

## HISTORICAL SOCIETY NOTES AND DOCUMENTS

### THE MONONGAHELA RIVER STEAMBOAT INDUSTRY: California, 1852-1879

JOHN KENT FOLMAR

THE history of the steamboating industry on the Monongahela River has yet to be told, although it flourished in Brownsville, Elizabeth, Monongahela, Belle Vernon, and California for over three decades in the nineteenth century.<sup>1</sup> Fortunately for posterity, Dr. Henry D. Wilkins, a lifelong student of river history, compiled a great deal of information relative to the boat building industry in the California-Brownsville area. One of his favorite projects was the accumulation of data about the boats built in California yards.<sup>2</sup>

The ownership of the boatyards is rather sketchy, however. When California was founded in 1849, the proprietors, as was the custom in a potentially developing community, established a sawmill. In July 1851, the sawmill was purchased by McFall and Company, and the first boatyard, with two launchways, began operation on the site of the former Pennsylvania Railroad station (now the California Public Library).<sup>3</sup> The hulls were usually constructed and then taken to Brownsville or Pittsburgh for completion, that is, for the installation of boilers, machinery, and piping.<sup>4</sup> In October

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1 The definitive study of this topic, Louis C. Hunter, *Steamboats on the Western Rivers: An Economic and Technological History* (1949. Reprint. New York, 1969), does not deal with the Monongahela steamboat industry except in a cursory manner. That generalization is also true of Richard T. Wiley, *Monongahela: The River and Its Region* (Butler, Pa., 1937).

2 Dr. Wilkins practiced dentistry in Brownsville, Clarksville, and California for many years. His grandfather and uncle were river captains. He was a charter and active member of the Brownsville Historical Society. After his death in 1975, his collection of historical river data and memorabilia was deposited in the California State College Archives.

3 The first owners were William McFall, Jr., James Imlay, and St. Clair Chrissinger. Ownership transfers and litigation information is in the offices of the Recorder of Deeds and the Prothonotary, Washington County Courthouse, Washington, Pa.

4 The fact that the hulls were usually, but not always completed else-

1853, the yard was sold to Benjamin Coursin and Mark Sterling, and in 1858, a new firm, Eberman and Company, took over.<sup>5</sup> S. W. Craft and John Lambert leased the yard in early 1865, and, in March 1866, Eberman purchased the yard again. Eberman, McFall and Company were the owners in 1879 when the yard ceased operations. By then the tracks of the Pittsburgh, Virginia and Charleston Railroad had been completed to Greenfield (present-day Coal Center) and it needed the right-of-way along the river.<sup>6</sup>

I have extracted selected data from the Wilkins compilation in the table.<sup>7</sup> He identified 131 boat hulls; many more were probably built, particularly barges; however, the records are not extant. Note that seventy-four boats (56 percent of the total) were built during the 1850s (the Panic of 1857 prevented more from being constructed). Despite the ever increasing railroad competition, forty-four (33.6 percent) were built during the 1860s. Only thirteen were built during the 1870s, although they were large craft and, again, "times were hard."

Most of the boats were, logically, first enrolled in Pittsburgh (only seven were not). On the other hand, the last known enrollments of eighty-seven boats (66 percent) were in cities on the major rivers of the west, particularly the Ohio, Mississippi, Missouri, and Arkansas. Almost three-fourths of the boats (ninety-seven) displaced 250 tons or less, twenty-seven were in the 251-450-ton category, and seven exceeded 451 tons. Only fourteen (11 percent) were not stern-wheelers. A glance at the final dispositions of the boats reads like an insurer's nightmare, which in fact it was. From these data it is apparent that the California boatyards played an important role in the industrial history of the Monongahela River valley.

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where complicates the problem of identifying those boats built in California. The boats were enrolled (registered) when built and also when there was a change of ownership or if major structural rebuilding occurred. Wiley, *Monongahela*, 132-33.

5 Coursin and Eberman were prominent boatbuilders from Elizabeth, and Sterling, from Pittsburgh, was a steamboat captain and boat owner.

6 The owners sued the railroad for damages. Testimony during the trial indicated that the yard's business averaged \$40,000 per year (with a high of \$80,000) and profits averaged \$3,000-5,000 (with a high of \$10,000). They were awarded \$7,000 in damages and \$2,000 for the property.

7 The data are from Records of the Bureau of Marine Inspection and Navigation, Record Group 41, Industrial and Social Branch, National Archives, Washington, D.C.; and three compilations, Frederick Way, Jr., *Towboats — Old and New* (Sewickley, Pa., 1946), William M. Lytle, *Steam Vessels Built in the United States 1807 to 1856* (Washington, D.C., 1931), later updated to 1867, and Sarepta Cooper Kussart, *Navigation on the Monongahela River*, 7 vols. (Monongahela, Pa., 1929-1933).

TABLE

## DATA — BOATS CONSTRUCTED AT CALIFORNIA, PA., 1852-1879

<i>Name</i>	<i>First Enrollment</i>	<i>Last Enrollment</i>	<i>Tonnage</i>	<i>Dimensions</i>	<i>Description</i>	<i>Final Disposition</i>
1. <i>Persia</i>	Pitt., 2/3/52 <sup>a</sup> 3/16/52	11/28/59	255	171x28'2" x5'7"	side wheel; 1 dk; no masts	Burnt, Memphis; 5/23/60
2. <i>Prairie City</i>	3/16/52	St. Louis, 10/18/55	198	151x25'8" x5'6"	stern wheel, cabin on deck	Burnt, St. Louis; 12/7/55
3. <i>Twin City</i>	4/23/52	St. Louis, 10/25/55	197	154x28'2" x5'2"	st. w., no mast, c.d. <sup>b</sup>	"
4. <i>Badger State</i>	5/19/52	St. Louis, 3/16/60	127	140x28x3'6"	"	Sank, 8 mi. above St. Louis, 12/14/62
5. <i>Return</i>	7/22/52	Louisville, 9/6/57	219	152x28x5'6"	"	Foundered, Duvall's Bluff, Ark., 7/27/59 <sup>c</sup>
6. <i>Arkansas</i>	8/20/52	New Orleans, 3/6/55	246	158x31'2" x5'4"	"	Snagged, Mobile River, Ala., 27 Mi. Bluff, 1/26/56
7. <i>Forest Rose</i>	10/14/52	" , 1/24/57	205	154x28'6" x5'	st. w.	Boilers exploded, near Napoleon, Ark., 3/25/57
8. <i>Helen Mar</i>	10/20/52	St. Louis, 11/21/55	180	135x27x5'4"	"	Sank in ice, Maysville, Ky., 2/24/55; raised & dismantled 1856 <sup>d</sup>
9. <i>John Strader</i>	11/29/52	New Orleans, 4/4/56	206	137x28'4" x5'9"	"	Burned, Ark. R., 11/18/57 <sup>e</sup>
10. <i>Quaker City</i>	2/26/53	Nashville, 6/9/57	214	152x28x5'3"	st.w., c.d.	Burned, Nashville wharf, 2/17/59
11. <i>St. Nicholas</i>	3/11/53	St. Louis, 10/7/58	667	264.7'x35.5'x7.3'	s.w., c.d. <sup>e</sup>	Boilers exploded, 9 mi. above Helena, Ark. 4/24/59
12. <i>Henrietta</i>	4/25/53	" , 11/22/59	179	143½x25½x4'10"	st. w.	Abandoned, 1861 <sup>c</sup>
13. <i>Chevoit</i>	5/17/53	10/31/59	176	136x28x5'	"	"
14. <i>Fanny Fern</i>	5/23/53	4/15/57	182	153x29x4'4"	s.w.	Exploded, 18 mi. below Cincinnati, 1/20/58
15. <i>Oakland</i>	6/9/53	Louisville, 6/24/59	142	142x26'7" x4'	st. w., c.d.	Abandoned, 1859 <sup>e</sup>

16. <i>Montauk</i>	8/3/53	St. Louis, 10/12/53	237	167x29.1'x5.1'	s.w., c.d.	Burned, St. Louis wharf, 10/13/53
17. <i>Adelia</i>	9/13/53	" , 2/24/71	128	137x27'4"x3'	st. w.	Dismantled, St. Louis, 1871
18. <i>Ben Bolt</i>	10/31/53	" , 9/19/57	228	167x29x5'	s.w.	Abandoned, 1850c
19. <i>James Park</i>	10/31/53	4/29/56	258	151½x34x5½'	st. w.	Burned near Thebes, Ill., 5/12/56
20. <i>Alice</i>	12/12/53	St. Louis, 12/21/56	72	116x21x3'2"	"	Abandoned, 1858c
21. <i>Kate Frisbee</i>	New Orleans, 8/8/55c	Memphis, 6/17/59	457	203x32x7'4½"	"	Seized by Confederates, 1861c
22. <i>Two Brothers</i>	3/1/54	New Orleans, 2/7/59	193	120x30x6'	s.w., no mast	Abandoned, 1860c
23. <i>Genoa</i>	3/27/54	St. Louis, 6/25/55	227	170x28x5'	s.w.	Snagged, Neb. City, Neb., 9/13/56c
24. <i>John Buck</i>	5/6/54	Wheeling, Va., 6/21/60	111	135x23'1"x3'9"	st. w., no mast	Abandoned, 1861c
25. <i>Kate Cassel</i>	6/6/54	" , 5/5/64	168	136x28'8"x4'8"	"	Dismantled, 7/10/64
26. <i>Eclipse</i>	6/14/54	Mobile, Ala., 11/14/56	156	150x27x4'	st. w.	Abandoned, 1860c
27. <i>Empire</i>	7/6/54	6/1/55	153	152x29'5"x3.67'	"	Snagged, Island #37, above Memphis, 7/15/56
28. <i>Parthenia</i>	7/1/54	St. Louis, 7/16/54	154	150x28'9"x3'10"	st. w., no mast	Burned, St. Louis, 12/7/55c
29. <i>City of Knoxville</i>	10/25/54	New Orleans, 7/28/56	76	122x22x3'	st. w.	Abandoned, 1858c
30. <i>Shiggins</i>	10/12/54	3/13/65	185	150x27'6"x4'6"	st. w., towboat	Abandoned, 1865c
31. <i>Swallow</i>	10/19/54	Cincinnati, 5/18/60	198	153x29'6"x4'8½"	st. w.	Burnt, Galena, Ill., Miss. R., 10/62c
32. <i>Chicago</i>	10/21/54	12/10/56	219	150x31'5"x5'	"	Lost, 2/7/57c
33. <i>Empire City</i>	11/30/54	St. Louis, 7/19/65	268	150x34.5x5.67'	"	Lost near St. Louis, 1/13/66
34. <i>John C. Fremont</i>	11/30/54	12/31/62	316	150x39'6"x6'	"	Lost, collision, Grand Gulf, Miss., 5/63
35. <i>Great West</i>	1/17/55	5/20/58	231	151x34x4'4"	" ; c.d.	Burnt, Pittsburgh, 7/15/58
36. <i>W. H. Denny</i>	3/7/55	4/18/57	276	150x34'3"x5'11"	"	Burnt, Quincy, Ill., 9/16/58
37. <i>Flora</i>	6/26/55	Wheeling, Va., 6/21/60	160	152x29'4"x3'10"	st. w.	Abandoned, 1869c

38. <i>La Clede</i>	7/5/55	St. Louis, 10/11/62	180	152x29'6" x 4'4"	"	Stranded at Chester, Ill., 11/19/62
39. <i>Grapeshot</i>	7/17/55	" , 11/13/58	153	151x29x3'9"	"	Snagged near Van Buren, Ark. R., 6/10/59
40. <i>Gipsy</i>	7/1/55	St. Louis, 7/26/56	132 <sup>d</sup>		"	Sunk in ice, Cincinnati, 2/7/57
41. <i>Emma Graham</i>	9/11/55	Wheeling, Va., 12/4/66	162	137x28'6" x 4'6"	"	" , Antiquity, O., 1872
42. <i>R. F. Sass</i>	10/11/55	Cincinnati, 2/25/60	239	150x30'4" x 5'8"	" ; c.d.	Snagged, 15 mi. below Memphis, 5/9/60
43. <i>Sir Wm. Wallace</i>	10/20/55	" , 4/25/65	255	153x35x5'3"	"	Burned, Mobile, Ala., 3/27/66
44. <i>Metropolis</i>	1/3/56	3/24/58	255	149x36'2" x 5'3"	st. w.	Stranded, Sugar Creek, Ky., 12/26/58
45. <i>Charley Bowen</i>	Wheeling, 2/14/56	same, 6/15/67	152	137x25'10" x 4'7"	st. w., 1 dk., no mast	Abandoned, 1869 <sup>c</sup>
46. <i>James Wood</i>	3/22/56	4/5/59	328	154x40'5" x 6'	"	Burnt, Sugar Creek, Pittsburgh, 5/7/59
47. <i>Melnotte</i>	3/22/56	Cincinnati, 5/1/67	288	150x36'8" x 5'10"	"	Burnt, Cincinnati, 5/12/60 <sup>c</sup>
48. <i>Prima Donna</i>	4/29/56	" , 7/25/65	304	151x37'4" x 6'	st. w. packet	Sank, near Cairo, Ill., 5/5/60 <sup>d</sup>
49. <i>La Crosse</i>	7/21/56	Memphis, 3/15/64	186	150x29x4'7"	"	Burnt Red R., near Egghead, 4/16/64 <sup>c,d</sup>
50. <i>Belmont</i>	7/23/56	3/18/59	198	153x31x4'6"	st. w.	Burnt, Pittsburgh, 5/7/59 <sup>c,d</sup>
51. <i>Monongahela</i>	11/1/56	Louisville, 2/6/60	52	98x16x3'6"	st. w.	Abandoned, 1861 <sup>c</sup>
52. <i>Telegraph</i>	11/14/56	5/16/66	183	157x26x4'8"	s.w.	Abandoned, 1867 <sup>c</sup>
53. <i>Minnetonka</i>	3/18/57	Nashville, 1/4/59	159	141x26'6" x 4'6"	st. w.	Burnt by Confederates, Nashville, 2/23/62 <sup>c,d</sup>
54. <i>Minnesota</i>	4/7/57	New Orleans, 4/13/59	143	131x30x4'	"	" , Greenville, Miss. 5/3/63 <sup>c</sup>
55. <i>Council Bluffs</i>	5/9/57	5/12/59	203	153x33'6" x 4'4"	"	Burnt, Pittsburgh, 5/7/59 <sup>c</sup>
56. <i>Hazel Dell</i>	5/30/57	Mobile, 10/12/65	170	147x28'8" x 4'4"	"	Snagged, Demopolis, Ala., 1/5/66 <sup>c</sup>
57. <i>Decaton</i>	6/4/57		102	108x29'2" x 3'8"	s.w.	Abandoned, 1859 <sup>c</sup>

58. <i>Marmara</i>	7/15/57	New Orleans, 7/20/66	177	154x31x4'	st. w.	Burnt, L. Providence, La., 2/15/67 <sup>c</sup>
59. <i>Mary Cook</i>	7/28/57	11/60	163	154x29'4"x4'	"	Abandoned, 1862 <sup>c</sup>
60. <i>Lehigh</i>	9/8/57	Cincinnati, 11/22/60	211	151x34x4'6"	"	Burnt, Cincinnati, 6/23/61 <sup>c</sup>
61. <i>Acacia Cottage</i>	9/16/57	Louisville, 11/11/59	110	144x22'3"x3'7"	"	Lost, 1862 <sup>c</sup>
62. <i>Advance</i>	10/8/57	2/6/61	96	124x22x3'10"	" ; steam towboat	Exploded, Matamoras, O., 1/21/62 <sup>c</sup>
63. <i>Neptune</i>	10/24/57	Cincinnati, 9/21/60	211	150x39'6"x4'	st. w.	Hit bridge, Clarksville, Tenn., 3/19/64 <sup>c</sup>
64. <i>Quapaw</i>	10/28/57	Memphis, 11/5/61	245	152x31'10"x5'5"	"	Snagged near Little Rock, Ark., 2/11/61 <sup>c</sup>
65. <i>Fort Wayne</i>	12/5/57	Louisville, 3/31/65	321	148x41x6'	"	Abandoned, 1867 <sup>c</sup>
66. <i>Venango</i>	1/29/58	Cincinnati, 2/8/64	121	152x28'4"x3'	"	Burned, Pitcher Pt., La., 12/31/64 <sup>c</sup>
67. <i>Echo</i>	3/17/58	Cincinnati, 3/31/63	101	147x22x3'3"	st. w.	Burned, Cumberland River, 12/10/64 <sup>c</sup>
68. <i>Col. Gus Lynn</i>	4/9/59	St. Louis, 4/21/59	84	132x25'7"x2'8"	"	Snagged, Sioux City, Ia., 4/60 <sup>c</sup>
69. <i>Red Chief #2</i>	6/27/59	New Orleans, 5/1/60	86	109x24x3'7"	"	Seized by Confederates, 1861 <sup>c</sup>
70. <i>Julia Roane</i>	9/3/59		181	141x21'2"x4'9"	"	Burned Little Rock, Ark., 9/10/63 <sup>c</sup>
71. <i>LeClaire</i>	11/9/59	Wheeling, 4/23/64	93	127x25'x3'2"	"	Abandoned, 1866 <sup>c</sup>
72. <i>Mingo</i>	11/15/59	12/2/61	228	170x29x5'	"	Sold to U.S. Govt., 1862 <sup>c</sup>
73. <i>Clara Poe</i>	11/26/59	6/4/64	208	149x32x4'9"	"	Burned, Eddyville, Ky., 4/15/65 <sup>c</sup>
74. <i>Daniel B. Miller</i>	12/16/59		104	109x26'8"x4'	"	Abandoned, 1861 <sup>c</sup>
75. <i>Science</i>	3/13/60	New Orleans, 9/13/65	117	134x26x3'7"	"	Burned Gretna, La., 6/66 <sup>c</sup>
76. <i>Webster</i>	5/8/60	6/26/71	78	119x19'6"x3'7"	"	Destroyed in ice, Helena, Ark., 12/28/72 <sup>c</sup>
77. <i>Maquoketa</i>	5/11/60	St. Louis, 11/13/12 <sup>c</sup>	55	87x24x3'	"	Abandoned, 1864 <sup>c</sup>

78. <i>Cricket No. 2</i>	7/25/60	New Orleans, 4/2/66	157	151x27'7"x4'	"	Abandoned, 1865 <sup>c</sup>
79. <i>Sampson</i>	11/3/60	2/26/69	230	169x29'9"x4'10"	"	Abandoned, 1869 <sup>c</sup>
80. <i>Robert Fulton</i>	12/1/60		159	137x29x4'4"	" (s.w. <sup>c</sup> )	Burned, Union Pt., Red R., 11/7/63 <sup>c</sup>
81. <i>Cottage</i>	10/19/61	Evansville, Ind. 9/19/64	73	128x22x2'9"	st. w.	Abandoned, 1866 <sup>c</sup>
82. <i>Magnet</i>	1861 <sup>c</sup>		152 <sup>c</sup>			
83. <i>Petrel</i>	2/17/62	Chicago, 4/12/81	116	129x24x4'	" (towboat <sup>c</sup> )	Abandoned, 1882 <sup>c</sup>
84. <i>Silver Lake #3</i>	4/20/62	Cincinnati, 9/28/65	212	157x32'6"x4'6"	st. w.	Burned, Red R., La., 2/27/66
85. <i>Golden Era</i>	7/8/62	New Orleans, 3/5/70	208	154x32x4'7"	"	Abandoned, 1870 <sup>c</sup>
86. <i>Tigress No. 2</i>	10/14/62	6/3/75	200	154x28x4'	st. w., 1 dk., no mast	Abandoned, 6/30/81, Pittsburgh
87. <i>Key West No. 3</i>	10/30/62	3/16/63	208	156x32x4'6"	"	Sold to U.S. Govt., 3/25/63
88. <i>Ella Faber</i>	11/1/62	Louisville, 3/20/67	199	150x32x4'6"	"	Burned, Portland, Ky., 10/9/67
89. <i>Nellie Rogers</i>	11/1/62	St. Louis, 11/1/72	249	178x32x4'7"	"	Rig changed to barge, 11/1/72 <sup>c</sup>
90. <i>Orient</i>	11/4/62	12/24/63	222	154x33x4'9"	st. w., 1 dk., no mast	Snagged, Commerce, Mo., 2/17/64 <sup>c</sup>
91. <i>Cottage No. 2</i>	11/7/62	Wheeling, 6/22/68	131	136x27x3'10"	"	Out of service, 1869 <sup>c</sup>
92. <i>Armada</i>	1/5/63	Paducah, Ky. 4/23/70	270	174x32x5'2"	s.w.	Abandoned, Cincinnati, 11/72
93. <i>Davenport</i>	3/28/63	St. Louis, 7/3/73	341	203x34'3"x5'2"	st. w.	Lost, ice, St. Louis, 12/13/76 <sup>d</sup>
94. <i>James R. Gilmore</i>	4/18/63	Cincinnati, 2/11/66	206	156'6"x32'2"x4'5"	"	Snagged, Mound City, Ill. 9/18/66 <sup>c</sup>
95. <i>Silver Lake No. 4</i>	5/28/63	Omaha, 6/16/75	224	155x33x4'9"	"	Abandoned, Omaha, 6/15/79
96. <i>Echo No. 2</i>	6/3/63		142	145x26x4'	"	Sold to U.S. Govt., 11/14/63

97. Olive	10/23/63	11/1/64	221	157x32x4'9"	"	Snagged, Golconda, Ill., 6/28/65
98. Petrel No. 2	11/10/63	Cincinnati, 3/30/68	138	132x24'2"x4'7"	" (towboat <sup>d</sup> )	Lost, ice, Cincinnati, 3/28/73
99. Hawkeye No. 2	11/25/63	" 11/30/74	142	138'8"x24'2"x4'6"	"	Dismantled, 4/26/78
100. N. J. Bigley	12/17/63	12/1/69	133	132'6"x24'4"x4'4"	st. w.	Abandoned, 1871 <sup>c</sup>
101. Echo No. 3	1/30/64	8/16/68	149	155x30x3'5"	"	" , 1870 <sup>c</sup>
102. Ontario	4/21/64	St. Louis, 4/9/66	266	156'4"x32x5'9"	"	Snagged below Neb. City, 8/25/66
103. Roanoke	4/28/64	12/16/64	267	156x32'3"x5'9"	"	Lost, near Commerce, Mo., 12/17/65
104. Nora	8/15/64	10/25/66	215	159x30'6"x4'9"	"	Snagged, DeSoto, Neb., 5/28/67
105. Joseph Fleming	11/8/64	St. Louis, 12/29/79	170	142'5"x25'6"x5'4"	"	Burned, Lake Deperre, Ill., 6/11/85
106. A. J. Baker	12/3/64	" , 4/9/83	173	142x24'6"x5'3"	"	Sunk, Miss. R., Hackers Bend, 8/19/89
107. Bee	12/10/64	" , 3/5/68	254	166x29'10"x5'5"	"	Sunk, 65 mi. above Cairo, Ill., 12/9/77
108. Wm. H. Brown	11/12/65 <sup>d</sup>	Parkersburg, W. Va. 3/21/72	201	162x27x4'10"	" (towboat <sup>d</sup> )	Abandoned, 1875 <sup>c</sup>
109. Lark	3/14/65	7/17/75	142	116.5x19.5x4'	"	Abandoned, 1881
110. Peerless	10/12/65	Pensacola, Fla., 3/21/82	276	151x30x4'4"	st. w. (packet <sup>d</sup> )	Abandoned, Pensacola, 12/27/86
111. Importer	2/20/66	New Orleans, 11/26/70	488	154x33x6'8"	st. w.	Snagged, 150 mi. above Little Rock, 1/15/72
112. Chieftain	5/12/66	5/25/69	259	164x26x5.7'	s.w.	Morton. R., 1/13/77
113. Fairplay	7/3/66	10/16/73	114	117x20x4'4"	st. w. (towboat <sup>d</sup> )	Abandoned, 11/8/76
114. Diamond	3/11/67	11/4/93	291	153x32x5.1'	st. w. ; 3 decks	Destroyed, fire, 14 mi. above Memphis 4/11/94
115. Park Painter	5/5/68	Galena, 5/12/80	90	119x19.4x3.4'	"	Abandoned, 1882
116. Australia	4/21/69 <sup>a</sup>	"	390	163.3x32x6.2'	"	Lost, 1877
117. Minnie Avery	Franklin, La., 10/28/69	New Orleans, 7/24/75	93	118.4x26.4x3.3'	st. w. ; 1 dk.	Wrecked, enrollment date 3/31/76



118. <i>Minnie</i>	" , 11/5/69	" , 9/9/96	40	83.2x18x3.3'	"	Abandoned, enrollment date 1/26/98
119. <i>H. C. Nutt</i>	Wheeling, 2/12/70	Memphis, 5/14/77	246	167.5x33.5x5.1'	s.w., rr. trans. boat	Dismantled, Memphis, 1/3/78
120. <i>Sioux City</i>	" , 11/2/70	St. Louis, 4/9/72	310	162.5x30x3.4'	st. w., 1 dk.	Sunk, ice, Mo. River, Ft. Scully, N.D., 3/19/73 <sup>d</sup>
121. <i>Granite State</i>	5/6/70 <sup>a</sup>	Cincinnati, 10/24/72	379	180x34x5.5'	st. w., 3 dks.	Dismantled, 3/30/79
122. <i>Oceanus</i>	12/1/70 <sup>a</sup>	St. Louis, 9/26/71	565	178x41x6'	"	Lost, fire, 21 mi. above Cairo, 4/11/72
123. <i>Black Hills</i>	4/30/77 <sup>i</sup>	St. Louis, 4/20/83	370	190.9x32x4.6'	"	Sunk, Bismarck, N.D., ice, 3/28/84 <sup>d</sup>
124. <i>Big Horn</i>	4/26/77 <sup>i</sup>	6/30/82	294	177.4x31.3x4'	"	Snagged, 5 mi. below Poplar R., N.D., on Mo. R., 5/9/83
125. <i>Rosebud</i>	5/26/77 <sup>i</sup>	Omaha, 4/19/86	286	177.4x31.3x4'	"	Sunk, Bismarck, 5/16/96 <sup>d</sup>
126. <i>Katie Stockdale</i>	12/1/77 <sup>i</sup>	5/11/93	480	225.6x35x5'	"	Sunk, 1895
127. <i>Helena</i>	3/23/78 <sup>i</sup>	St. Louis, 1/29/91	352	194.4x33.4x4.5'	"	Sunk, Bonhomme Island, Mo. R., 10/23/91
128. <i>Eclipse</i>	6/5/78 <sup>i</sup>	St. Vincent, Minn., 12/17/86	296	180x30x4'	"	Sunk, 15 mi. below Sioux City, Ia., 9/3/87
129. <i>Niobrara</i>	Wheeling, 6/27/78	Mobile, 7/14/88	252	140x25x3.5'	"	
130. <i>Montana</i>	2/26/79 <sup>a</sup>	St. Louis, 5/26/83	959	252x48.8x6'	"	Sunk, St. Charles, Mo., 6/27/84
131. <i>Dacotah</i>	4/24/79 <sup>a</sup>	6/19/99	957	252x48.8x5.5'	st. w.	Dismantled, Jeffersonville, Ind., 1893; rebuilt as a barge, 1897 <sup>d</sup>

## NOTES FOR TABLE

a The enrollments, unless noted, and if known, were in Pittsburgh. Some of the selected data are not available for each category. The data are from RG 41, National Archives, unless otherwise indicated. The tonnages are rounded off to the nearest whole number. The dimensional data are presented in feet and inches or in feet and tenths of a foot, reflecting the way the data were presented in the various sources.

b stern wheel, cabin on deck.

c Lytle, *Steam Vessels*.

d Way, *Towboats*.

e sidewheel.

f Way notes that she was built in California, Pa., in 1853, and shipped on a barge to Louisiana destined for California. She was, instead, assembled in Gretna, Louisiana, in 1855.

g Kussart, *Navigation*, 5: 483. This vessel was used on the Magdalena River trade, Colombia, South America. Kussart's text notes that the *Cottage No. 2* (boat number 91 in the table) was converted to a salt barge, her cabin and machinery going to build another boat, the *Mountain Belle*, at Brownsville; 5: 483.

h Way, built in California; RG 41, Pittsburgh.

i Way and Kussart, built in California; RG 41, Pittsburgh.