

# The Holt County Sentinel.

51ST YEAR.

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NUMBER 20.

## THE STEAMBOAT GRAVEYARD

### The Missouri River the Burial Place of 297 Steam Boat Wrecks.

The first steamboat to be wrecked on the Missouri river was the Thomas Jefferson. In June 1819 she struck a snag and went down near Cote Sans-Dessein. It was one of the fleet in the celebrated Long's Yellowstone expedition to ascertain if the river was navigable for steamboats. In 1820 the George Washington, a side-wheel, single engine boat, carrying government supplies, was snagged and sank near Hardman's opposite the mouth of the Laramie river.

A total of 297 boats have been wrecked on the treacherous Missouri river. Of this total 195 were caused by snags, 25 from fire, ice 26.

Few of these many wrecks were accompanied by loss of life. When a boiler exploded on the steamer, "Edna," July 3, 1842, 5 lives were reported dead. The boat was carrying a large number of German emigrants.

A boiler explosion on the "Big Hatchie," near Herman, July 25, 1845, killed and wounded many passengers.

The last wreck we know of was that of the "Atlanta," a government boat, by an ice gorge at Missouri City some time during the year 1910.

The government snag boat, the Suter, from 1889 to 1892, according to official reports to the Army Engineering department destroyed 17,767 snags.

It has been estimated by the government officials that there is a steamboat wreck for every seven miles from its mouth to Fort Benton.

The real graveyard is the "Euphrate Bend," between Kansas City and Jefferson City, below Glasgow, where six boats were sunk all within a stone's throw of each other. It derived its name from the steamer, "Euphrates," which was sunk at that point, September 17, 1840, by being snagged. She was named for Euphrate Collins, a popular steamboat captain.

The Katy P. Kuntz, sank near the Omaha Agency in 1878. She was the last steamer to "lie up" at Forest City and take on freight. This was in June, 1898. The river left Forest City shortly after and the old river is now some six miles away.

The Ben West sank near Washington, August 10, 1855. Sol Forney, now of this county, and his parents, Peter Forney and wife, Jacob Heaster, P. M. Loucks, Adam Miser, John Kretzer, Josia Grim, Joseph and A. P. Forney were passengers. No lives were lost in the wreck.

She had on board \$110,000 in gold dust.

The "West Wind," was burned at Glasgow, October 15, 1864; was loaded with government stores for the army, under protection of the 43d Mo. Infantry. The boat was relieved of its cargo by confederate soldiers, and the boat set fire. Wm. M. Morris, Jacob King, Clint Leverich and W. E. Simmons, of Oregon, were members of this regiment, and were there at the time.

The "J. H. Lacey" sank at the Wilson Woodyard, just north of Iowa Point, October 10, 1867. She was in the freighting service of H. & St. Joseph railroad between Omaha and St. Joseph. Her bell is now doing service in the tower station No. 1, at St. Joseph. O. J. Knapp, Assistant chief of the St. Joseph fire department was the engineer stoker of the Lacey at the time she sunk.

The "Joe Kinney" collided with the bridge at Glasgow, April 13, 1882. She was the last boat to land at Hemme's landing in this county. This was in April, 1873, when Henry Roselius F. W. Walter, Henry Dankers and others made shipments of salt pork, and shelled corn. The ravages of the river shortly after took in the landing.

"The Bertrand" sank near Portage La Force, Nebraska, in 1865, having a cargo of quick silver for the gold stamp mills of Montana.

"The Timora" exploded her boiler below Jefferson City, August 28, 1864; 30 persons lost their lives, and a large amount of treasure was in the cargo.

"The Boreas" burned at the river bank near Herman in 1846, with a large amount of silver bullion and Mexican money on board; supposed to have been set on fire for robbery.

The "Benet No. 2" for the third time was wrecked by collision with the Sioux City bridge, July 18, 1897, and was totally wrecked.

The "Metamora" a large ferry boat built at St. Joseph, sank below Boonville, September 27, 1875. She was snagged.

The steamer, "Hesperian," was snagged and sunk near Atchison, Kansas, in 1867.

The "Mollie Dexter," sank by snag,

near Chamolse, October 1, 1866.

The "Twilight" went to her watery grave near Napoleon. In September, 1865; her principal cargo was whiskey. "Belle of Jefferson" exploded her boiler on the night of July 13, 1875, six miles below Jefferson City. No lives lost.

The "Emille No. 2," was wrecked by wind at St. Joseph. Her hull floated down the river and sank at Atchison, Kans., in 1865. She was the first side wheeler that landed at Fort Benton.

The "Far West" sank by snag, October 20, 1863, at Mullaphy's Island. This boat was used in the Custer expedition. She brought the wounded from Little Big Horn to Fort Lincoln, a distance of 920 miles in 54 hours.

The "Ben Johnson" had her anatomy pierced by a snag, just below Brownsville, Nebr., in 1870. She took the United States Commission to Fort Sully to treat with the Sioux Indians.

On September 24, 1860, the "A. B. Chambers, No. 2," was sunk by snag at the mouth of the Missouri. She was named for the editor of the Missouri Republican.

The "Daniel G. Taylor," which was sank from a snag, below Rocheport, July 5, 1856, was named for a St. Louis mayor.

The "Denver No. 1," which was burned at St. Joseph, May 19, 1867, was named for Colorado's first governor.

"Kate Sweeney," which was sunk by a snag, August 1, 1855, was named for Capt. W. D. Sweeney, of Glasgow.

The "Watons," was snagged near the mouth of the Nodaway, September 20, 1858. She was ran into the Nodaway a short distance and sank in 15 feet of water. She was in the St. Joseph and Council Bluffs trade and was on her down stream trip. Her bell for a number of years hung in the belfry of the Oregon Christian church. Levi Zook, now deceased, was a passenger, having taken passage at Forest City.

The "Saluda" was destroyed by explosion near Lexington, April 9, 1852. Her passenger list was made up of Mormon emigrants, 27 lives were lost. The surviving children of those killed were adopted by citizens of that place, and some grew up to be among its foremost citizens.

The "Sallie West" was a H. & St. Joseph railroad packet; she was snagged May 5, 1858, five miles above Kickapoo Island, Kansas.

The "Antelope" was burned April 12, 1869, near Honhomme Island. The chambermaid was burned to death.

The "Delis" snagged and exploded boiler near Arago, October 26, 1878. Some fourteen lives were lost by the sinking of the "Bedford" at the mouth of the Missouri river April 25, 1840, by snag. The boat had a heavy passenger list and there was said to be a large amount of silver and gold on board. One passenger is known to have had \$6,000 in gold in his trunk, while estimates of the total amount of gold and silver on board was estimated at \$100,000. Fifteen of the passengers were drowned. Since the sinking of the Bedford the mouth of the river has moved south several miles, leaving the wreck of the steamer buried under land that now is being farmed.

The "Butte" was burned near Blumark, in 1863, the entire crew of 21 men and women were killed by Indians. She had a large cargo of gold dust on board valued at \$50,000. Years after a small amount of it was found by the Mandan and Aricara Indians, the greater part of it however is thought to yet lie buried in the wreck beneath the sands.

The "Butte No. 2" was sunk by snag, near Fort Peck, in 1883. She had in her safe \$110,000 in gold dust.

The "Arabia" went to the bottom by snag, at the Parkville bend, August 10, 1856. Her cargo consisted of 900 barrels of whiskey.

"Alice Gray" exploded her boiler, near Rocheport, December 26, 1875.

"Lizlie Campbell" was sunk by an ice gorge, March 6, 1883, at Nebraska City, Nebr.

"The Mariner" ran into bank near Decatur, Nebr., May 9th, 1867.

"Plow Boy No. 2" was destroyed by fire at Arrow Rock, July 7, 1877.

"Portsmouth" was sunk by a snag at Weston, at the mouth of Bee Creek, in 1861.

The "Roy Lynda," a ferry boat built by John Lynda, of White Cloud, Kans., and used as a ferry for many years, between East and West White Cloud was sunk by an ice gorge, February 25, 1897, opposite Lexington.

The "St. Charles" was destroyed by fire, at Richmond Landing, July 21, 1836.

"St. Mary" was sunk by a snag, at Hemme's landing, September 4, 1856.

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## Probate Court.

On Tuesday, August 24, 1915, there was a day of Probate Court to conclude some matters left over from the regular August term, which ended on the 11th, and the following proceedings were had:

In the estate of R. C. Benton, deceased; Earl Benton, administrator. Report of sale of real estate approved, and deed ordered.

In the estate of Mary A. Kaufman. Application and information taken up and the evidence heard, and neither the party giving the information in writing nor the said Mary A. Kaufman calling for or demanding a jury, the court sitting as a jury proceeded to hear and found Mary A. Kaufman to be a person of unsound mind and incapable of managing her affairs. W. H. DeBord appointed curator and bond required of forty thousand dollars.

In the estate of James F. Griffith, deceased; Sidney Bennett, administrator. Final settlement approved. Ordered to turn over a certain note for \$1,000 to one of the heirs and thus wind up the estate.

In the estate of W. F. Drake, incompetent; Emma Davis, guardian. Third settlement showing a balance of \$65.80, approved and ordered of record.

In the estate of Zelma R. Whipple, minor; Mary E. Whipple, guardian. Third settlement, balance of \$1189.51 approved.

In the estate of William and Bessie Ham, minors; Flora A. Ham, guardian. Second settlement, balance of \$452.19 approved.

In the estate of Peter Dearmont, deceased; J. B. Dearmont, administrator. First settlement, balance in favor of estate of \$314.90.

In the estate of Frances L. Lacey, minor; Nannie A. Lacey Stout, guardian. Second settlement, balance of \$1075, approved.

In the estate of James B. Payne, deceased; C. L. Evans, executor. Demand of Zook & Roecker Banking Co., note, amount allowed, \$353.03, fifth class; Dobyns & Curry, printing, \$7, allowed.

In the estate of D. W. Smith, deceased; Geo. W. Poynter, administrator. Demand of Zook & Roecker Banking Co., note. Amount allowed, \$136.06.

In the estate of John L. Gomel, deceased; W. T. Crews, executor. Demand of James Kennish for \$17 allowed, and demand of Riffe-Judy Mercantile Co., \$18.90 allowed.

In the estate of Della Hunter, deceased; W. A. Sharp, administrator. Demand of F. P. Brewster, \$10 allowed, and demand of J. M. Davis, M. D., \$3.50 allowed.

In the estate of Mary A. Fitzmaurice, deceased; E. M. Fitzmaurice, administrator. Demand of Elizabeth Fitzmaurice, \$20 allowed. Demand of Bank of Forest City, \$571.61 allowed.

In the estate of David D. Perkins, deceased; W. S. Thomson, administrator. Now comes W. S. Thomson, by attorney and files a motion to determine the priorities of payment of a number of claimants in this estate. This estate has a demand against the partnership estate of D. D. Perkins & Co., which has been decided in favor of the partnership creditors by the Supreme Court, and the partnership estate has a demand against this estate for \$1974.07. There are \$3155.26 in fifth class and \$1605.63 in sixth class allowed against this estate that have also been allowed against the partnership estate, and \$11,646.91 in the fifth class against this estate only. These matters are set up by the motion and exhibits and hearing set for Monday, the 13th of September, 1915.

Court adjourned to Monday, 13th of September, 1915.

In vacation: In the estate of Coleman C. Cunningham, deceased. On the 25th of August, Alfred D. Cunningham applied for letters testamentary, which were granted on the 9th of September, after bond of \$1200 was submitted and approved.

Estate of Mary A. Kaufman, incompetent, W. H. DeBord, curator. Bond filed and approved, on August 26.

Estate of the Forest City Ice Manufacturing Co., a partnership. On the 30th of August, J. E. McCoy was appointed administrator of the partnership estate, and bond required of \$7,000.

Estate of Thomas E. Eckles, deceased. On the 30th of August, Mrs. Laura A. Eckles was appointed administratrix of the estate of Thomas E. Eckles, and bond of \$5000 required, which was submitted on the 8th of September and letters issued.

—Pat Brohan, of the Mayflower school district, left this week, for a prospecting trip through Colorado.

## The County Court.

The regular monthly meeting of our county court was in session, last week, from Tuesday until Friday, and much important business was disposed of.

Charles C. Bostwick and others appeared before the court, notifying them that the road at the Wm. Dunihoo farm, 5 1/2 miles north of Craig, was in an impassable condition, and requesting them to give them assistance in fixing up this road. On account of the court being without funds, they instructed County Highway Engineer Peret to put in a temporary crossing at this place, and the matter will again be taken up at a later date, when the court will probably order a permanent crossing to be made.

A. R. Osborne was also before the court and advised them that the fill adjacent to C. A. Taylor's farm in District No. 11, was washed out and in an impassable condition, and on account of the court being without the necessary funds, they ordered Highway Engineer Peret to put in a temporary fill at this place.

The court made a contract with L. F. Stalcup for the making of a fill at the County Farm, at 19c per cubic yard.

Highway Engineer Peret advised the court that the road, leading east, at the northeast boundaries of Forest City, to the cemetery, was in very bad shape and that a new right-of-way was needed for part of a new road, and the court purchased a strip of land from Wm. Hitt for \$250 to be used for this purpose.

The State Auditor was authorized to draw his warrant in favor of Seaborn Carson, county treasurer, for the amounts due Holt county on the state school moneys apportioned for 1915, and also for the amount due the county under the Road Stamp tax law.

J. G. Walker was appointed a Justice of the Peace for Forbes township to fill the vacancy which existed there.

F. F. McCrosky, superintendent of the Maitland schools, was appointed as a member of the County School Tax commission, for a term of two years.

Circuit Clerk Dunham filed his report of fees earned for the month of August, which were \$3.00.

Elmer Shields was given a \$3.00 warrant for one wolf scalp.

The court levied the tax for the railroads, telephone and telegraph companies' property in the county, and made it the same as on all other property in the county, the tax to be levied on the average school and city tax.

At a meeting of the court, July 8, 1915, the court proceeded to pay the Nodaway county court one-third of the cost for the construction of the tri county bridge, which was \$480, where Nodaway, Andrew and Holt counties adjoin, by deducting therefrom the amount that our county court claimed was due them from the Nodaway county court for work done on the straightening of the Nodaway river channel near Maitland in 1909, the straightening being done to keep the west end of the bridge from going into the river. The court tried to include this as part payment of the tri-county bridge, but the Nodaway authorities rejected the settlement, so the order was rescinded.

The Missouri Iron & Bridge Company was awarded the contract for a steel bridge on the Nodaway ditch, east of the John Watson place for \$3,695.

The court also let two contracts for concrete culverts—one to J. D. Thompson, at the Sam Proud farm, one mile northeast of Mound City; and the other to E. E. Williams, at the Mrs. Scheele farm, one-half mile west of Corning.

The petit jury, as selected by the court, for the regular October term of the circuit court, is as follows:

Bigelow—T. J. Bridgman.  
Benton—Geo. Young, Cole Wilson, S. N. Ferguson, F. G. Gaskill.  
Clay—John Long, V. C. Karns, W. S. Bond.  
Forbes—F. L. Stout, Alfred Mortenson.  
Forest—Ed. Evans, J. D. Walker.  
Hickory—Shannon Hardman.  
Lewis—A. A. Wright, Wm. Kollmer, J. P. Lacey.  
Liberty—Joseph Garrett, John Mann.  
Lincoln—E. L. Wilson.  
Minton—Geo. Swope.  
Nodaway—Leonard Landreth.  
Union—George Gaskill, Jr., W. S. Thomson, Henry Rebel.

—J. H. Turtle, of Downs, Kansas, was here, over Sunday, the guest of his father-in-law, H. E. Peret and family and other relatives.

## On the Wing.

On Wednesday, September 1st, at noon, accompanied by my brother, B. L. Hinkle, wife and little son, Fremont, of Fortescue, we left Rulo for a three weeks' auto-tour through Kansas, Colorado and Nebraska. The day was an ideal one, the air was cool, crisp and bracing, and as delightful as a June morning. We never leave home and business on a vacation, but that we feel we owe a debt (of gratitude, at least) to those who stay.

The objective points in this outing were: Bird City, Kansas; Haigler, Nebraska; Brush, Fort Morgan, Denver, Boulder and Longmont, Colorado; The Rock Island Auto-Highway from St. Joseph to Denver was reached at Sabetha, 69 miles from St. Joseph and was to be our main thoroughfare on the out-going trip. This splendid highway passes through the northernmost tier of counties in Kansas, in an almost due westerly course to Abilene, where it goes north into Nebraska. The commonwealth of Kansas is one of the foremost in the galaxy in enterprise, wealth and education. It has already won 49 prizes in agricultural exhibits alone, at the Panama Exposition—the world's greatest exposition. It is the second state in the union to adopt constitutional prohibition, more than 40 years ago, which is to-day rapidly sweeping the entire country. If we mistake not nineteen states, to-day have state-wide prohibition, while three-fourths of the people of the United States live in prohibition territory. A "saloonless nation" is confidently predicted and expected both by the national leaders and the people in 1929. On to victory! Great is Kansas. It is called the "Sunflower State," yet after passing through various parts of Missouri, Nebraska, and Colorado, we find that the state by no means has a monopoly on this omnipresent flower.

Our first night was spent in Hanover, Kansas, having journeyed 114 miles by the speedometer, with but a single mishap, a "blow-out" at Marysville. In the early dawn of the next morning we were up with the "larks" and breakfasted at Washington, some fifteen miles distant. Washington is the home of our once genial friend, D. B. Kinniburgh, who was night operator at Rulo, nearly 20 years ago. While here he assumed the sacred vows of matrimony with one of our most popular and accomplished young ladies, Miss Minnie Murphy. In a few years thereafter, in recognition of his efficiency in every way the Burlington transferred Mr. Kinniburgh to Washington, and gave him the position of station agent in this splendid town, which position he has since held. We had the pleasure of momentarily meeting this affable gentleman on the streets as he was on his way to the office in the early morning. Mr. Kinniburgh's retention and promotion by a great corporation is a noteworthy example of what any average young man may today accomplish, by an unswerving devotion to education, thorough preparation and fitness, integrity, industry, uprightness and sobriety. And men are not only wanted, but are demanded everywhere, and in every line of business. It pays young men, in the very beginning of their career, to place themselves on the right side of life.

Copious and frequent rains have visited every section of the country, during this entire season. "King Korn" was everywhere, and richly attired in his annual, princely robes of green, adorned with golden crowns, as far as the eye had range of vision and then on and on and on, county after county, it was corn and wheat and alfalfa—one solid round of green fields, and shocks and stacks, even to the western confines of the state and then on for hundreds of miles in Colorado.

The yield of corn everywhere promises to be an unprecedented one, with all one prolongation of the autumnal frosts. How bountifully doth the Hand of God give responsibly to the hand of the industrious tiller of the soil. As we view these magnificent and everywhere abundant crops, we can but exclaim that is but the universal answer of the Infinite Creator to the hard, honest, faithful toil of the industrious farmer. Who wouldn't be a farmer, independent and yet interdependent, true monarchs of the earth, going forth daily to conquer the virgin soil—not in "hellish war" as we have it to-day in bloodstained Europe to the shame of the once glorious twentieth century, where countless millions are being ruthlessly mowed down in mortal combat—but in the name of the God of the universe, to make Nature yield up her rich store-houses to the imperative needs of men in food and in

rainment? In the very morning of creation, God told man to go forth and have dominion over the earth and when we travel through the country and see what man has every where accomplished in agriculture and in commerce, we verily believe he has been obedient to the Divine Edict.

After an uninterrupted run of two and one-half days and 420 miles, we reached Bird City, the home of Mrs. B. L. Hinkle's parents, Mr. and Mrs. A. J. Connett. Seven years ago, Mr. Connett left Holt County and purchased a half section three miles north of town for \$6,500, which today he considers worth \$40.00 per acre.

J. A. HINKLE.

## Former Citizen.

It does us good, and besides makes us feel much better, to receive letters like the following from former citizens and old-time friends.

WALDRON, KANSAS, SEPT. 11, 1915.  
Dear old SENTINEL and Dear old Deacon and Tom, and Dear old Oregon:

I am now located (temporarily) at Waldron, Kansas, a small town located on the R. I., and also on the K. C. M. & O. R. R., about 75 miles southwest of Wichita. Waldron is right on the state line of Kansas and Oklahoma, and is in the great wheat belt of Kansas; however, not quite so much so as around Great Bend, but this is practically all wheat. I would be very glad to visit the old home place again and again clasp hands with the old friends. Since coming here I have met Walter and Albert Harmon, as they both live here. They are grandsons of Old Uncle Jake Harmon and of the old Gentleman Culp that died with the cholera in '65 or '69 down along the river, just below Brownlee's landing. The father of these boys was Jonathan Harmon and their mother is a sister of Jonathan Culp. This family of Harmon's lived out about Richville. I often think of the old home and the old home friends, and then the question arises in my mind, where is this one and that and what of their lives, what have they done and what are they doing, has the world been made better by them? And then the vital question comes to me, what have I done? Is the world better by me living in it or is it worse? As I reason if the world is no better by my being here my life has been a failure, if it is better by my being here my life has been a success, but in gauging success as it applies to life we must not measure it by dollars and cents, because the accumulation of money is only a small part of success. Wishing THE SENTINEL success, and to Deacon and Tom I wish you not only success as I measure success, but I also wish you happiness, long life, honor and friendship, I mean the genuine article, not the wish-wash kind that is friendly when I am up, but the kind that is friendly all the time in prosperity or in adversity, the kind of friendship that loves you when you are poor and ragged and sick and hungry.

Give my regards to Dat, Kunkel, Uncle Ivan Thornton, to the Barbour family, to Geo. Cotten's family and to as many other of my old friends as think enough of me to speak of me. Tell them notwithstanding the fact that I am now living in Kansas, I am a thoroughbred Missourian, a shouting Methodist and a fighting Democrat, I preach Prohibition and practice it. I am living with the same little woman that I was married to in the Probate Judge's office in Oregon thirty years ago this September, and we never have been divorced yet.

As ever yours,  
J. W. VARVEL.

## Railroad Business.

Agent Morgan and his crew at The Interurban depot, were a busy bunch during August, having received 46 car load lots, and sent out 11, making a total of 57 cars handled during the month of August. These carloads totalled 3,039,289 pounds. Following are the carloads:

RECEIVED:

Cooperage..... 2  
Cement..... 1  
Brick..... 10  
Sewer pipe..... 1  
Hard coal..... 6  
Lime..... 1  
Apple barrels..... 2  
Flour..... 1  
Sand..... 4  
Cattle..... 1  
Boiler..... 1  
Soft coal..... 4  
Oil..... 2  
Ice..... 3  
Lumber..... 5  
Wood..... 1  
Peaches..... 1  
Total..... 46

## FORWARDED:

Hogs..... 4  
Apples..... 5  
Cattle..... 2  
Total..... 11

There were 2,406 passengers carried; 1,230 gallons of cream, 57,029 pounds of express.

—Don Weller, the hustling real estate man, of Maitland, had business in Oregon, Monday of this week.