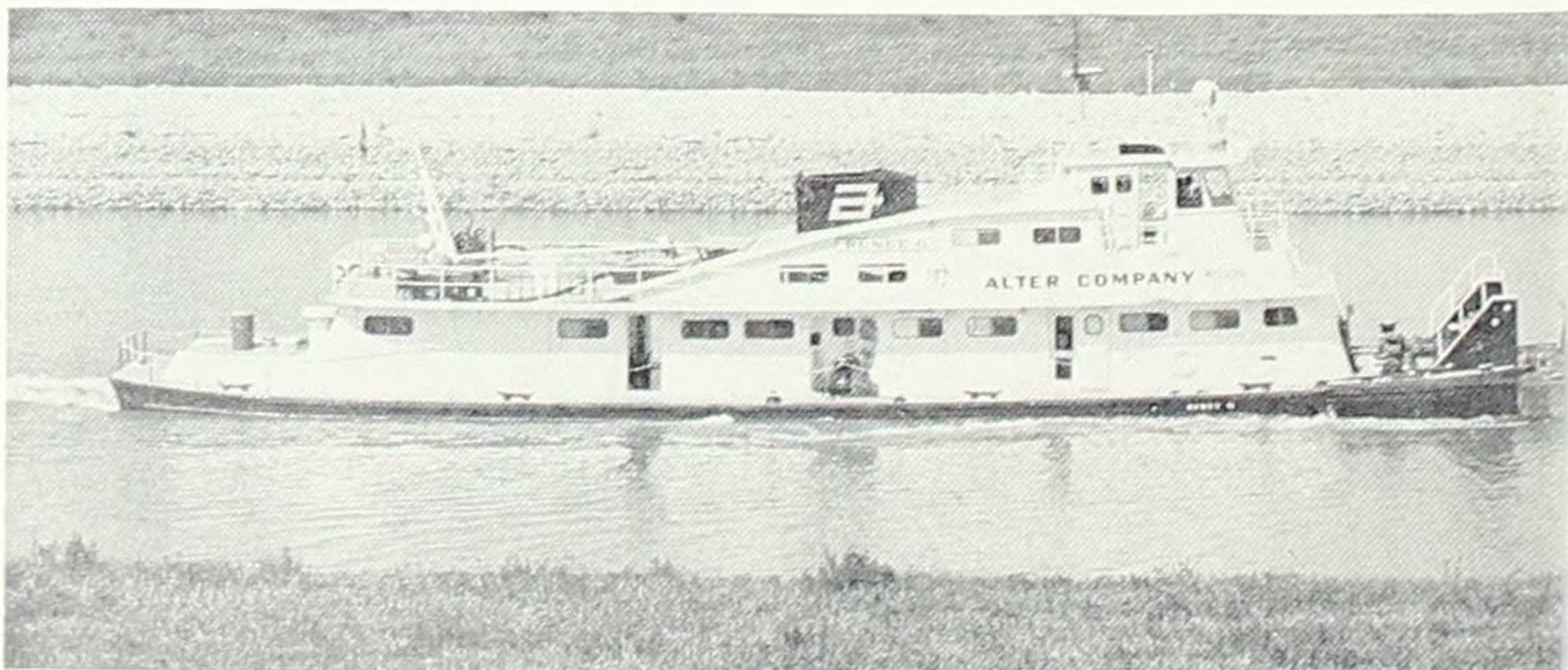
The *Yelta Alter*, an 1800 hp towboat built in Houston, Texas, in 1951, was acquired by the Alter Company in 1963. Originally named the *Suffolk*, she and the *Frank R. Alter* have continued service with Alter Company to 1972.



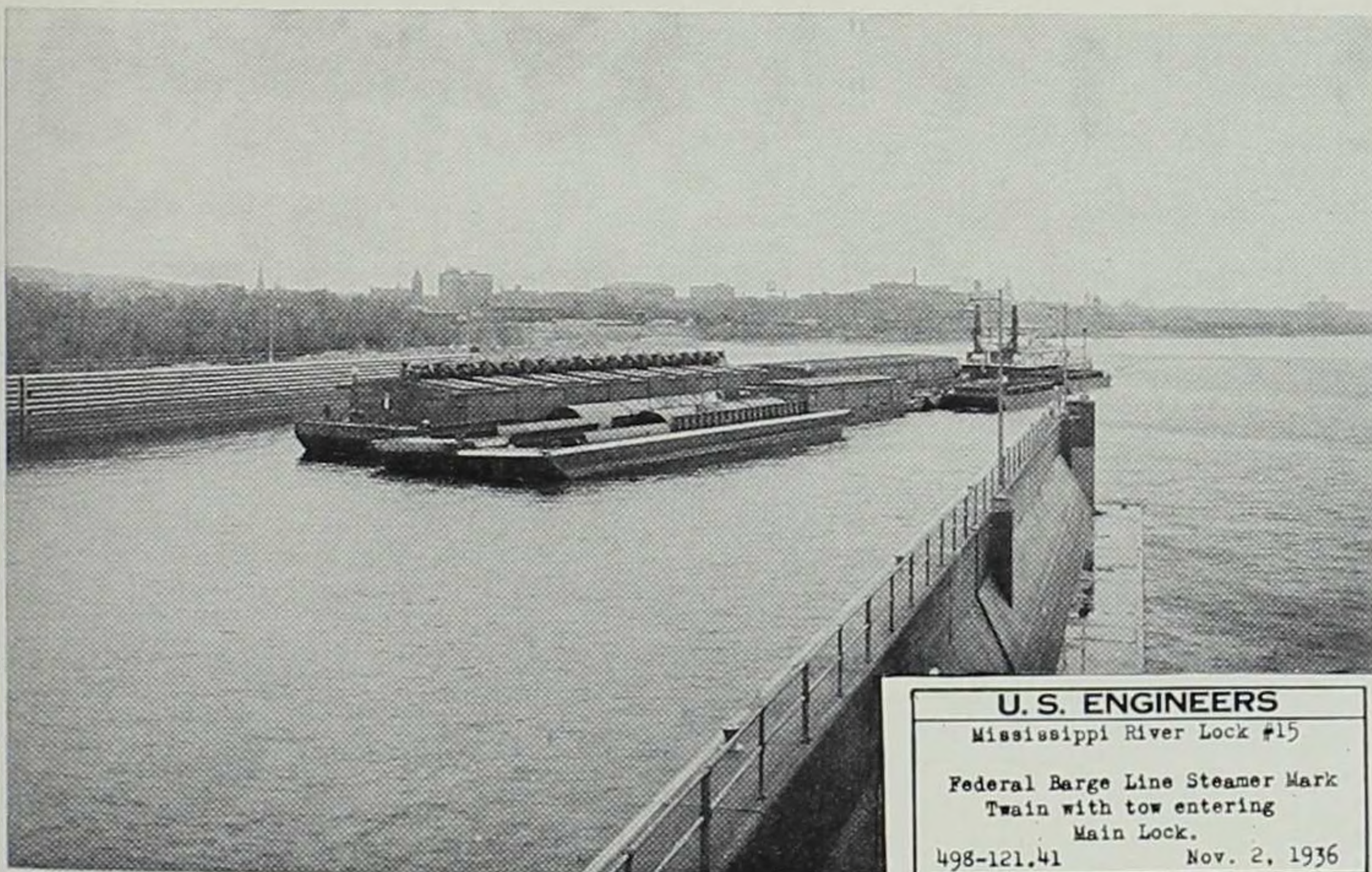
The *Beverly Ann*, originally the *Pere Marquette*, was a single propellor 900 hp boat with retractable pilothouse that was acquired by Alter Company in 1966. Sold to Pott Industries 1969 she was renamed the *Port of Mobile*.



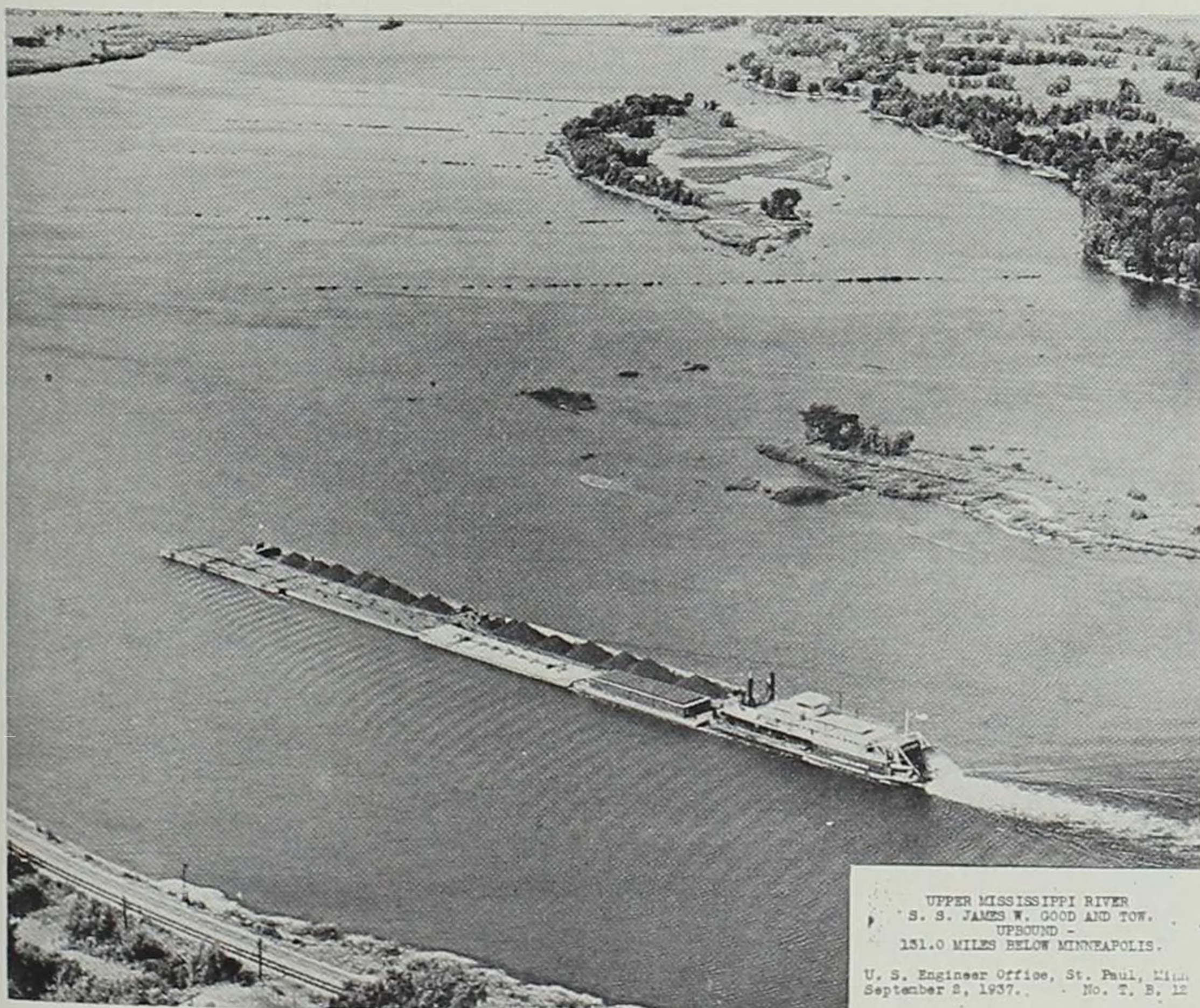
The 1000 hp *Phyllis*, originally the *Mary Lea Hillman*, was built in 1952. She was acquired by Alter Company in 1966.



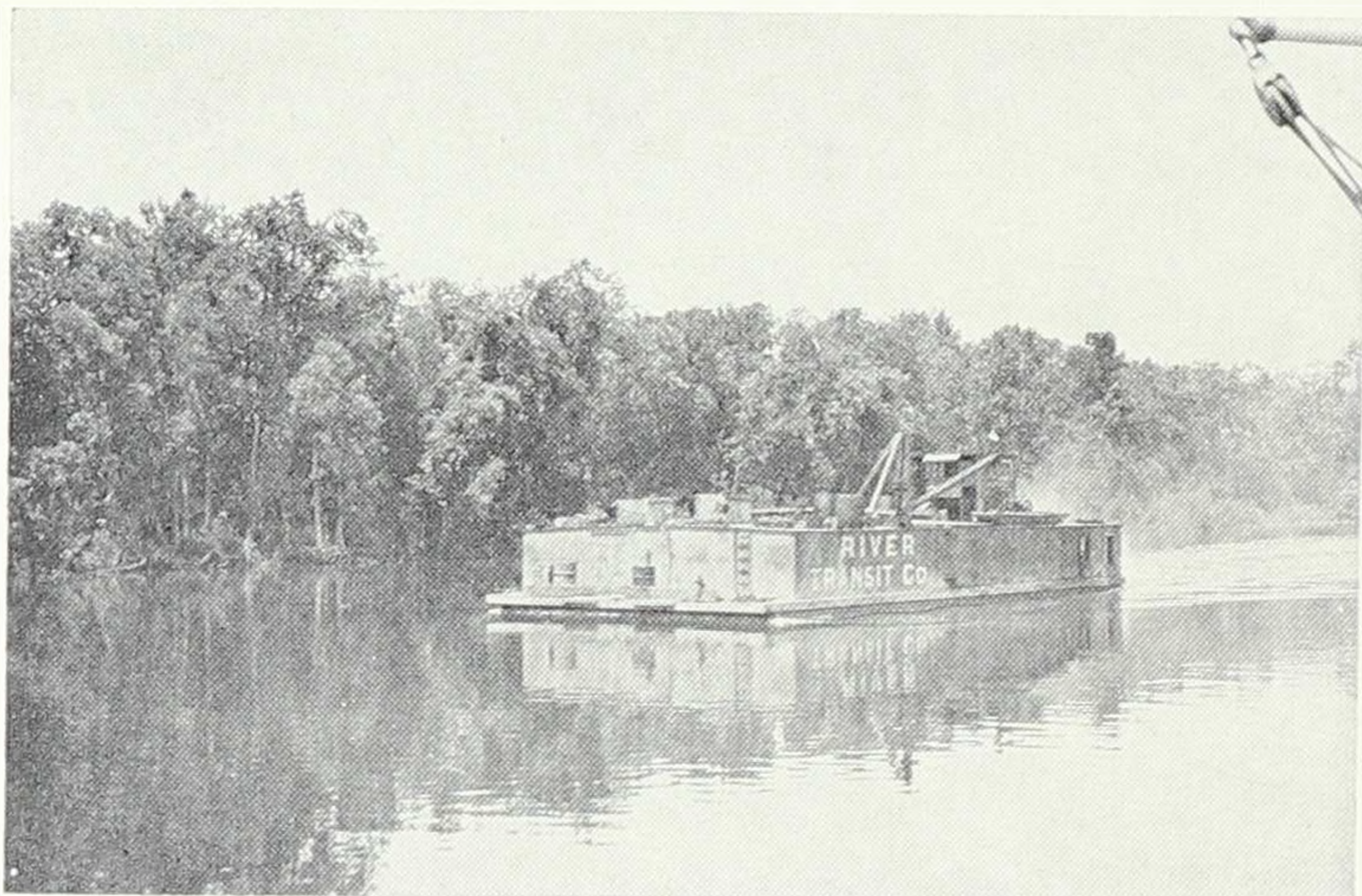
The *Renee G.*, originally the *Patsy Hillman*, was an 800 hp towboat acquired by the Alter Company in 1965 and sold by them in 1968. Her new owners have renamed her the *Barbara Ann*.



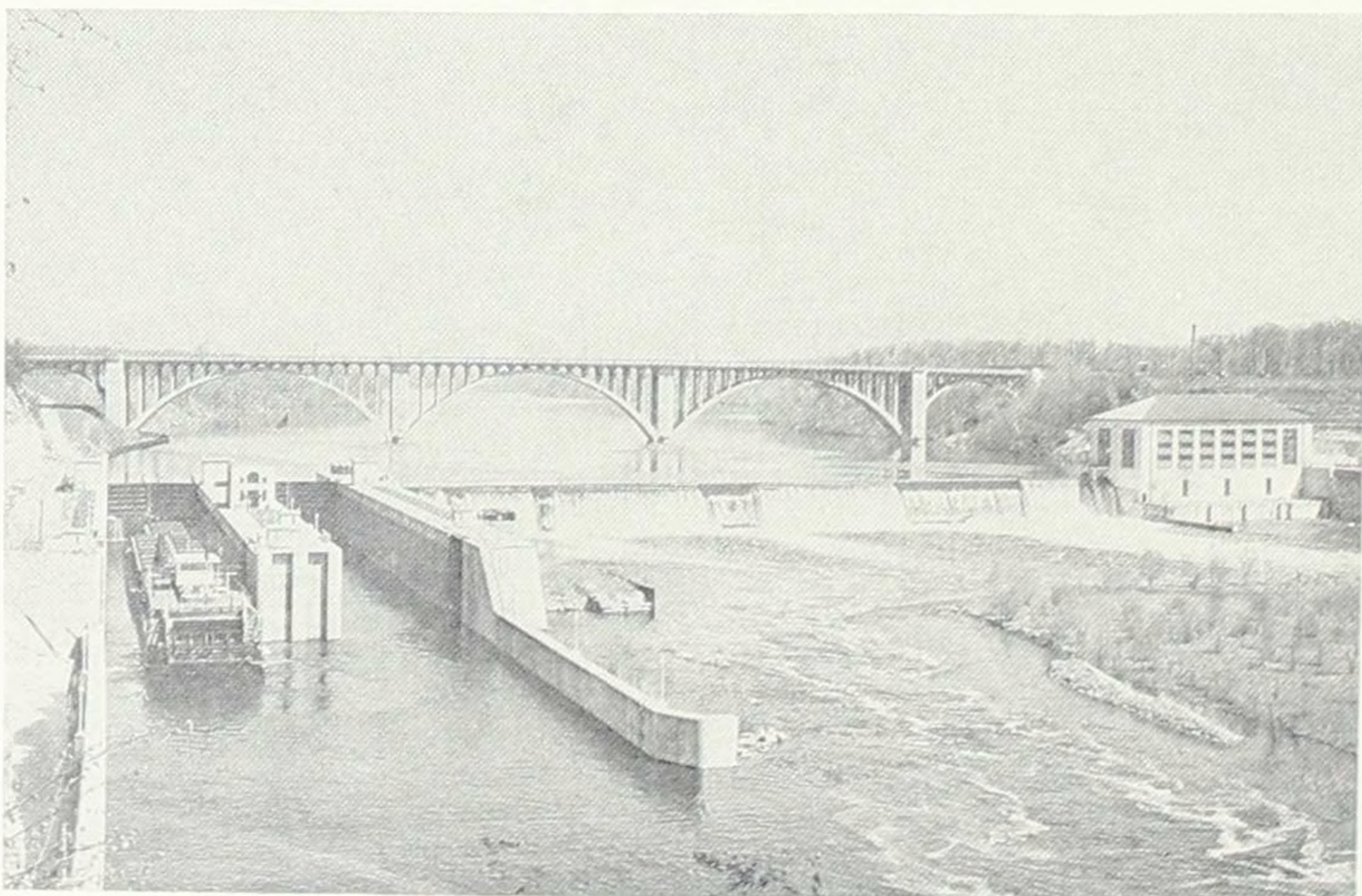
The *Mark Twain* and tow entering Lock 15 on November 2, 1936.



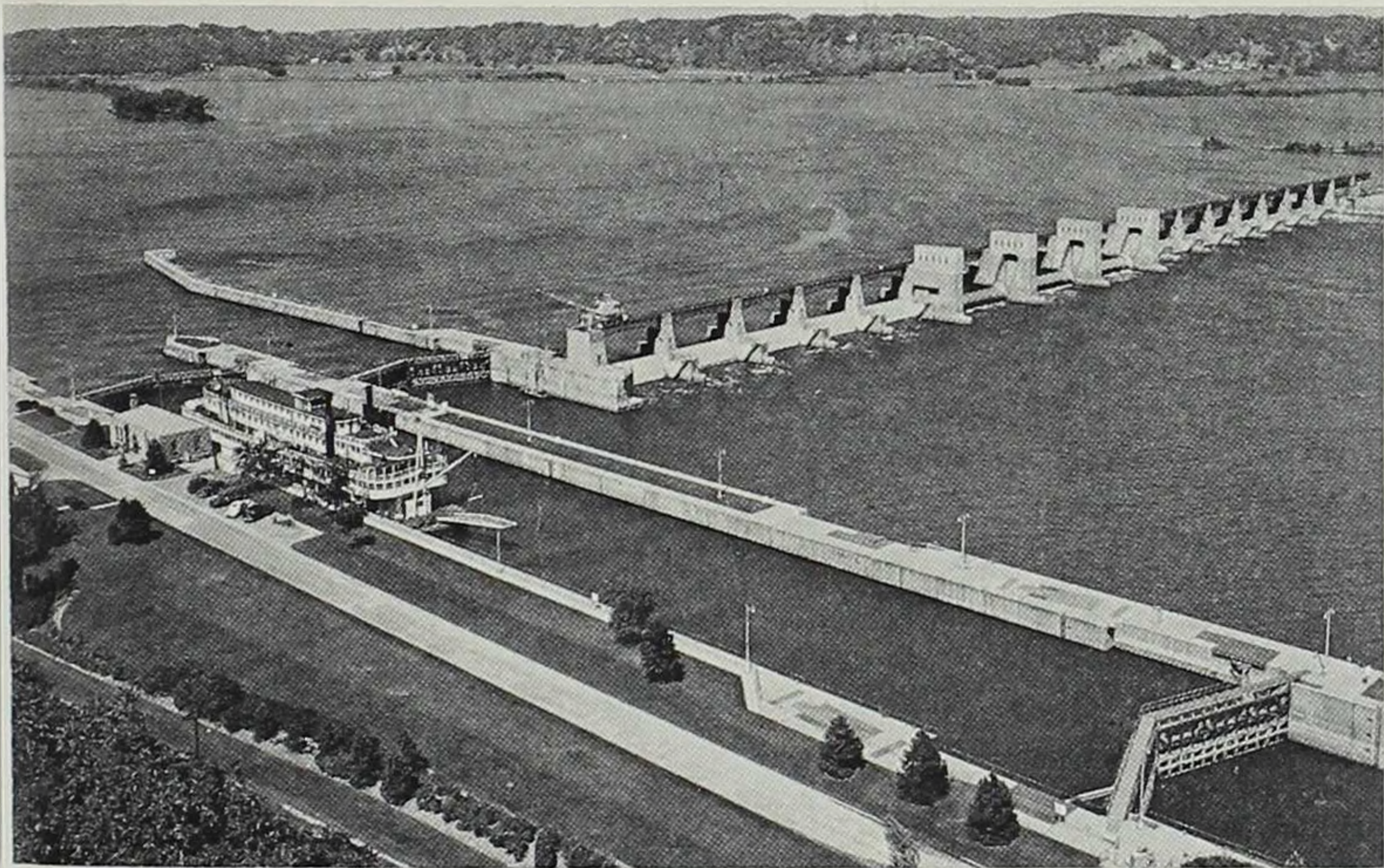
The *James W. Good* of the Federal Barge Line upbound in 1937. The wing dams indicate that the 9-foot channel has not yet been completed in this stretch of the river.



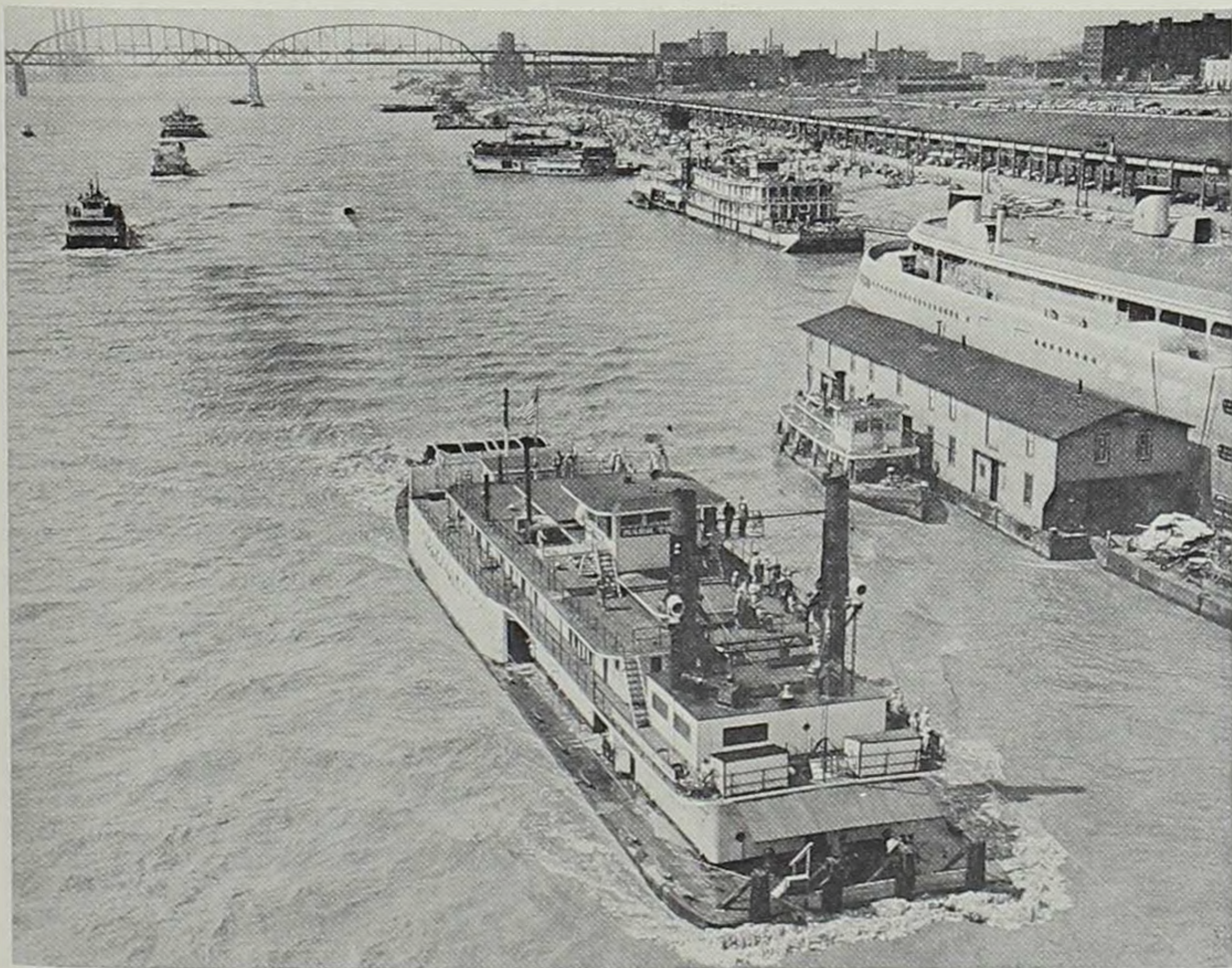
Private interests experimented with small craft before the Federal Barge Line inaugurated its service on the Upper Mississippi in 1927.



The *Patrick Hurley* entering Lock No. 1 at St. Paul. It was a tight squeeze since the Lock is the same size, 56 x 400 feet, as the old Keokuk Lock until replaced by the present giant lock.



The *Gordon C. Greene* entering Lock 11 at Dubuque on August 24, 1948.



The *Mark Twain* churns upstream to pick up a tow for the Upper Mississippi at busy St. Louis port.—the entryport for all waterways transportation.



Prior to the erection of the Prairie du Chien-Marquette bridge the *Rob Roy II* and the *Winnebago* ferried cars across the river. Note the turning wheel (white circle) on which the cars could be turned around and headed out.



Commodore O. D. Collis of Clinton converted the *Rob Roy II* into the *Rob Roy III*, the latter carrying State Historical Society members on excursions for seven years. Locking through and meeting barge line boats was always a thrill for members.

Illinois is surrounded at its mouth by green towering hills . . . The Mississippi makes such a sweep from Grafton to West Point that what is 12 miles as the crow flies directly north is 24 miles by river. Although headed north to Dubuque we are now traveling almost due south with just a slight jog to the westward. Pilot Lancaster tells me the *J.G. Chapman* sank at Enterprise Island.

SUPPER: Steak, fried potatoes, bread, butter, salad (celery, apples, cabbage, mayonnaise, pineapple) beets, pickles, cinnamon rolls, lemonade.

July 25, 1928

Passed Clarksville at 3:15 A.M. . . .

Passed the *General Ashburn* at 6:08 A.M. . . .

BREAKFAST: 4 kinds of cereals (Oatmeal, Bran, Grape Nuts, Corn Flakes) soft boiled eggs, pork chops, bread, butter, coffee, milk, cinnamon rolls, apples.

Passed Cincinnati Landing at 9:57 A.M. . . .

Mark Twain's cave up a hollow at 12:15 A.M.

DINNER: Boiled beef, codfish balls, boiled cabbage and carrots, sweet pickles, radishes, potatoes, bread, Johnny cake, ice tea, pumpkin pie.

Upper Hannibal and Bridge at 12:54 P.M. . . .

Quincy in sight at 4:55 P.M. . . .

Passed the *Muscatine* with 3 barges of stone in tow . . .

Passed Quincy drawbridge at 5:10 P.M. . . .

SUPPER: Hash, boiled beef, fried potatoes, cheese, beets, mixed pickles, cabbage and carrots, bread, butter, coffee, lemonade, sliced pineapple, and doughnuts.

6:52 P.M. *James P. Pearson* of Missouri Gravel Company at bank

La Grange, Missouri, at 7:00 P.M. . . .

Canton, Missouri at 8:30 P.M. By this time mosquitoes had gotten too familiar with my person so I decided to retire. Lunched on 3 hard boiled eggs and some sliced pineapple. Happily for me I was able to survive the shock of an otherwise outraged stomach.

July 26, 1928

Up at 1:25 A.M. to watch the *John W. Weeks* get through the Keokuk lock.

Under bridge at 1:30 A.M. . . .

Into locks at 1:35 A.M. . . .

First lockage completed at 2:35 A.M.

Second lockage at 3:15 A.M. . . .

The Burlington Wharfboat and our 2 barges went through on the first lockage and the *John W. Weeks* on the second. Got to bed at 3:20 A.M. and did not wake up till 5:55 A.M. We were on the outskirts of Fort Madison and had passed Nauvoo and Montrose, much to my chagrin.

6:10 A.M. Fort Madison bridge.

BREAKFAST: Ham and eggs, bread, baking powder biscuits, jam, coffee, doughnuts, breakfast food and an apple.

6:20 A.M. Back in pilot house after very little sleep.

8:30 about 3 miles below Burlington we passed the

"house with a thousand children." . . . at the top of the hill stood a beautiful cement home with a red tile roof. A woman leaned against the porch post . . . Beautiful homes stand on the crest of the bluff . . .

Arrived at new Burlington Terminal with their Wharfboat at 9:45 A.M. Tied up at 9:57 A.M. Lined up on barges at 10:01 A.M. Start upstream at 10:25 A.M.

A good crowd was lined up all along the bank for half a mile to see us come in. The Mayor, Judge, Chief of Police, etc. It took 40 minutes to place the two barges in towing position, tie up the Wharfboat to the Burlington Terminal, and depart. Passed under the Burlington bridge at 10:30 A.M. The new Terminal and Wharfboat make a splendid appearance from the river . . .

The following news report appeared when the terminal was dedicated in October.

NEW PORT LINKS IOWA TO THE SEA

To give Iowa farmers a waterway to the sea, where they had formerly been compelled to ship via rail to St. Louis before getting boats carrying produce down the Mississippi, a \$225,000 municipal dock project has been completed at Burlington, Iowa, on the Mississippi river, and was formally dedicated by Governor Hammill of Iowa and other officials Oct. 10th. As an example of the saving achieved, it was pointed out that on wheat alone the saving would amount to 11 1/2 cents per hundredweight, 6 1/2 cents a bushel. The rail-water rate was 26 cents per hundredweight, as compared with 14 1/2 cents by the all water route, from Iowa to New Orleans.

The *John W. Weeks* is now making excellent time and is "walking right up the river."

Oquawka, Illinois at 12:45 P.M.

Pilot Harry Lancaster at the wheel at 6:30 P.M.—at head of Bogus Island. A storm had been threatening and at 6:50 it broke loose. The wind howled, whined, and whipped the waves into a fury. . . .

Keithsburg, Illinois at 3:15 P.M.

Port Louisa, Iowa at 5:50 P.M.

We are 264 miles from St. Louis and 21 miles from Muscatine. The mainland and islands, since leaving New Boston, are heavily lined with trees and undergrowth. The glass-like surface of the waters catching the rays of the sun, makes this a veritable fairyland. The lagoons and sloughs add to nature a touch of beauty.

Listened in on the Tunney-Heeney fight from about 2 miles below Muscatine to a quarter of a mile above. The reception was excellent. It is now 9:25 P.M. and I will retire, miss Davenport—Moline Locks and try to get up for the Le Claire Locks at 4 A.M. Have had about 4 or 5 glasses of lemonade so I won't lunch, although there are Newsboys, cupcakes, sliced pineapple, ham, bread, butter, and apples for the crew.

Friday, July 27, 1928

Moline Locks at 2:25 A.M. . . .

Le Claire Locks at 4:05 A.M. . . .

We were passing Le Claire and Port Byron while I was in the shower. Both make a very pretty appearance from the river. . . . Pilot Harry Lancaster's father used to wrestle with Buffalo Bill under the Le Claire Elm Tree. . . . A marble monument has been placed under the tree in memory of Buffalo Bill.

Princeton at 5:50 A.M. . . .

6:45 A.M. Opposite mouth of Wapsipinicon . . .

7:47 A.M. Beaver Island and Beaver Slough.

Half mile above Albany what appeared at first sight to be stunted growths in water proved to be a dozen clammers. . . .

8:40 A.M. Clinton drawbridge . . .

12:08 P.M. Sabula drawbridge . . .

2:45 P.M. Mouth of the Maquoketa . . .

A short distance above the mouth of the Maquoketa we saw over a score of turtles sitting on a log enjoying the sun. Those who did not dive after we passed were greeted with a shower from our wave—except two of the larger ones who held a favorable position on the hump of the log. . . .

4:00 P.M. Bellevue . . . Sabula to Bellevue—3 hrs. 50 minutes 5-1/2 miles per hour.

Bellevue is all that its name implies and presents a beautiful appearance from the river. High bluffs, heavily crowned with trees, and a beautiful green levee, these are Bellevue's crowning glory.

6:50 P.M. Some girls in bathing suits beckoned us to come and join them. . . . A couple of deck hands

have gone out on one of the barges to play catch. I wondered how long it would be before the ball would go into the river. Lost it—at 7:04 P.M. . . . The sun was just resting on the hilltops of Dubuque as we rounded the bend and came into view of the "City of Seven Hills." Great deal of shoal water four miles below Dubuque. We are throwing a heavy wave on either side.

7:55 P.M. Catfish Creek and Julien Dubuque's Grave . . .

8:10 P.M. Arrived at Dubuque.

FINIS.

WILLIAM J. PETERSEN