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HISTORY OF STEAM BOATS OF FOX RIVER VALLEY
by Millard Newbert

The Omro Herald will publish a history of steamboats in the Fox River Valley, dating back, previous to 1850.

This history has been prepared by Millard Newbert of Eureka and is the only complete history of steamboats in this vicinity that has ever been published.

Mr. Newbert has made an extensive study of the steamboat situation for a great many years and this information that we are giving the readers of The Omro Herald is the result of his work, and is authentic.

On account of the length, we are giving this history in installments.

-----Editor's Note,
(F.A. Siebensohn).

This is written for and dedicated to an old friend, Mr. Millard Newbert, of Eureka, Wisconsin. It was he, who during the latter part of 1928 came to me with a list giving the names of nearly all the steamboats that played such an important part in the development of our country during the early pioneer days. Those were the days when our roads were but mere trails and often impassable. It was then our forefathers turned to nature's highways, the rivers, lakes, and all open water. Then the steamboat carried the growing commerce and traffic of the country, thus the water-ways were improved and developed.

For the benefit of the younger generation living within the boundary lines of the Fox River valley, it might be well to call attention to the fact that the Fox River has the historic distinction of being the first river on this continent to be named by the white man, therefore the oldest river.

In 1632 Governor Champlain, founder of the log cabin village of Quebec, rough information gleaned from narratives of the Indians drafted a map of this section of the country. He placed thereon a lake which he named "Lac des Puans," which is French for Lake of the Winnebago. This Lake discharged through a river which he named "R des Puans," which is French for river of the Winnebago.

This was two years before any white man had been within several hundred miles of this locality, and thirty-eight years before the naming of Green Bay. The lake has continued to hold its first name. The river, however, changed its name. In 1683 some fifty years later, Hennepin, had attached to his map the name "R le Outagamis" (Fox River.) The Fox Indians were known as Outagamis by their neighbors, and it is therefore conceded he named the river for the Fox Indians.

Little Lake Butte des Morts was named by Father Crespel in 1728 a Little Fox Lake. However, very early during the French occupation it became known by its present name, as did Big Lake Butte des Morts, the town and village.

The Wolf River was named for Black Wolf, the Winnebago chief of the Menominee chief of Black Wolf Point.

Lake Poygan for a great chief of the Menominee Indians.

In going back to the early steamboat days we might also go back for a moment to the start. It is not alone acknowledged as a fact but it is a matter of record that Robert Fulton, with his "Clermont" was the first to build and navigate a proven success in steam propelled boat. This was in 1806, some fourteen years later, July 31, 1821, the steamer "Walk-in-the-Water" left Detroit, Michigan, for Mackinaw and Green Bay, arriving at Green Bay on or about August 6th., with a large passenger list. The Fox river was then navigable only from its outlet into Green Bay to the Rapids at Depere, a distance of about six miles.

To me the remarkable part of the above incident is in taking into consideration the undeveloped condition of our country, the lack of trained men in any special line of work, and machinery in the line of boat building almost unknown, it shows the progressive spirit of our fore-fathers.

For a number of years steamers from lower lake ports would at irregular intervals arrive at Green Bay, but no regular line was established until 1850.

The first steamboat to navigate the Fox River above the Depere Rapids was the "Black Hawk," an Erie canal boat. In 1843 she was hauled over the Rapids,

fitted up with steam power and propeller wheel. While these changes and remodeling was taking place the boat was under the command of Captain Peter Hotelling, the river at the time was navigable only a short distance above Depere Rapids. It was planned to haul the boat around the Kaukauna Rapids and overland to Lake Winnebago. However, their experience at Depere Rapids and the outlook for the balance of the distance convinced them the plan was impracticable and was abandoned.

During the winter of 1884 others became interested with Captain Hotelling and they built a boat on the east shore of Lake Winnebago. The building was in charge of Captain Hotelling, who used Brotherton Indians for the greater part of the labor. As the hull was completed the old Black Hawk was dismantled and the machinery installed in the new boat. This boat was named the "Manchester" and went into service during the season of 1844 with Captain Hotelling as master, James Worder mate, and Enoch Brooks engineer. The "Manchester" was the first and only steamboat on Lake Winnebago prior to 1850. That year she was rebuilt and named the "Badger State," and in 1853 she sank on the upper Wolf river. (More about "Badger State" on page 15.)

The new lock and dam at Depere was completed in 1850 and the steamer "Indiana", Captain William C. Lyon, commanding, commenced making regular trips between Green Bay and Kaukauna.

During the winter of 1849 and 1850 the steamer "Peytona" was built at Neenah by a stock company. She was a sidewheel steamer, 115 foot keel, 18 ft. beam, single engine, with coupling on main shaft so that either wheel could be worked separately. She came out during the season of 1850 with Captain James B. Estes as master, and put on the route between Menasha and Fond du Lac, touching at Oshkosh each trip. She was not speedy--probably capable of making ten miles an hour, but exceptionally sea-worthy and very regular in her time of arrival and departure, regardless of weather conditions. She was cut in two by the ice on Lake Poygan, March 26, 1859, and her hull remained where it sank at the time.

From The Omro Herald issue of Oct 9, 1930

In 1850 a stock company was formed for the purpose of building a steam suitable at/for the passenger traffic on Lake Winnebago. She was completed and put into commission August 1, 1851, in command of Captain Peter Hotelling. She was much the finest steamer ever built for these waters, having a length of 165 feet, 40 feet beam, side-wheels, and double engines. She was given the name "Menasha" and placed on the route in opposition to the "Peytona", but didn't prove a real success there as she was too long to turn in the Fond du Lac river, necessitating backing out of the river into the lake a distance of about three-fourths of a mile. Failing to pay expenses she was laid up until 1853, at which time an attempt was made to use her towing logs across the lake. This too proved unsuccessful and she was hauled out at Oshkosh--stripped of machinery and upper works, and converted into a tow barge. The hull was used in that way until 1860, when she was again hauled out--cut in two amid-ship with the intention of making two barges that would be small enough to pass through the government locks. The stern half was fitted with a new bow--taken to the Mississippi river in 1861 and placed in the wheat trade between Prairie du Chien and up river points. The bow part was never used to any extent and for years lay deep in the mud at the south end of main street bridge, Oshkosh.

The side-wheel steamer "D.B. Whitacre" was built at Oshkosh during the summer of 1851, by James Harris. She later was purchased by the company that owned the "Peytona" and her name changed to "Oshkosh." In 1853 she was sold to the parties from the south and taken to the Tennessee river.

The "Jenny Lind" was built at Neenah in 1851 by Dr. W. Peake and Captain Patrick Tiernan. The following year she was sold and taken to the Mississippi, being the first boat from these waters to pass through the Wisconsin to the Mississippi. In 1865 the "Jenny Lind" with other boats in the vicinity of Memphis, Tenn., took part in the grewsome occupation of picking up the floating dead following an explosion of the steamer "Sultana" in which there were 1900 lives lost.

The side-wheel steamer "Van Ness Barlow" built at Neenah, came out in the spring of 1851. She was put on the route between Neenah and Appleton, forming a connecting link as far ^{as} navigable waters would permit between the Lake Winnebago steamers and the "Indiana," at that time running between Green Bay and Kaukauna. Passengers and freight were transported by team between Appleton and Kaukauna until the Improvement Company completed their work on the lock at Menasha in the spring of 1852. The "Barlow" was the first boat to pass through the locks, opening the route from Oshkosh to up river points. August 7, 1854 one of her boilers exploded as she was leaving Main street dock in Oshkosh. Two of her crew were killed and the upper structure of the boat badly damaged. A part of her boiler was blown through the upper story of a warehouse on shore. The hull being uninjured was repaired and again put in service.

The side-wheel steamer "Eureka" was built at Eureka by Rounds & Co., in the year of 1854. She was 110 feet in length with a 16 foot beam, and on account of this long narrow hull, together with the fine painting of a pickerel on each middle box, she was nicknamed the "Pickerel" and seldom referred to otherwise. She came out in the spring of 1855 under command of Captain E.F. Drummond, and put on the route between Gill's Landing and Fond du Lac. Thomas Roche, who later furnished much of the steamboat history now on record of the Fox and Wolf rivers, there began his steamboat career being the cabin hand first season out. He also formed one of the crew under Captain E.M. Neff in 1861 when she was taken to the Mississippi river.

From The Omro Herald issued Oct 16, 1930.

The side-wheel steamer "Lady Jane" was also built at Eureka in 1854 by Eric McArthur & Co. She was constructed along entirely different lines than was the "Eureka," being 90 foot in length and 18 foot beam. She was used as a passenger and tow boat on various routes commanded by Chas. Tucker. She, like any other boats from these waters was taken to the Mississippi river, and in 1867 wrecked at the Rock Island Bridge.

The side-wheel steamer "W.A. Knapp," built in 1854 was supplied with machinery taken from the "Badger State" and under command of her owner W.A. Knapp went into service on the Fox and Wolf rivers. In 1860 she was taken to Lake

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St. Croix and ran between Prescott and Taylor's Falls. In 1861 she was chartered by the Milwaukee & Prairie du Chien R. R. Co., to tow barges from McGregor Prairie du Chien.

In 1855 Captain Garrett and Captain Tarbox rebuilt an old catamaran house boat and converted her into a steamboat by attaching deck timbers across both hulls and building upper works thereon. She might have been termed a stern-wheeler, as her paddle wheel was located aft of amidship between the stern end of the two hulls. She was named "Sampson" and put on the route between Oshkosh and the east shore of Lake Winnebago. While lying in Calumet Harbor that season her boiler exploded, killing Captain Tarbox's son. The hull was towed to Oshkosh, and the following summer improved by having a new bow built on to include both hulls. She was then named "Winnebago" and put on the route between Oshkosh and Portage, where she remained until worn out.

The side-wheel steamer "Oshkosh City" was built at Oshkosh in 1855, by Nebel Neff and Alonzo Leach. With the exceptions of the "Menasha" she was the largest and finest to be built on the waters. She was 146 feet in length with 40 foot beam, equipped with two 17x54 inch engines. The boilers were built in Chicago, shipped via Lake Michigan to Sheboygan, transported overland to Fond du Lac, where the unfinished hull towed, boilers placed aboard and towed back to Oshkosh. Her trial trip was made June 29, 1855, under the command of Captain Truesdal. For several years she ran between Fond du Lac and Menasha. In 1861 she was hauled out at Oshkosh, hull cut down in size to allow of her passage through the Portage locks. In 1862 she went into service renamed "Arizona", and was taken up the Fox down the Wisconsin, to the Mississippi river, where she was placed in the wheat trade service. Later she was taken over by the government, fitted with new machinery, making her into one of the speediest boats on the Mississippi river, and used as a packet boat for the upper Mississippi until that river was opened thru to the gulf. She was then placed on a freight and passenger route from Carlton just above New Orleans to Galveston on the Gulf of Mexico.

The "Aquilla," a stern wheel steamer of 135 foot keel and 16 foot beam, built at Pittsburg, Pa. and came to these waters in June of 1855, under command of Captain Nixon, being the first boat to come thru the Mississippi, to Wisconsin, and Fox rivers into Green Bay harbor. She was sold to a local boat company and Captain Nixon returned to his home. June 30, 1857, the "Aquilla" and "Oshkosh City" left Fond du Lac for Oshkosh. There was a stiff breeze blowing, on getting outside the boats encountered heavy sea. The "Aquilla's" construction did not prove suitable for the rough waters of Lake Winnebago. The "Aquilla" sprung a leak off Long Point, filling with water she headed for the west shore blowing distress signals. She failed to make shore and sank in about ten feet of water. The "Oshkosh City" came alongside rescuing the passengers, carrying them safely to Oshkosh. The "Aquilla" was raised, repaired, and remained in service on these waters until 1859, when she was abandoned and her machinery placed in the new steamer "Elwood."

From The Omro Herald issue Oct 23, 1930.

The "Appleton Belle", was built by Captain Nixon and associates during the winter of 1856, and brought to these waters in the spring of 1857. She was 130 feet long, 20 foot beam, with double boilers and two 15x24 inch engines. She was placed on the Oshkosh and Green Bay route, proved to be popular, seaworthy, and quite speedy, and continued in service there until 1860, when she was taken back to the Mississippi, and in 1863 destroyed by fire on the Ohio river.

The steamer "Pearl", was built at Oshkosh in 1856, by Sherwood Bros. & Foote. When completed she went into service under command of Captain L. Sherwood. She was purchased by Neff & Leach and remained on the Wolf river route until 1861, when she was sold to the Northwestern Packet Company, taken to the Mississippi river and there worn out as a towboat.

The side-wheeled steamer "Fannie Fisk", was built at Green Bay, and went into service the spring of 1857, under the command of Captain Daniel Whitney. She drew too much water to be a success in these waters, and in 1863 was taken to the Mississippi in command of Captain Tom Howley, with Captain E.M. Neff as pilot. She was purchased by the government and her name changed to "General Quitman." In 1865. she was used by the Quartermaster Department of General

Canby's division at New Orleans.

The side-wheel steamer "Menominee," was built at Shiocton during the summer 1856. She was 100 ft. long with 16 foot beam, fitted with single engine and boiler, and when completed for service was the daintiest, trimmest, steamer of her size ever on these water; quick to answer her helm and speed limited to the amount of steam she was allowed to carry. In 1857 she was purchased by Neff & Leach and put on the route between Oshkosh and Appleton. In 1860 she was bought by Hart & Fuller, taken to Lake Pepin, by Captain Neff, where she was chartered by George De Haven to carry his circus on the rivers. This troupe consisted of thirty-five people, horses, tents, and baggage made suite a load. They were taken on board at Shakopee, Minn., and continued down the Mississippi river, showing at the various towns and cities until they reached what is now East Dubuque, where the show went inland. She was then chartered by L.O. Place, of Lansing, Iowa and towed wheat barges from there to Prairie Du Chien, until late in the season. About the last of October she started south, with Galveston, Texas as her destination, with two flat boats in tow; one loaded with vegetables, the other with wheat. At Keokuk Rapids they were delayed having to lighter over. On entering the rapids the boat grounded on the reef known as the Spanish Chain. That was Nov. 22nd and intensely cold. In the morning the ice was running in large cakes or sheets about one-half inch thick, or more. The sharp ice soon cut away the planking of her hull at the waters edge and an ice breaker was built fan shape to protect the hull. The "Menominee" remained on that reef for over a month until the ice formed a gorge and backed up the ice-fermed-a-gegge water so she floated and was hauled ashore on the Iowa side of the river. When navigation opened the following spring she was put on a route from Ft. Madison to Burlington, Iowa. It was soon shown she would not pay expenses there, and at the request of Captain Hart, one of her owners, the crew had her sold by the United States Marshall for their wages.

The "Queen City," was built at Oshkosh in 1857, fitted out with machinery taken from the old steamer "Barlow" and came out in command of Captain George Pook. After one or two seasons in these waters she was sold to John Jacobs, of Green Bay and run on the bay shore until worn out.

The "Berlin City," was built at Berlin, Wis., in 1857. She went into service between Oshkosh and Berlin, in command of Captain John Lynch. July 3, 1857 the "Berlin City" and steamer "Pearl" were racing up river at the head of Lake Butte des Morts as the "Berlin City" was crossing the sand bar at the mouth of the river, her boiler exploded. The "Pearl" returned to the rescue of passengers and crew, and on picking up all the living and some of the dead returned to Oshkosh for medical assistance. The casualties totaled nine, some instantly killed others dying soon from their injuries. Sam Anthony, the engineer was instantly killed. Ike Dicky, the fireman was seriously injured, but finally recovered, and always maintained the explosion was not caused by low water in the boiler. ~~Ike Dicky, the fireman was seriously injured, but finally recovered, and always maintained the.~~ Ike Dicky afterwards hired out to the Dan Rice Show and was the first man that ever turned a double sommersault on horseback. Gerome Trow of Eureka and Stilman Wright of Berlin both were aboard the boat when it was blown up on Lake Butte des Morts.

"The Berlin City" was raised and repaired, and sold to Tom Wall, Ruben Doud and Captain John Lynch and ran from Oshkosh to Green Bay in command of Captain Lynch. She was burned Nov. 4, 1870.

The "R.C. Evans" was built at Berlin in 1857, by Captain R.C. Evans of the U. S. Navy. She was 80 feet long, 18 feet beam, one boiler and two engines. In 1859, she was sold to Rich and Co. of Horican, who placed upper works on her, changed the name to "Shawana City" and placed her in passenger service. In 1863 she was sold to Abel Neff and Hank Johnson who converted her into a grouser tug, which they named "Oshkosh". She continued in service as a tug until 1871 when she was dismantled.

The stern wheel steamer "Wolf," built at New London, was 110 feet long, with 20 foot beam. She came out in 1858 under command of E.F. Drummond, on the Wolf river route where she continued until destroyed by fire in 1863.

In 1859 a large steam barge, the "Peshtigo," came to Oshkosh from Chicago, under command of Captain Robert Booth, a veteran of the Great Lakes. She was owned by the Northwestern Ry., and used to ferry cars across the river until the railroad bridge was completed. She was then taken to Menominee and used on the bay shore until abandoned as worthless.

In 1860 the side-wheel steamer "Elwood," was built at Depere, by Loy and Sorenson. She was of peculiar model, being 130 feet long, with 33 foot beam, and fitted with the machinery taken from the "Aquilla." The intention of her design was to have as large a hull as possible and permit of passing through the locks on the lower Fox. The paddle wheels were placed in recesses cut into each side of her hull. She proved a splendid freight carrier but unwieldy to handle. The "Elwood" on one of her trips up the Fox was locked through the lower Appleton lock about midnight. From the lock to the dam was a short level; the "Elwood" on one of her trips sheared in this level and went over the dam broadside. The water was high and the boat received no injury, but two of her crew were drowned. She turned and coming back whistled for the lock, very much to the surprise of the lock tender, who failed to see the disaster, and Captain Brooks stoutly maintaining that he not been there before that night. The lock tender on account of his intemperate habits took the matter very seriously, and the incident had a reforming effect upon him for some time. In 1863 the "Elwood" was taken to Cairo, on the Mississippi and there used as a floating hospital.

During the season of 1860, two new steamers the "Bay City" and the "Fountain City" were placed on the Green Bay and Oshkosh route. They were the same size each 130 feet long and 22 foot beam, built at Omro by E.A. Buck & Co., intended to connect with the steamers "Rocket" and "Comet" then running between Buffalo and Green Bay, in the interest of the New York Central Railway. They did a very successful freight and passenger business for three seasons, but when the Northwestern Railroad reached Ft. Howard, they were practically put out of business as all freight and passenger traffic went by rail. They both went to the Mississippi river later and were lost sight of.

In 1862 the side-wheel steamer "Union" was built at New London by Captain Stimpson. She ran one season on the Oshkosh, Berlin route, and the following season was taken to the Mississippi river.

In 1862 the "H.P. Leavens", a small boat was built at Neenah, by Freeman Brown & Co., used on these waters for only a short time and then taken to the Mississippi. Her name was changed to "St. Paul" and in March 1865 she was burned on the Hatchie river of Tennessee, under the following circumstances: The Mississippi river had been opened for commerce along its eastern shore and the adjoining states had been swept bare of merchandise, produce, and provision, by the contending forces. The smaller steam crafts were taking desperate chances to supply the pressing needs of the interior inhabitants. The "St. Paul" (formerly the H.P. Leavens) the "Annie Everdon" and another small steamer started up the Hatchie river loaded with all kinds of merchandise. About forty miles up the river they were captured by Nat Luxton's famous band of guerillas. The boats were looted and burned. The crews murdered with the exception of one black hand and a colored chambermaid, who managed to make their way overland to Fort Randolph, on the Mississippi. The U.S. Gunboat "Siren", under command of Acting Master James Fitzpatrick was lying at Fort Randolph, the two refugees came aboard and told their horrible tale. The Gunboat was immediately got under way and they were taken to Memphis, Tennessee, where the matter was reported to General Washbourne, who ordered seven companies of a colored regiment of cavalry to proceed up river and capture or drive the guerillas out of the state. The "Siren" conveyed them to Fort Randolph, where they dis-embarked and by

companies and started inland. The second day after they had started out one of the squads returned, having captured the famous guerilla. He had been found at a farm house alone, sick and helpless, and surrendered without resistance. He was held prisoner on one of the transport barges under guard of cavalry-men until the return of General Osborne with the balance of the force. A drum-head court martial was immediately held, the trial concluded, prisoner convicted, and sentenced in less than an hour. The sentence was promptly executed and he was hanged from a cottonwood tree. Two of his sisters with a permit from General Washburne later claimed his remains.

In 1862 the side-wheel towboat "Portage" was built at Eureka. She was owned by the Portage Steamboat Company, and in command of Captain Clint Stevens, used towing barges between Green Bay and Portage. Later she was sold to the U.S. Engineering Department and used in improvement work on the Wisconsin river. In 1892 she was purchased from the U.S. Engineering Department by Talbot, of Berlin. In 1898 was hauled out and dismantled at Berlin.

From The Omro Herald issue Nov. 6, 1930.

In the winter of 1864-65, the sidewheel steamer "Northwestern", was built at Winneconne, by Captain John Lynch, Ruben Doud and Rom Wall. She was placed on the route between Oshkosh and New London, under command of Captain Jack Anson, and continued in that trade until abandoned in 1883.

During the spring of 1863 the side wheel towboat "76" was built at Berlin. She was 80 feet long, with 20 foot beam, but later on being sold to Captain Stimpson of New London, was lengthened and name changed to "A.M. Lincoln." She went upon the Fox river route for a short time as such, and then rebuilt and name changed to "E.P. Weston." In the spring of 1869 she was put on the route between Montello and Berlin, in connection with the St. Paul railroad. In 1886 she was abandoned as worthless; her machinery placed in the "Bismark", and that craft called the "T.S. Chitterton". In 1888 the "Chitterton" was abandoned and her machinery transferred to the hull of the "Leander Choate" which had formerly been burned. This craft went into commission the following season as the "C. S. Morris."

The side wheel steamer "L.W. Barden", was built at Berlin, in 1864 for the Portage Lumber Company. She was 95 feet long, with 20 foot beam, and used towing barges in their lumber trade. In 1868, she was sold to Webster & Lawson of Menasha, and her name changed to "P.V. Lawson." She was employed in the lumber trade for a number of years, then sold and taken to Dubuque, Iowa.

The side wheel steamer "Winnebago", 130 feet long, with 25 foot beam, was built by J.F. Kirkland at Green Bay, in 1865. She was first placed in command of Captain James Brooks, but in 1867, when purchased by the Lake & Railroad Transportation Company, her command was transferred to Captain E.M. Neff. She was later purchased by W. Hart of Green Bay. In 1879 she was condemned as a steamer and the hull made into a barge.

In 1865 the firm of Neff & Leach built the stern wheel steamer "Brooklyn," she was 135 feet long, with 28 foot beam, and came out in command of W.W. Neff on the run between Oshkosh and Green Bay. In 1867 the "Brooklyn" with a cargo of coal and other merchandise made an experimental trip from Green Bay to St. Paul. She left Green Bay June 4th and arrived in St. Paul June 16th. Making a return cargo she arrived in Green Bay June 22nd, making the first and only round run between those two ports. In 1873 she was sold to McKenzie and Crawford, who put her on the route between Oshkosh and Green Bay, in command of Captain John Crawford. In 1883 they dismantled her and placed the machinery in the "Evelyn" a new steamer which they had just built.

In 1865 the "L.W. Crane" a side wheel steamer, 100 feet long, 20 foot

beam, and equipped with twin boilers and engines geared to a main shaft at a ratio of two and one-half to one was built at Berlin by McArthur & Co. She was purchased by a stock company and taken to the Allegheny river, but was returned to the Mississippi and there used by Abner Conro of Oshkosh, for towing logs. In 1874 she was brought back to Oshkosh and in 1880 while lying in the St. Paul slip caught fire and burned.

During the winter of 1866-1867 the "Tigress", a side wheel steamer, 115 feet long, with 20 foot beam, was built at New London, and went into commission on the Wolf river route in command of Captain M. Stimpson. She was purchased by the Wolf River Transportation Company and placed in command of Capt. Tom Golden the following season. The "Tigress" and "Northwestern" for several years formed a daily line between Oshkosh and New London. In 1873 the "Tigress" was dismantled and her machinery placed in the "Tom Wall", a new stern wheel steamer.

In 1865 there was built at Northport, by Ruben Doud and J.P. Morse & Co. a steamer with an 80 foot keel and 16 foot beam. This steamer, without that gentleman's knowledge or consent was named the "Ruben Doud." He, upon seeing his name on the paddle box became quite furious and ordered the name erased or the steamer destroyed. Saying he didn't care a d-m which. The name was changed to "Montello", and as such was run on the upper Fox as a passenger and tow-boat in command of Capt. Peterson. In 1874 she was dismantled, her machinery placed on the barge "Bismark", the hull sold to Capt. Robert Booth, who rebuilt it into a pile-driver.

In 1867 the Lake & Rail Transportation Co. built a large barge as a consort for the steamer "Portage". This barge was later transformed into a twin-screw propeller named "Cornucopia." In 1873 she was purchased by the U.S. Engineering Department, remodeled somewhat and name changed to "Crawford". In 1879 she was condemned and her hull converted into a barge.

In 1867 the "Lumberman", a stern wheel steamer, 130 feet long, with 22 foot beam, was built at Oshkosh by former senator Philetus Sawyer and Capt. Barney Dougherty. She was built as a lumber carrier and used between Oshkosh and Fond du Lac until 1871 when she was sold and taken to the Mississippi river where she remained.

In 1868 the "Energy", a stern wheel steam barge, 135 feet long, with 26 foot beam, was built at Winneconne by Wall & Williams. She entered general freight service in command of Capt. Mike Golden. In 1872 she was converted into a tow barge and her machinery placed in the "Lady Allender."

From the Omro Herald issue of Nov 13, 1930.

The stern wheel steamer "Island City," 124 feet long, with 24 foot beam was built by Plummer & Moulton, at Menasha, in 1868. She was in command of Captain Hollis Thurston running from Menasha to points on the east shore of Lake Winnebago until 1872, when she was sold to Day & Cook, and put on the route between Oshkosh and Clifton, in command of Captain W.W. Neff. In 1877 she was dismantled and her machinery placed in the "B.F. Carter." The hull was later again fitted with machinery and in 1882 taken over on the Mississippi.

The "Northport Belle" a stern wheel steamer 120 feet long, with " 84 foot beam, was built at Northport in 1869. She was intended for and served as a heavy freight boat until 1882 when she was stripped of machinery and the hull abandoned as worthless.

The sidewheel steamer "Milwaukee" 115 feet long, with 22 foot beam, was built at Winneconne, by the Wolf River Transportation Company in 1869. She was intended to run in connection with the Chicago Milwaukee & St. Paul Ry.,

from Winneconne to Gill's Landing. In 1872 she was transferred to the route between Oshkosh and New London, where she remained until 1884, when she was stripped of her machinery and the hull made into a barge.

The side wheel tugboat "L.P. Sheldon", 90 feet in length, with 18 foot beam, was built at Oshkosh, in 1869, and came out in command of Captain Ed Sheldon, son of the owner. In 1871 she was lengthened and supplied with a cabin, and for a time ran in connection with the S. & F. R. R. Later she was sold to Green Bay parties who changed her name to the "City of Styles."

In 1871 the side wheel steamer "Diamond", 120 feet in length, and 17 foot beam, was built at Oshkosh by Morse & Paige. She went into service on the Fox river route and June 22nd ~~that year~~ was burned down to her main deck. New upper decks were built and she was again in service that fall. In 1878 she was laid up, machinery removed and sold to Captain Hart of Green Bay, and the hull to Captain Sam Neff, who placed the machinery from the "76" in her and she came out as the "76". In 1879 she was converted into a propeller and the following season purchased by Low & Day, and placed in the lumber trade on Green Bay. She changed owners several times and finally under the ownership of W. L. Miller of Winneconne, was stripped of machinery and her hull made into a barge.

The twin screw steamer "Abel Neff" having a 90 foot keel, and 16 foot beam; with two boilers and two engines, was built at Oshkosh in 1871. She came out that fall in command of Captain Jim Staunton. In the fall of 1872, she was taken to Green Bay where she served for several seasons and was then sold to Isle Royale parties, running from the Island to the mainland, and was there wrecked in 1885.

The "Flora Webster" a double wheel propeller, 125 foot keel and 29 foot beam, with one boiler, four main and two hoisting engines was built by Webster & Lawson of Menasha, in 1871. She was built for the purpose of transporting logs and heavy timbers from up river to their mill at Menasha. She changed owners several times, and in 1880 under the ownership of Burnham & Sons, of Milwaukee, was remodeled into a single wheel propeller with new boilers and engines. Several years later she was burned at the McCormick docks in Green Bay.

In 1872 the steamer "Lady Allender" was built at Belle Plains on the Wolf River. She was 80 feet beam, and fitted with machinery taken from the steamer barge "Energy." She went into service on the route between New London and Shawano, commanded by Captain Tom Allender. In 1877 she was sold to Trow Brothers, of Eureka her name changed to "Isabella" and run from Oshkosh to Berlin, until 1878 when was taken to the Illinois river.

The "Neptune" was a twin wheel propeller 137 feet long, with 28 foot beam, was built at Oshkosh in 1872. She came out in command of Captain Herman Hitz, on the route between Oshkosh and the east shore of Lake Winnebago in the brick and stone trade. In 1873 she was sold to the Green Bay Iron Company; rebuilt, and named the W.L. Brown. In 1886, whilst bound from Escanaba to Depere with iron ore, she sprung a leak and sank in about 80 feet of water just north of Sturgeon Bay.

The "Tom Wall", a stern wheel steamer, 126 feet in length, with 24 foot beam, was built at Winneconne by the Wolf River Transportation Company in 1873. She was supplied with machinery taken from the steamer "Tigress" and came out in command of Captain Jack Anson on the Wolf river route. She

proved too expensive for that route and in 1877 was laid up, being replaced by a new steamer the "John Lynch." The "Wall" was chartered by Sam and W.W. Neff and used in the excursion for a short time, and then sold to Fremont parties and employed in the wood trade, in command of Captain Mike Golden. In 1888 she became snagged and sank. Her machinery was removed, but the hull remained a total loss.

From Omro Herald Nov 20, 1930 issue.

The stern wheel steamer "Edna", 115 feet long with 20 feet beam was built by the U.S. Engineering Department, at Oshkosh in 1873. In 1876 re-fitted with new and more powerful machinery; name changed to "Neenah" placed in command of Captain Dougherty, and after several years service was condemned and dismantled.

The stern wheel steamer "John Lynch" 115 feet long, with 18 foot beam, was built at Oshkosh in 1877 by Captain John Lynch and Tom Wall. She was on the route between Oshkosh and New London until 1883, when she was sold to L.B. Reed and ran from Oshkosh to Tustin. In 1885 she was sold to Clark & LeFevre, but continued on her former route until May 2, 1902, when she burned to the water's edge near the mouth of the Wolf river.

The "B.F. Carter," a stern wheel steamer 125 feet long, with 24 foot beam, was built at Oshkosh in 1877, by the Cook & Brown Lime Company, to run between Oshkosh and the companies quarries on the east shore of the lake. She was in command of Captain Herman Hitz twenty eight consecutive years, when he retired from active service. The "Carter" was rebuilt several times during her years of service but had the reputation of being the first, or one of the first boats out in the spring and the last to lay up in the fall.

The "Gussie Girdon", a stern wheel steamer, was built at Burlington, Iowa, and came over on these waters about 1879. For one season she ran between Berlin and Portage, when she was purchased by H. Steadman of Berlin, and placed on the Oshkosh, Berlin route.

The steamer "K.M. Hutchinson" was remodeled from a barge into a stern wheel boat 118 feet long, with 22 foot beam. In 1886 she was lengthened to 135 feet over all, and in command of her owner, Captain Bangs, was placed on the Oshkosh-Green Bay route. Quite a series of misfortunes attended her career. She was sunk a number of times; beached, and August 31, 1895 burned to the water's edge just below Lake Poygan.

The twin screw steamer "Ossain Cook" 115 feet long, and 24 foot beam, was built in Oshkosh by the Cook & Brown Lime Company in 1880. She was commanded by Captain Frank Schlissing, and used in the company's lime and stone business between Oshkosh and the east shore until 1895, when she was abandoned as worthless.

The stern wheel steamer "Fashion" 110 feet in length, and 20 feet beam, was built at Berlin in 1881, by H. Steadman. She was fitted out with machinery taken from the steamer "Gussie Girdon", and went into service between Oshkosh and Berlin, where she remained for several years, then sold to Clark & LeFevre who finally sold her to the Oshkosh Steamboat Company in 1908.

The propeller barge "Sam Neff" 140 feet in length, with 30 foot beam, was built at Oshkosh in 1881, by Captain Sam Neff. She was supplied with machinery taken from the tug "Ajax" and after being run on these waters one season was taken to Lake Michigan by Captain Neff and ran there several seasons. She was transferred to several different owners, and at the last

account was owned at, and in the sand and stone trade out of Cleveland, Ohio.

The "Evelyn" a stern wheel steamer 143 feet long, with 28 foot beam, was built by McKenzie & Crawford in 1883. She was supplied with machinery taken from the steamer "Brooklyn" and under command of Captain John Crawford, was placed in the coal trade between Oshkosh and Green Bay. In 1898 she was rebuilt and came out in command of Captain Mike Golden. Later she was sold to the Oshkosh Steamboat Company, and in 1907 was dismantled, and the hull used as a hunting lodge at the head of Lake Butte des Morts.

The "Leander Choat" a side wheel steamer 132 feet in length with 22 foot beam, was built by Bergstresser and Spaulding Bros. at Oshkosh in 1884. She was intended for the Oshkosh, New London route, and went into service in command of Captain Mike Golden. She burned at Northport, July 19, 1888. She was then towed to Oshkosh her machinery removed and the hull sold to Mick Garrow, who rebuilt her upper works, fitted her with machinery taken from the "E.P. Weston" named her the "C.S. Morris" and she went into service in command of Captain Garrow. In 1899 she was purchased by Bergstresser of Fremont rebuilt and came out as the "City of Fremont" in command of Captain John Welta.

The "O.B. Reed", a side wheel steamer 118 foot in length, with an 18 $\frac{1}{2}$ foot beam, designed by the noted yacht builder Robert Brand, was built at Oshkosh during the winter of 1885. She was supplied with machinery taken from the "Northwestern" and came out the spring of 1885, undoubtedly the speediest boat ever on these waters. In 1893, she was sold, name changed to "Idler" taken to Toledo, Ohio where she sank and was abandoned in 1896.

From Omro Herald issue of Nov 27, 1930.

The steam propeller "M.C. Neff," 141 feet in length, with 28 foot beam, was built by Captain Sam Neff, at Oshkosh in 1888. She was designed and intended for the big lakes and when completed taken there and added to a small fleet then in command of Captain Neff.

The stern wheel steamer "S.B. Hopkins", 100 feet in length, with 18 foot beam, was built at New London in 1889. Her machinery was taken from the tug "Eagle" which was originally the old tug "Fond du Lac." In 1890 she was sold to C.C. Paige, and in 1894 again transferred, at which time she was taken to the St. Claire river, by Michigan parties.

The "LeFevre", a sternwheel steamer was built at Oshkosh in 1901, by Clark & LeFevre. She came out in command of Captain Paul LeFevre, on the Oshkosh and Lake Poygan route, where she proved to be a speedy reliable sea boat. In 1906 she was sold to D.E. Cleary, and taken to Sandusky, Ohio.

The stern wheel steamer "Paul LeFevre" known generally as the "Paul L." was built at Oshkosh in 1907, by Clark & LeFevre. She was 123 feet in length, with 22 foot beam, designed for the Oshkosh, Lake Poygan route, where she proved an all round desirable boat.

The stern wheel steamer "Leander Choat", 146 feet in length, a 30 foot beam, and hold 7 foot in depth, was built at Oshkosh by the Oshkosh Steamboat Company in 1908. She was one of the best and largest steamers built for these waters, and when completed went into service in command of Captain Mike Golden, in 1908 on the Oshkosh, Green Bay route along with some excursion business.

This mention of early steamboats that were used on Lake Winnebago, the Wolf, and the Fox rivers, would be far from complete without special reference to the type of tugboat known as the "Grouser."

David Humes, the first permanent settler of what is now the village of Omro, was the inventor of the first power boat the design of which eventually became the famous "Grouser Tug." There had been white men with transient trading posts in this locality prior to Mr. Humes arrival, but he was the first to establish a permanent home. He, apparently was also the first to have visions of a real town there, and the spirit to start the making of one. It was the building of a town, which required the bringing of the logs up stream that brought forth the invention of the "Grouser Tug," the first one of which was powered with horses and known as "Humes Horse Boat." The principle of the ones that were to follow was much the same with the exception of refinements and steam power.

The description of one "Grouser Tug" will answer for all, as about the only difference was the size and power. The hull was usually from 80 to 100 feet in length, with about an 20 foot beam, built exceptionally strong to withstand the strain of the tow. On the forward deck was what was known as the grouser box. This was a strongly built box extending from four foot above the main deck down through the hold and bottom. It was of sufficient size to allow free passage of the grouser and hoisting cable. The grouser was of selected timber, usually oak, and about forty-five feet in length, and twelve by sixteen inches in diameter. The lower end was well shod with a pointed iron to provide a firm grip at the river bottom when dropped. A chain cable attached to the foot of the grouser came up through the box and lead back to a powered spool or reel by which the grouser was raised.

The first steam grouser tug was built at Berlin by Rudrick & Company, in 1854. The principle upon which they worked was attach their cable to the raft, steam ahead the length of the cable, drop their grouser, and proceed to reel in the cable, as the raft was brought forward to the tug the grouser would be hoisted, the tug steaming ahead as before.

The End.

After the "Badger State" sank, the machinery was put into the "W.A. Knapp", only steamboat on the Winnebago-Poygan and Wolf River waters for 10 years (1844-1850)--From "Historic Lake Poygan" by Chas. Velte.

Chas. H. Velte in his "Historic Lake Poygan", notes that steamboating developed and flourished from 1844 to 1920, roughly 75 years.

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BOATS

1932 issue of Daily Northwestern, J.C. Doman of Antigo in Antigo Journal by Earle S. Holman.

BROUGHT DOWN HOUSE

Mike Golden was one of the most famous river captains, and he was active at the time that Wolf river logs were coming down to Bay Boom for being made up into rafts that would be hauled to Oshkosh by tug. The men working at the boom struck for higher wages, and instead of granting their demands the company sent to Oshkosh for strike-breakers, who were brought up on the steamer Milwaukee, Mike Golden, captain.

As the boat approached the "boom shanty", the building on piles which served as office, kitchen and bunkroom, a deck hand threw out a hawser to the dock. A striker severed it with one blow of his axe. This happened a second time. Mike Golden's Irish ire was up now, and he yelled with an accompaniment of lurid oaths, "I'll fix you." The steamer was backed up, then came directly for the boom shanty under full steam. The strikers, seeing what was coming, jumped into the river, and it was well, for the Milwaukee knocked the shanty into the river, going about halfway through it. Subsequently it was rebuilt.

Kusche brothers of Oshkosh had a schooner "Everready". One Sunday it was used for a family excursion. Charley Kusche and his fiddle furnishing music for dancing. It was the day of hoop-skirts, one of which was worn by a woman dancer. It chanced that when the boat left the dock one of the guards was not replaced. The consequence was that the dancer with the hoop-skirt was whirled off into the lake. There, instead of sinking, she was buoyed up like a cork by the air under her hoop-skirt. The schooner was quickly hove to, a small boat lowered and the woman rescued unharmed.

LONE TUG ON FOX RIVER
from a 1959 issue of Daily N.W.

The Fox River Navigation Company had the last tug boats on the lower Fox River hauling coal to the mills from DePere to Kaukauna, Kimberly, Appleton and Neenah.

On the route of the barges were 16 locks, each of them lifting or lowering the murky river about 10 feet.

Edgar LaBorde, a great-grandson of Luke LaBorde was the last Captain. His father was Luke LaBorde.

- List of Captains from H.C. Doman's account in a 1932 issue of Daily N.W.

Estis Drummond, Ed Neff, Sam Neff, Will Neff, Tom Golden, John Lynch, Jack Henry, Barney Doherty, Herman Hitz, Andrew Johnson, Ole Oleson, Martin Gleson, Tom Bangs, John Thrall, John Crawford, Luke LaBorde, John Velty, Grover Bailey, Mike Garrow, Tom and Ira Fishbach, Walt

Captains cont'd--

Miller, Louis Frank, O.B. Reed, Gene Schickedanz, Gary LaBorde, Dan Cady, Frank Schiesing, Warren Ritchert, Harvey Oleson, Captain Morley, G.W. John, Al Johnson, Gus Babbitz, Paul LeFevre, Bill Wilkins, John Kellogg, Charles O'Dell, H. Neushafer, Arden LeFevre, Bill Engels, Bill Kiel, Frank Dean, Sam Burnham, Bill Tolman, Henry Warren, and Bill Love.

 From EARLY RIVER HISTORY
 Daily N.W. issue of Sept 8, 1961.

Following the "Durham" boats in 1844 was the little Manchester built of native woods on the east side of Lake Winnebago and was launched, scaring the Indians with its stack belching smoke and fire.

Government locks were constructed in 1850 there being 16 at the most, each raising or lowering 10 feet. Prior to this the larger boats were taken apart and portaged around the Rapids piece by piece and put together again.

Steam boats were the Henrietta, Jenny Lind.
 Tugs D.L. Libby.
 Yachts--Nia, Cambria and Annie M.
 Steamboats--Anna M., Theresa, Valley Queen formerly Leander Chote,^a
 John Lynch, Arden L.
 Gill's Landing was considered the hub of navigation.
 Capt. Paul LeFevre was one of the owners of the Clark-LeFevre Steam-boat Company.

From the Sept 8, 1961 issue of Daily N.W. by H.C. Doman.

Six whistles was a distress signal. In 1902 Kinsman of Freemont took the last steamboat up the Fox River to Portage. He took the Menasha, last of the steamships to New London, he towed the last government dredge to Portage, and the last government boat to New London.

Other boats were the Island City (later the B.F. Carter), R.C. Brown, Herman Hitz and Mayflower.

Steam barges were Lumberman, Cornicopia, Northport, Menasha, Ossian, Cook, Marston, Webb Hopkins and Mary.

Rafting tugs were Hercules, M.D. Moore, Fond du Lac, T.W. Lake, Tim Crane, Badger, Huntress, W.W. Neff, I.X.L., Henry Warren and D.L. Libby.

Pile driver was the Lone Star. Sand tug was the Jessie.

Morse & Page of Oshkosh were boat builders.

The Paul L. was built at Oshkosh in 1907.

In 1844 the side-wheeler the Black Hawk came from Buffalo, N.Y. to

Kaukauna where it could not make the rapids. The owner made it into the smaller Manchester, portaged it piece by piece beyond all rapids. Then in 1850 it changed owners to become the side-wheeler Badger State. It sank in 1854.

The next was the LeFevre, followed by the Paul L-- named for LeFevre's eldest son. It also hauled coal from Green Bay.

The K.M. Hutchinson, a curiosity, was originally a two-masted schooner on Lake Winnebago. A Capt. Bangs bought it, installed a 80' steam engine to drive a propeller, and ran it in the wood hauling trade. This boat finally burned between Lake Poygan and Lake Winneconne.

Another curiosity was the O.B. Reed built by L.B. Reed and used on the Tustin run. It was narrow and would tilt badly after getting up headway. The traveling public refused to trust their safety to it.

A larger boat, the O.B. Reed II was built, sold and navigated down to New Orleans.

Capt. Booth of Chicago liked Oshkosh. He discovered an old hull that he converted into a pile-driver boat, the Lone Star. For about 15 years he had a steady job, season after season, driving piles for boom companies at Bay Boom. He got \$1 a pile, and he is said to have been careful not to drive them in too deep. Consequently the ice lifted them every winter and the work had to be done over in the spring. Finally his hot temper caused help to leave him until there was only his wife to help him.

Between Berlin and Montello, on the upper Fox, were a few small steamers that sometimes went to Oshkosh. Among these were the Montello, Ellen Hardy and Chittenden.

- The Dixie, a pleasure steamer. The Neenah was a freighter of the stern-wheel type, but different from the others in that the boiler and engine were in the rear instead of amidships.

L.P. Sheldon was operated as a tug for one year and then ran a passenger boat on the lake. Capt. D. John ran it and Sam Rockefeller, a relative of John D. Rockefeller, was engineer.

The Thistle was built by the Oshkosh Steamboat Co. to run to Orihula and Freemont. It did not pay on this run and was put to hauling coal.

Tom Wall, a stern wheeler, proved very hard to handle on the sharp bends. One day she ran on a stump in the Wolf river and sank.

The Wolf, Fox and Boscobel were government boats.

The Swallow was a steam pleasure yacht. Later it was sold to a Chicago man.

(End of 1932 issue. Article by Holman.)

Lady Jane and Eureka were boats mentioned in Mrs. Smith's article of 1932.

There was also a Laura May. Anna M. was owned by Carlton Foster about 1886.

BOATS

Abel Neff, also the name of owner. It is told of him that he somehow came into possession of a cabin door, and to make some use of it built a steamboat to put it in. One day, when used for an excursion, several men were kept busy rolling casks of water back and forth to keep her on an even keel.

Steamer Ajax, a tug, was built for Sam Neff, a brother of Wm. Neff, (1939 issue of Daily N.W.). The Brooklyn was built by Oshkosh Steamboat Company.

Diamond was the first steamer on the Oshkosh-Berlin run. It burned and was replaced by the E.P. Weston.

The Gabe Bouck and Demming were small steamers that ran to Winneconne.

Barges built for Sam Neff were the Seventy-Six, the Ajax, the A.E. Neff, and the Sidney Neff.

Last tug on the Fox was the R.S. Hollister.

BOATS (From an issue of 1973 Daily N.W.)

Peytonia was the first steamer to appear above the rapids of the lower Fox, and also the Peggy.

Peytonia was not over 85 feet long and 16 feet beam, and an upper deck; it was a side-wheeler. There being no locks around the Fox rapids at that time, before the Civil War, the Peytonia was hauled ashore, the upper works torn off, and the hull cut in two. The two sections of the hull were hauled around the rapids to Menasha at the foot of Lake Winnebago. At Menasha the Peytonia was put together again and lengthened 20 feet, then put back in the river ready to run.

Before steam boats became supreme as a motive power on Lake Winnebago 15 to 20 two-masted schooners engaged in the carrying business on the lake. Supposedly roads were in such terrible shape with mud, mire and potholes, boating was more popular means of travel.

The Milwaukee was tried as a freighter, but being unprofitable was used as an excursion boat. Another boat was the Northwestern and Tigress besides the Milwaukee, all side-wheelers.

The John Lynch and Oshkosh were stern-wheelers. Clark & LeFevre bought both of them. The Oshkosh burned a couple of years later. Fire was the most destructive force that threatened river boats.

(All of this article on BOATS is from clippings of Ethel Bishop.)

"THISTLE" WEEKLY EXCURSION

It was a big day for people of Berlin 30 years ago--Trip to Oshkosh.

There is romance in the stories of boating years ago on the Fox River where once Father Marquette, Nicolet and other explorers sailed and Indians paddled their canoes.

An account of early boating appearing 10 years ago in the Berlin Journal describes the old "10-cent excursion" and was written by James F. Jenkins of Berlin. Jenkins wrote:

"To all of us who were children in the Berlin of 30 years ago, the highlight of our summer was the Tuesday excursion down the Fox River to Oshkosh. To us children it meant a pleasure trip and to our elders, a chance to shop. Since the Thistle was chartered by businessmen of Oshkosh, it was a plain case of 'chiseling in', yet competition then was not so keen and our merchants did not seem to resent it. Almost every family in Berlin went each summer on at least one Tuesday excursion. The 32 mile trip lasted all day and cost only 10 cents.

"If Tuesday morning dawned rainy, mother would postpone the trip until the next week. So on Monday night we prayed, 'Oh, God, don't let it rain tomorrow! Make it dawn clear anyway.'

"If our prayers were answered, we set off at 6:30 for the wharf, my sister and I ahead, and trying not to run.

"How much more cheerful the Polish church bells sounded this morning! All the houses and gardens looked prettier, too. As we reached Market Square, the 'Thistle' blew a deep, exciting blast and from all directions people scurried towards the wharf.

"The boat passed through Eureka, a place with only a couple of churches and stores."

The remaining seats on the Thistle were filled at Omro. Finally the point was reached where the Fox joins the Wolf. The river grew rougher and the engine's chug increased. At Butte des Morts young Jenkins and his companions saw what the French explorers had called the "Hills of the Dead," because the Indians had fought each other there. Then Oshkosh, and smells of lumber and smoke.

"It was noon when we reached the big city and our arrival was glorious. Every whistle and bell seemed to be welcoming us and bridges swung open, one after the other, even before docking, we could feel the city's pulse, so much swifter than that of Berlin," Mr. Jenkins wrote.

"The party boarded a streetcar for the park, where a picnic lunch was eaten. Tickets were bought for rides on the dizzy roller-coaster. Hopes were entertained by the children that they might again go to the Bijou and see the new French Pathe colored films that showed knights awakening in enchanted castles and devils disappearing in gusts of flame. In Berlin there was only one colored person, but there were many in Oshkosh. There were several Chinese laundries in the metropolis.

"Night came, the family returning on the Thistle, and Berlin looked smaller even than in the daytime, but it was home."

Mr. Jenkins was born and reared in Berlin. An author of books, he was for some time situated in New York City.

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