require very light skiffs in order to shoot the rapids or to be dragged over the river bed in low water.

During the late Spanish Period keelboats began to be used on Red River (Hyams 1939:62). Keelboats were generally 40 to 80 feet long, with a 7 to 10 foot beam, and had a depth of hold of 3 to 4 feet. The standard keelboat carried a load of 15 to 50 tons of merchandise. These vessels had a shallow draft of about 2 feet when loaded, were pointed at both ends, and the center was usually covered by a cabin or cargo box. The narrow form of the keelboat enabled them to ply small tributaries where barges and flatboats could never reach (Pearson et al. 1989). A 12- to 18-inch-wide cleated footway ran around the gunwales on which the crew walked when poling the vessel along. In addition to poling, keelboats commonly were rowed, and often had a single mast and sail (Taggart 1983).

Keelboats operating on the Red River averaged about 90 feet in length and were of 22 so 37 tons burden. Some of these vessels were built locally, however, most were constructed along the Ohio River and brought south Historical documents indicate that keelboats were possibly she most common type of cargo vessel on Red River until she 1820s (Works Projects Administration thereafter cited WPA] 1942). Among she keelboats operating on the Red and her tributaries during she early American Period were the *Anna Lucinda, Buffalo, Colonel Ashley, Eliza, Little Tom, Packet, Three Sisters, Mary Jane, and Messenger (WPA* 1942).

Even after the introduction of the steamboat on Red River in the 1820s, keelboats remained in use. Commonly goods would be carried down smaller tributaries in keelboats to be off-loaded on steamboats at the river. Also, keelboats were used to transport goods around obstructions where it was too difficult or dangerous for steamboats to travel These included transport around portions of the Great Raft and at the falls at Alexandria, where, at low water, goods were sometimes transferred from steamers below the falls to keelboats for transport upriver (Hyams 1939:62-65). Reportedly, in 1816, a Major Moss took the first keelboat around the raft and on up the Red (Paxton 1829).

There is only one documented case of a boat having penetrated the lakes west of Shreveport before steamboats began operating on Soda and Caddo lakes in the late 1830s; and that boat was a skiff rather than a pirogue. Sibley (1806a) mentions that James Bayou was pirogue navigable during the rainy season. Although the Caddos undoubtedly used pirogues on the lakes and bayous near their James Bayou village, the only mention of travel in the records-is by horseback.

The Steamboat Era on Red River

The first steamboat known to operate on Red River was the *Enterprise,* under the command of Captain Henry Miller Shreve. The *Enterprise* was built on the Monongahela River at Brownsville, Pennsylvania, in 1814 by D.M. French and Company. She was a sidewheeler measuring 80 feet long and 20 feet wide (Norman 1942:445). She had been brought down the Mississippi to New Orleans by Captain Shreve to take part in the lucrative steamboat trade inaugurated in 1812 by the first steamboat on the Mississippi, the *New Orleans.* In bringing the *Enterprise to* the Mississippi, Shreve, and his partner Daniel French, were violating the trade monopoly which had been granted to Robert Fulton and Robert Livingston by the territorial legislature (Hunter 1949:17). In 1815, the *Enterprise* was seized by the authorities in New Orleans, but she was soon returned to Shreve. The legality of the monopoly granted to Fulton and Livingston was invalidated by an 1824 U.S. Supreme Court ruling, but by this time the monopoly existed in name only because large numbers of steamboat owners and operators had been sailing western waters for years (Hunter 1949:14; Walker 1964:71-75).

The *Enterprise* first entered Red River in January 1815, sailing as far as Alexandria Reportedly, on her second trip, made later in the same year, she steamed above the falls at Alexandria and reached Natchitoches (Norman 1942:401). However, Hyams (1939:65) indicates that the first steamboat to reach Natchitoches was the *Beaver,* which, under the command of Jacob Black, reached the town in 1820. Whatever the case, within a few years of the *Enterprise's* first voyage, steamboat travel on the Red was a reality ant a number of other steamers were in operation.

One of the early steamers on the Red was the *Pike,* homeported at Alexandria The *Pike* was a small steamer built at Pittsburgh in 1815 and measuring 87 feet long, 12 feet, 3 inches wide; and 3 feet, 1 inch deep. Her burden was 31 76/95 tons; less than some of the keelboats then operating on the ever. Her owners were Benjamin Booth and Charles Martineau, prominent merchants of Alexandria (WPA 1942:1:165).

Another early Red River steamer was the *Newport.* She was originally constructed as a barge which measured x95 feet x 16 feet 7 inches x 4 feet with a burden of 59 69/95 tons. The *Newport* was built near Columbia, Ohio, in 1813 and later taken south to Alexandriina, Louisiana, where she was converted into a steamboat in 1818. Apparently the *Newport* operated on the Red until the spring of 1820--in March of that year she was reported a total loss (WPA 1942:1:98).

As noted above, the *Beaver* was one of the earliest steam packets to serve the Natchitoches area (Sibley 1821a). The Beaver was a 135-ton sidewheeler steam packet built in 1819 at New Albany,Indiana(Mitchell 1975:18;No,rman 1942:240). She measured 116 feet, 5 inches long, 20 feet, 4 inches wide; and had a depth of 6 feet, 1 inch. She was owned by Nathaniel Chamberlain, WilliamWyer, Arron Peabody, and Nathaniel Wyer, merchants of New Orleans, and her master in 1820 was Jacob Black (WPA 1942:12).

Another early packet engaged in the Red River trade between Natchitoches and New Orleans was the sidewheeler *Arkansaw* (Sibley 1821a), a small vessel of 51 tons. The *Arkansaw* measured 95 feet, 10 inches long, 14 feet, 6 inches wide; and 3 feet; 10 inches deep. She had one deck, no masts, a square stern, and a hurricane house on the deck. Built at Clarksville, Tennessee, in 1820, she was owned by Jacob Jennings (also her master), Garret Jorden, Henry Young, and Oliver Jones of New Orleans (Mitchell 1975:13; Norman 1942:418; WPA 1941:13). As early as 1822 there were five steam packets regularly plying the Red between Natchitoches and New Orleans (Sibley 1822). Among these early boats were the *Yankee, Governor Shelly, Kentucky* and *Henderson.* In the following decade some of the important boats operating on the Red were the *Venture, Hope, Expedition, Natchitoches, Alabama* and *Arkansas.* The *Arkansas* was considered typical of the Red River steamers, measuring 106 feet in length, drawing 17 inches of water and with the ability to carry about 100 tons of freight (Somdal 1935:846).

Steamboats plying the western rivers were of two basic designs--sidewheelers and sternwheelers. Regardless of the type both had numerous features in common. The largest deck on a steam boat was the main deck (Figure 13). On sidewheelers this deck extended beyond the hull to encompass the paddle wheels. The area extending beyond the hull, known as the guards, was supported by stanchions or hog chains running over the boiler deck. The main deck housed the engines, boilers, and other machinery. It was also the main storage area for cargo. The guards increased the storage area substantially, which help explain their presence on many sternwheel cargo boats.

Above the main deck was the boiler deck. It was usually narrower and housed the passenger staterooms on many boats. Commonly situated above the boiler deck were the hurricane deck, Texas deck, and pilot house. The hurricane deck was narrower than the boiler deck. Its cabin may have

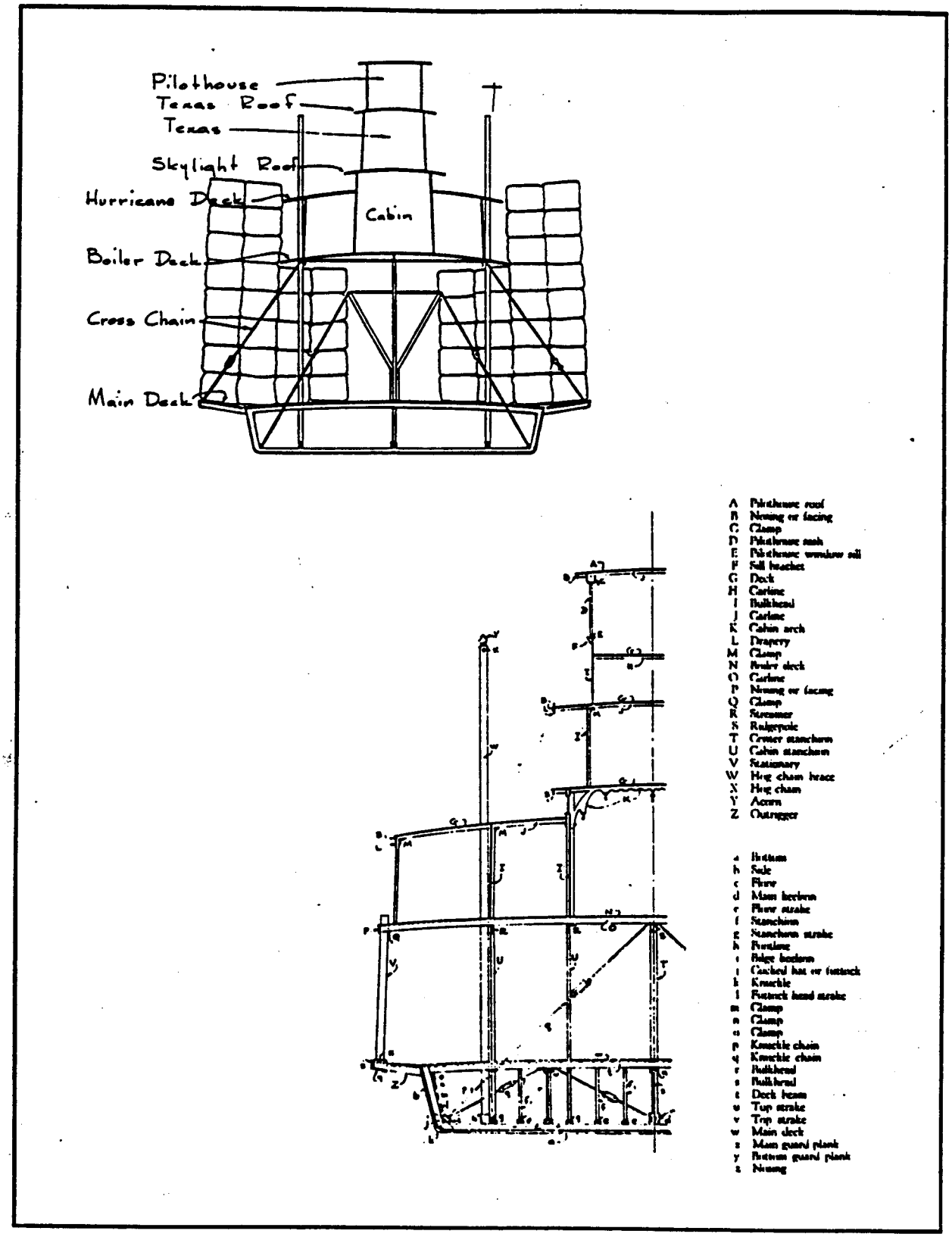

Figure 13. Structure of a typical western river steamboat (source: Bates 1968:30, 46).

contained staterooms, officer quarters, and the steamer office. -The Texas deck stood atop the hurricane deck and was surmounted by the pilot house. Most steamers did not have a Texas, and some even lacked the hurricane deck (Hunter 1949:91-93).

The early steamboats operating on the Red were rather small, ranging between 90 and 135 feet long 12 to 24 feet wide, and 2 1/2 to 8 feet deep in the hold The computed burden of some of these early Red River boats ranged between 80 and 190 tons (WPA 1942). Most of the early boats were sidewheelers propelled by single cylinder, low pressure engines, which normally featured a long stroke and small bore. Steam was provided by one or more boilers. N. Philip Norman writing on Red River steam navigation provides the following description of the operation of these early boats:

> A heavy wooden flywheel was necessary for the smooth operation of this steam engine; it also enabled the engineer to prevent "stalling his engine 04 "dead center" when itwas D_, to reverse, or start, the engine. A brake was mod to control the inertia of the flywheel. Each side paddle wheel had its own shaft (axle) which extended from the outer axle .: box of each paddle wheel to the longitudinal midline of the boat The usual practice was to : connect the "pitman" (connecting rod) directly to the inner end of a paddle wined shaft through a "double crank"--this was called the "crank axle." The flywheel was also on this shaft, or axle. Sometimes another arrangement was used--the steam engine was a separate unit and its ve motion was transmitted to a paddle wined shaft through a belt. Irrespective of the mechanical arrangement, a clutch was interposed between the paddle wheel shah, which ' enabled the engineer to disconnect one paddle wheel There were two reasons for the clutch: fine [D making landings or maneuvering around a sharp beat it was frequently necessary to stop one peddle wined and reverse the other; second, the boiler feed pm" which was called the"doctor" and supplied the boilers with water, was operated from the paddle wheel shah, either through a cam or belt. Therefore, whenever there was a head of steam m the boiler it was necessarykeep to keep the engine running to operate the "doctor". When at a landing it was more economical for the engine to turn one paddle wined than to turn both paddle wheels [Norman 1942:403-404].

While the early steamboats operated with only one cylinder, by the late 1840s most were powered by two, high-pressure, non-condensing engines mounted horizontally or at a slight incline.These engines were located on the main deck in the stern third of sidewheel steamers, usually situated between the sidewheels, and were bolted to heavy timbers known as "cylinder timbers." On two-engine boats, the pistons were attached to the sidewheels by wooden pitmans strengthened by metal steps. The pitmans were attached to a metal crank on each side-wheel, or on each end of a stem-wheel. Boats with two engines did not require the flywheel noted by Norman above (Hunter 1949:113). On stemwheelers the two engines were placed on either side of the boat just forward of the stern.

Other than paddle wheels and steam engines, boilers ranked as the most important operating equipment on a steamboat. Boilers provided the power that set in motion the steam engine and, also, were the chief cause of accidents resulting in loss of life. In building boilers, the boilermakers sought to minimize size, weight, and cost and maximize output of steam. As with steam engines, boilers underwent a period of trial and error to see which could perform most effectively in the river environment. After an acceptable type was adapted, it underwent alteration and refinement.

Among the first boilers tested on western steamboats were the "upright," "horizontal," "tubular,"locomotive," some with plain cylinders and others with internal flues.; The flue boiler became the standard type adopted for service on western rivers. Its greatest attribute was *its* ability to generate steam at high pressure relative to weight. Other reasons for *its* becoming the most popular type were its cylindrical form' simplicity of construction and repair, ease of cleaning, ease of distribution over the deck area, and the fact that it could be connected in series

to others to increase power. The typical steamboat boiler in 1820 ranged from 2 to 3 feet in diameter and from 15 to 18 feet in length. By the end of the decade, diameters had increased to over 3 feet ant lengths to between 21 and 24 feet. If boilers measured less than 36 inches in diameter, they were hard to clean and they became structurally weaker if their diameter exceeded about 42 inches (Donovan 1966:156).

The largest antebellum boats were equipped with as many as 6 or 7 boilers supported by "cast-iron, mud-drum legs" and connected by copper steam lines. Before 1840, the walls of the boilers were made by layering thin plates of iron (normally five of them). The normal pressure capacity of boilers on western steamboats varied from eight to 130 pounds per square inch until steel boiler plate came into use in the 1880s (Edwards and Cole 1945:402). Boilers were normally faced with their doors forward to take advantage of the draft as the boat moved.

Many attribute the relatively common boiler explosions- which occurred on steamboats mainly to flawed metal rather than to shoddy workmanship. Other critics pointed out that boilers made in the United States were sloppily connected, the cast iron boiler heads carelessly fastened, internal flues not adequately supported, and safety devices ineffective. These defects resulted from a lack of quality control in the manufacturing process, plus poor maintenance during operation. It was not uncommon for observers to note the sides of boilers bulging and caving-with the action of the engine valves, and engineers inserting material where steam was escaping (Hunter 1949:159).

Boilers received water from a pump powered by a cam on the paddle wheel shafts; if the paddle wheel was not moving, the flow of water ceased. This probably explains why so many boiler explosions occurred as boats were pulling away form shore after a waiting period. Separate boiler water pumps which came into use in the 1850s, were nicknamed "doctors" (Edwards and Cole 1945:403). - -

The cargo canted by early steamboats operating on the Red was essentially the same that had been transported by pirogues and keelboats during the earlier periods. Among the goods frequently shipped down river to New Orleans were deer skins, hides, furs, beeswax, bear oil, tobacco, and some cotton (Hyams 1939:65). However, in the third decade of the nineteenth century, cotton production became the leading economic pursuit of the region. The Red River Valley provided millions of uninhabited acres suitable for growing cotton, and slaves, which could provide the necessary labor to clear and cultivate the fields, could be purchased on relatively easy credit. The cotton plantations along the Red were intimately and directly tied to the river for their existence. The river provided the only suitable means for shipment of their crop and steamboats made shipment economically viable. With the initial clearing of the Great Raft in the 1830s, not only were hundreds of thousands of acres of rich alluvial land drained and cleared and made available for agriculture, but reliable steamboat navigation to the areas above Natchitoches was made possible. Because cotton agriculture was shown to be a very lucrative undertaking, hundreds of Anglo Americans flooded into the Red River area during the early nineteenth century, and the region became one of the leading cotton producing regions of the South.

With the rapid expansion in cotton production and the related population growth in the Red River Valley, came the need for increased water transportation facilities. More boats, and larger, faster boats were necessary to meet demands of the the rapidly expanding agricultural development of Northwest and Central Louisiana Valery Hyams, writing on Red River steamboats during the antebellum period, gives an idea of the importance of river transportation to the economy of the region:

> In the 1850s and the early year of the 1860s, the number of boats engaged in the Red River trade numbered over one hundred Some of these boats that navigated on the river

were the Bell of Red River, Rockaway, Douglas, Belvidue, &swing, Monterey, Echo, Maid of Kentucky, and others. The amount of cotton exported from the valley by steamers was over 280,000 bales, and it was estimated that trade relations with New Orleans amounted to nearly $100,000,000 per annum. Stock was driven afoot from the plains of Texas to the port of Shreveport and from there shipped to New Orleans [Hyams 1939:66].

For steamboat builders, the primary objective was to construct a hull that would carry as much cargo weight as possible and at the same time draw no more water than absolutely necessary to permit maneuvering with sufficient speed in shallow water. As a result, steamboat hulls in the years leading to the Civil War became longer and flatter, thereby reducing the depth of the hold. In the opinion of builders and designers, current exerted less pressure against a long boat than a short one. They also believed that longer boats were easier to maneuver, particularly in swift-moving shallow water.

The length of most hulls on th e early western steamboats stayed under 120 feet. By 1850, the hull length had increased to from 240 to 270 feet . Boats longer than 300 feet were exceptional. Compared to other boats, steamboats were very narrow and, prior-to 1860, almost ail measured less tha n 40 feet across the beam Twenty to 30 feet was the typical width of more than 90% of the steamboats before 1860 . After 1860, hulls on western steamboats generally became wider, but rarely extended beyond 50 feet (Donovan 1966:85). Some of the largest steamers to operate on Red River in the 1850s and 1860s were the *Jesse K. Bell, B.L. Hodge, Countess, Creole, Princess, Cuba, ML. Daugherty, Milton Relf, St. Charles, Louis D'Or,* and the *Magnolia Banner* (Norman 1942:404). The burden on these boats seldom exceeded 300 tons.

In 1833 the U.S. Corps of Engineers under the auspices of Captain Henry Miller Shreve, initiated the removal of the Great Raft on Red River. In April 1833 Shreve 's snagboat Archimedes started clearing the first log jam near the mouth of Loggy Bayou.The undertaking was an arduous task requiring nearly six years to open the river as far north as Coate's Bluff, at the present site of Shreveport, which was named after the Captain (McCall 1984:196-232). The opening of the river led to the economic development of the region above Natchitoches. Plantations sprang up along the Red, most of which had their own landings . Over the next 30 years, however, neglect of raft removal allowed its reformation over large segments of the Red.

During the Civil War, the combined Union army and naval campaigns of 1863 and 1864 brought widespread property destruction and economic devastation to much of the Red River Valley. Complete control of Confederate shipping on the Mississippi had been affected by the capture of Port Hudson in July 1863, and by that time commercial river transportation on the Red had been almos t entirely eliminated either by the capture or destruction of river craft or by the effective river blockades maintained by Northern gunboats.

After the war, river traffic on the Red quickly returned to its former pace:

Inhabitants of the Red River Valley began the task of reconstructing their ravished Garden of Eden, and within six months after the cessation of hostilities the river was again teeming with steamers from New Orleans loaded with supplies, building materials, farm implements and other necessities for the towns and farms along the course of the river. Steamers bound downstream were loaded with cotton, cottonseed, corn, lovestock hides, pelts, poultry, poultry products, etc., for the New Orleans market. By 1870 several steamboat companies were operating a number of very large and elegantly equipped steamers on this river [Norman 1942:405].

The last two decades of the nineteenth century saw the rapid expansion and development of railroads in Louisiana, as well as throughout much of the Southeast and

Mississippi West. Competition quickly arose between the rail and river transportation systems throughout the region. By the turn of the twentieth century, the rail systems proved more efficient, and as a consequence, the steamers that had once dominated the inland waterways began to disappear. By the 1920s, commercial river traffic on the Red had all but disappeared.

The Advent of Steamboat Travel on Caddo Luke and Cypress Bayou

By April 1835, Shrevc had removed the raft up to Twelvemile Bayou, and in July the Caddos ceded their lands to the United States. These two events were the key factors in opening northeast Texas to navigation and settlement, which were reciprocally related. Shreve reports that during the first five months of 1836, 27 trips had been made by steamboats as high as Coates Bluff on the Red River. Shreveport was founded in 1839 and quickly became an important commercial center for terminal and through traffic to the north and west. The community of Jefferson is first mentioned in March 1841 as a town site with a ferryboat in operation and by April 1844 was identified by *The Northern Standard* of Clarksville as the head of navigation. Soon Jefferson became the major river port in northeast Texas, and the region's main commercial and economic center.

Steamboats began operating in the lakes west of Shreveport almost immediately after Twelvemile Bayou was opened, as is indicated by Francis Moore's 1840 *Map and Description of Texas:*

> Along the course and near the Red River are scattered a great number of small lakes, which probably have been formed by the waters of the stream, which has been set back by the immense raft which formerly blocked up its channel; the largest of these lakes is Caddo or Soda Lake, near the southeast boundary. Small steamboats are almost constantly plying between the shores of this lake and the portion of the Red River below....Many trunks of decaying trees, which formerly grew up on its present bed, still project from its bosom, rendering its navigation quite dangerous.

For steamboats to have been "constantly plying" in 1840 means that settlement would already have been significant and that a number of landings would already have been established. The geographic extent of these landings is uncertain. Theoretically, they could have been established as far west as the confluence of Big Cypress and Black Cypress bayous, since the documents of the period always refer to Caddo Lake as reaching up to that point.

The 1839 Louisiana State Survey maps cover the Louisiana portion of the Caddo Lake area and part of Texas (since the boundary was indefinite at the time).Although a few other property holdings are shown, the only places designated as having structural improvements were those of James Shenick and Robert Potter (see Figure 8 for "Potter's Improvement").

Robert Potter and Harriet Ames were the first white settlers on Caddo Lake, if by settler one means a person who has established a permanent residence and has cleared land for agriculture. Although sometimes referred to as the Potters, the Texas Supreme Court determined in 1875 that they had never been married (Tarpley 1983:29).

Potter was a figure of historic importance. Born in 1799, he was elected to the North Carolina Legislature at the age of 27. After serving two terms, he was elected to the U.S. House of Representatives, where he also served two terms. Potter was mariied with two children. In an attempt to concoct a story about wifely infidelity so that he could divorce and marry a woman with whom he was having an affair, he castrated a Methodist minister and a youth of 17 who were related to his wife (an act that soon became known as "Potterizing") (Tarpley 1983: 17-29).

He spent six months in jail for the crime (which was a misdemeanor at the time), wrote a pamphlet justifying his actions, and was reelected to the North Carolina Legislature. Potter was involved in a card game with another legislator, lost everything, and absconded with the money after pulling a gun. In the Legislature, he brought charges of cheating against his adversary, but was himself expelled from. the Legislature in 1835 after the evidence-was reviewed.

Soon thereafter Potter went to Texas, where he became involved in the revolution. He signed the Texas Declaration of Independence and was appointed the first Secretary of the Navy of the Republic of Texas. It was in Galveston, where he had gone to prepare fortifications, that he met Harriet Page. Hatriet was married, with two children and her husband was in the army, She was part of the exodus before the advancing Spanish troops which Potter was helping to direct

Potter may have convinced Harriet that she had never been legally married. Harriet may have thought that her husband was dead. Potter and Harriet may have established a bond marriage in Texas. Or perhaps they simply established an illicit liaison. In any case, they lived together in the "Sabine Country" in what is now Harrison County for a year while Potter built a. home on the north side of Caddo Lake at what later came to be known as Potter's Point, to which they moved about 1837.

Potter was elected to two terms in the Congress of the Republic of Texas. He became involved in the violent dispute between factions who disagreed on how the problem of crime should be addressed in the no-man's land formed by the indefmite boundary between the United States and the Republic of Texas. After unsuccessfully attempting to arrest the leader of the opposing faction, he went home to sleep, was surrounded by his adversaries, made a run for Caddo Lake, dove into the water, came up for air, and received a bullet in the back of the head, from which he died at the age of 42 (Tarpley 1983:17-29).

Potter had written a will only weeks before in which he left most of his property to the wife of another congressman in Austin. Harriet married a Charles Ames and continued to live on the property she considered to be her home. She was evicted many years later in a famous court battle that reached the Texas Supreme Court, and she ended her days in the New Orleans area after writing an account of her life that was later used as the basis for a romance novel.

In her memoirs, Harriet indicated that when she moved to Potter's Point around 1837, the only people in the area were Indians (obviously the Caddos and the Alabamas from the descriptions) (Tarpley 1983:18-20). Potter was instrumental in bringing other people into the area. Harriet mentions Sandy Miller, Stephen Peters, and James Rieves. The latter two families are shown as property owners on an 1839 Louisiana State Survey map. Swanson's Landing was in existence at least by 1843, since it played a part in Harriet's escape from Potter's killers. Harriet also mentions that the first steamboat on Caddo Lake was chartered by her brother and James Rieves to reach Potter's Point. This would have been in the late 1830s at the earliest.

Ports and Landings in the Project Area

Captain Charles Potter's 1904 Corps report on Cypnss Bayou indicates that there had been about 20 small ports and landings on the route to Jefferson, that few of these ever attained the distinction of a village, and that most had disappeared by the early twentieth century. Huber (1959) provides a catalog of steamboat advertisements of boats sailing out of New Orleans. Many of the advertisements concern boats traveling to Jefferson, and some of these enumerate stops along the way. A listing of the known ports and landings along the route to

Jefferson are provided in Table 1 by the year in which a particular port or landing was included in an advertisement.

Table 1. Advertised Ports and Landings on the Shreveport to Jefferson route.

LANDING	YEAR						
	1844	1856	1858	1859	1860	1861	1866
Smithland		X		X	X	X	X
Benton		X	X	X	X		X
Port Caddo	X	X	X		X	X	X
Swanson's Landing		X			X		X
Mooring's Landing					X		X
Albany		X			X		X

As can be seen from Table 1, the steamboat bate emphasized four ports and two landings on the rouse. All of these are shown on Capt. W. P . Wooten's l907 map of Cypress Bayou ant the lakes (Woolen 1907) (Figure 14). Obviously, there were many others, since the advertisements usually include the words "ant all other landings." Dahmer (1990) suggests these could include Bonham's Landing, Monterey Landing, an d Willowso n Woodyard. In many cases, boats would land at almost any farm or plantation that had cargo to ship or passengers to board. That steamboats actually went to Monterey, which was located at the northern end of the lake portion of James Bayou (see Figure 6) is indicated by a 1911 deposition by Frederick A. Leonard, who swore as follows:

> That in 1859 he was clerk on a steamboat, plying between Shreveport and Monterey, which was a town then located on Jeems Bayou; the said boat running on Ferry Lake and making all stops and calls on said lake, as well as on Jeems Bayou; that since that date he has frequentl y*bees* passenger on steamboats, running between Shreveport and Jefferson on Ferry Lake, an d between Shreveport and Monterey on Ferry Lake and Jeems Bayou.

Hackney (1966) indicates that th e *Indian* and *Nicholas Biddle* could have reached Port Caddo as early as 1836. This is possible given that th e*Indian* was built in 1834, the *Nicholas Biddle* was built in 1836, and Shreve had opened Twelvemil e Bayou by April 1835; but, this would be incompatible with Harriet Ames' testimony. Huber's earliest advertisement concerning navigation west of Shreveport is for the *Bois d'Arc, a* 182-ton sidewheele r built in 1843, which left New Orleans on May 23, 1844, for Shreveport, Port Caddo, Natchitoches, and Alexandria. Huber's advertisement indicates that commercial runs to Port Caddo had been established as early as the first half of 1844. What is particularly interesting about this advertisement is the omission of Smithland and Jefferson, which certainly would have been included in th eitinerary if they had sustained commercial traffic at that time.

Smithland was located on the highlands at the confluence of Big Cypress and Black Cypress bayous, south of the present town of Smithland. Dr. John Woodley acquired property in this area in May 1844 and, along with George Smith, operated a store carted "Smith and Woodley." There was also a warehouse, steamboat landing, and ferry, which transported travelers on the road between Marshall and De Kalb. The earliest mention of commercial steamboat activity is given i n*The Northern Standard* of Clarksville for June 28, 1845, which mentions that the *Hempsted was* selling goods at Smith's Landing while waiting for the water to rise.

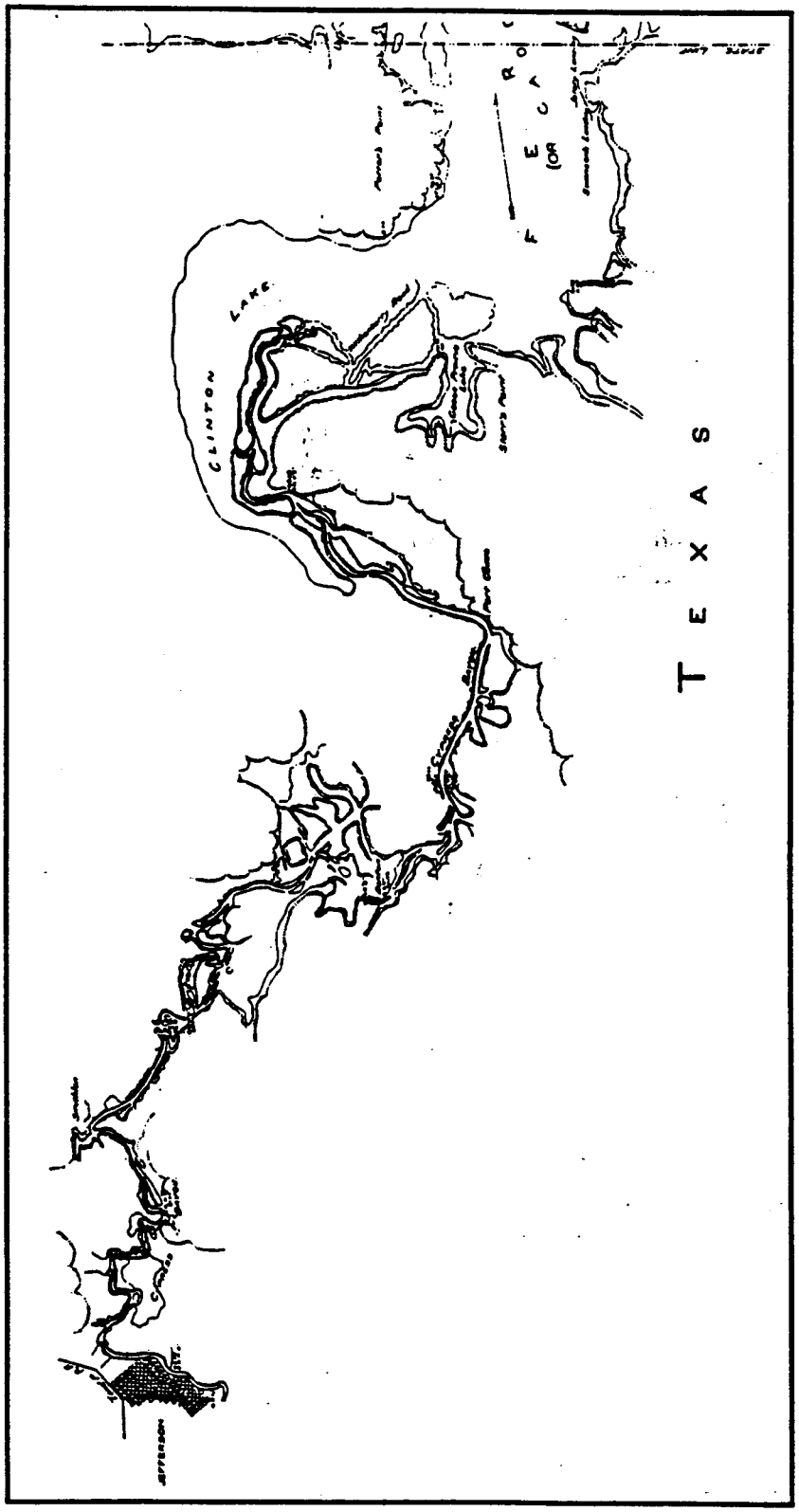

Figure 14a. Capt. W.P. Wooten's map (Texas portion) of Cypress Bayou and the lakes showing the major ports and landings on the route to Jefferson.

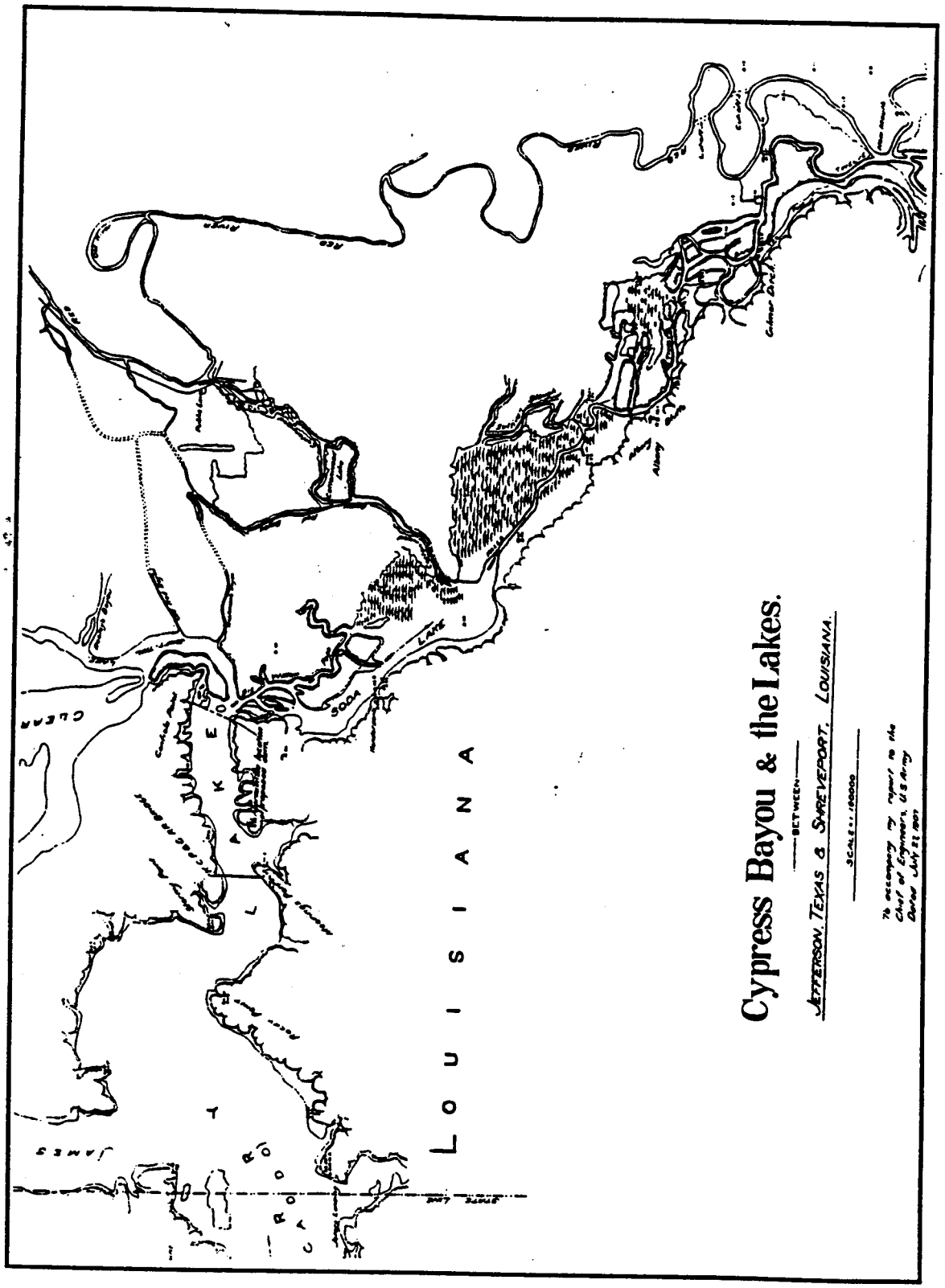

Figure 14b. Capt. W.P. Wooten's map (Louisiana portion) of Cypress Bayou and the lakes showing the major ports and landings on the route to Jefferson.

Little is known about Benton Huber's advertisements indicate that it was considered a port rather than a landing, this in the same leauge as Jefferson, Smithland, and Port Caddo and superior to Swanson's and Mooring' s landings. A map of Benton is included in Capt. J. H. Willard's 1893 survey of Cypress Bayou and the lakes (Figure 15). However, this was produced well past Benton's prime. The map shows only a house on a bluff at the confluence of Benton Creek and Big Cypress Bayou, and the text refers to Benton as a landing.

The-existence of Swanson 's Landing as well as numerous other landings along the lake shore, suggests that large efforts must have been made to remove tree stumps to provide boat access to these landing sites . If Huber's evidence is indicative, Mooring' s Landing did not achieve prominence until the 1860s, although it certainly would have existed before that time. By 1869 at least, the landing had assumed the status of a port, since it is so mentioned in the newspaper articles concerning the wreck of the *Mittie Stephens.*

Jefferson was probably the last of these major ports and landings to be visited by a steamboat, This was because the fairly easily navigable waters of Caddo Lake extended up only as far as Smithland, while the channel of Big Cypress Bayou above that point was shallow and narrow. Tarpley (1983) indicates that the first landing in Jefferson by a steamboat was made by the *Llama,* with W.W. Withenberry as captain, in late 1843 or early 1844. In April l844, a committee met to consider the expense of reopening Big Cypress Bayou to steamboats, suggesting that the passage had been closed by obstructions after the *Llama's* first thrust into the area. The channel clearing project (down to Port Caddo) was apparently begun in July and completed in December. This could explain why Jefferson was not on the itinerary for the *Bois d'Arc* in May 1844.

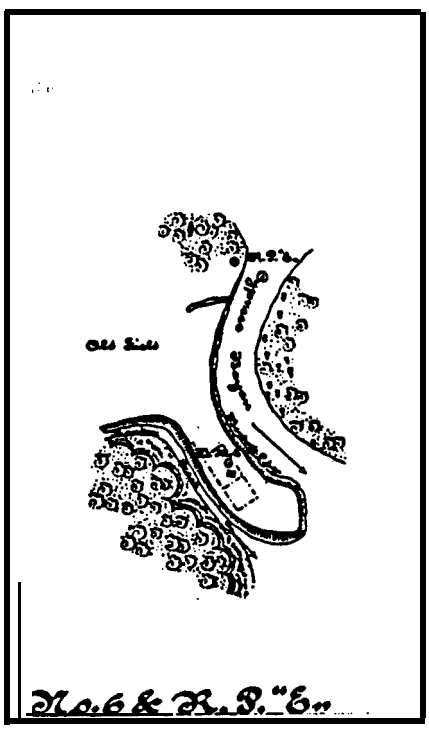

Figure 15. Bcaton Landing in 1893 as shown on one of Willard' s survey benchmark maps (source: U.S. Army Corps of Engineers various dates).

Unfortunately, the tradition of the *Llama* is questionable. Norman (1942) lists a 66-ton boat by that name built in 1843. However, Norman cites a possibly unreliable 1935 *Shreveport Times* article as his primary source. The Lytle-Holdcamper List (Mitchell 1975) does not include a boat by the name of *Llama.* However, it does list a 68-ton sidewheeler named the *Lama* built in Cincinnati, Ohio, in 1844.This vessel was first enrolled in Cincinnati on September 23, 1844, probably soon after her construction. She was registered at New Orleans on April 12.1845, with Thomas Muir as owner and W. W. Withenbury as captain. It appears likely that these two vessels are actually the same boat, but it also seems evident that the *Lama* (or *Llama*) could not have reached Jefferson in early 1844, as Tarpley suggests. The ***Lama*** probably would not have sailed to Jefferson until after applying for her official registration at the port of New Orleans. Legally, any vessel sailing to Jefferson would have to obtain a "registration" from the customs district from which it operated, because registrations were required for American vessels sailing to foreign ports, and Jefferson, then in the Republic of Texas, was a foreign port until the state-entered the Union in December 1845. American vessels sailing only between American ports were rquired to obtain slightly different documents known as "enrollments." Thus, the most likely explanation for the omission of Jefferson from the itinerary of the *Bois d'Arc* in May 1844 is that no steamboat had ascended to Jefferson by that time.

Edward Smith, an Englishman looking for a site to establish a colony, traveled through northeast Texas in 1849. He went to Shreveport from New Orleans by steamboat in May and, finding it difficult to obtain horses, took another steamboat to Jefferson. Smith indicates that steamboats had been traveling to Jefferson for the past four years (from 1845 through 1848), but that no regular line had been established until 1849 (Smith 1849). If the *Lama* was the first steamboat to reach Jefferson, this probably occurred in the spring of 1845.

Despite its relatively late start, Jefferson soon became the premier steamboat town above Shreveport. That Jefferson grew rapidly because of the steamboat trade is also indicated by Smith. He writes that in 1845, Jefferson possessed only three log houses, but that by 1849, it was well laid out and had 60 good houses, several large well-supplied stores, one warehouse for the shipment of merchandise, and a small saw and grist steam mill. Smith comments that 'This Port bids fair to seriously injure Shreveport, but the cost for transit from Jefferson induces many to take their produce sixty miles further to Shreveport; but as the quantity of produce increases, it is probable that the rates of freight from Jefferson will diminish."

The harbor area at Jefferson is shown in H. Brosius' 1872 "Birds Eye View of Jefferson Texas," with three boats docked between Walnut Street and Soda Street, two operating in the channel, and the city dredge (Figure 16). Given what is known about the level of Jefferson's commerce in the early 1870's the "Bird's Eye View" provides a good representation of harbor activity at its peak.

The Steamboat Route: Shreveport to Jefferson

The route to Jefferson was traditionally divided into four segments: 1) Twelvemile Bayou, from Shreveport to the foot of Soda Lake; 2) Soda Lake to the head of Big Willow Pass at the foot of Caddo Lake; 3) Caddo Lake to Bois d' Arc Pass, or the mouth of Cypress Bayou; and 4) Bois d'Arc Pass to Jefferson. For the first two segments, (Figure 17), steamboats to Jefferson shared the route with Red River steamers traveling north that circumvented the raft through Clear Lake, Black and Red bayous, and various connections with the Red River that changed as the raft moved upstream and new outlets were formed or artificial channels were cut.

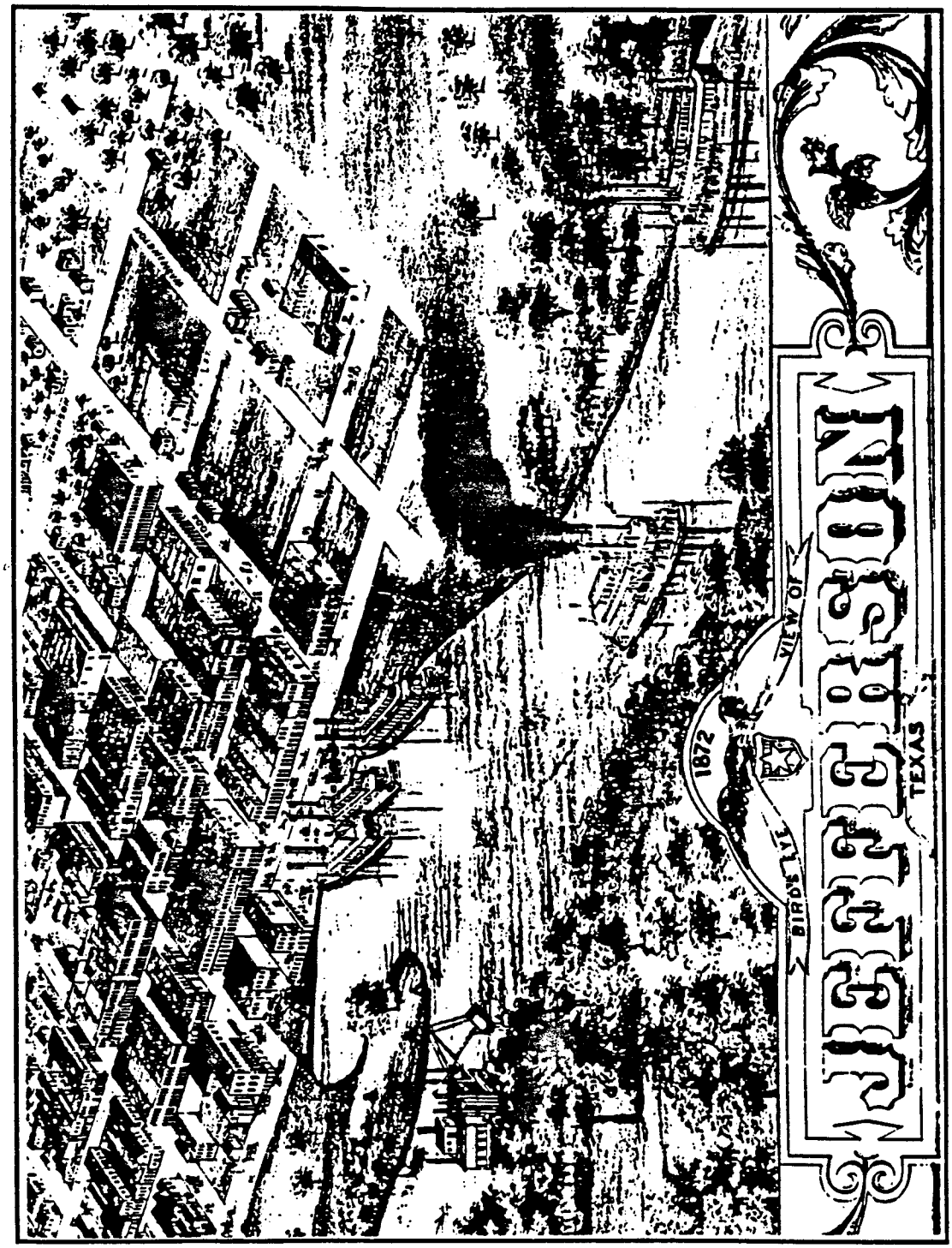

Figure 16. Bird's eye view of Jefferson Texas showing the port, typical steamboats, and the city dredge.

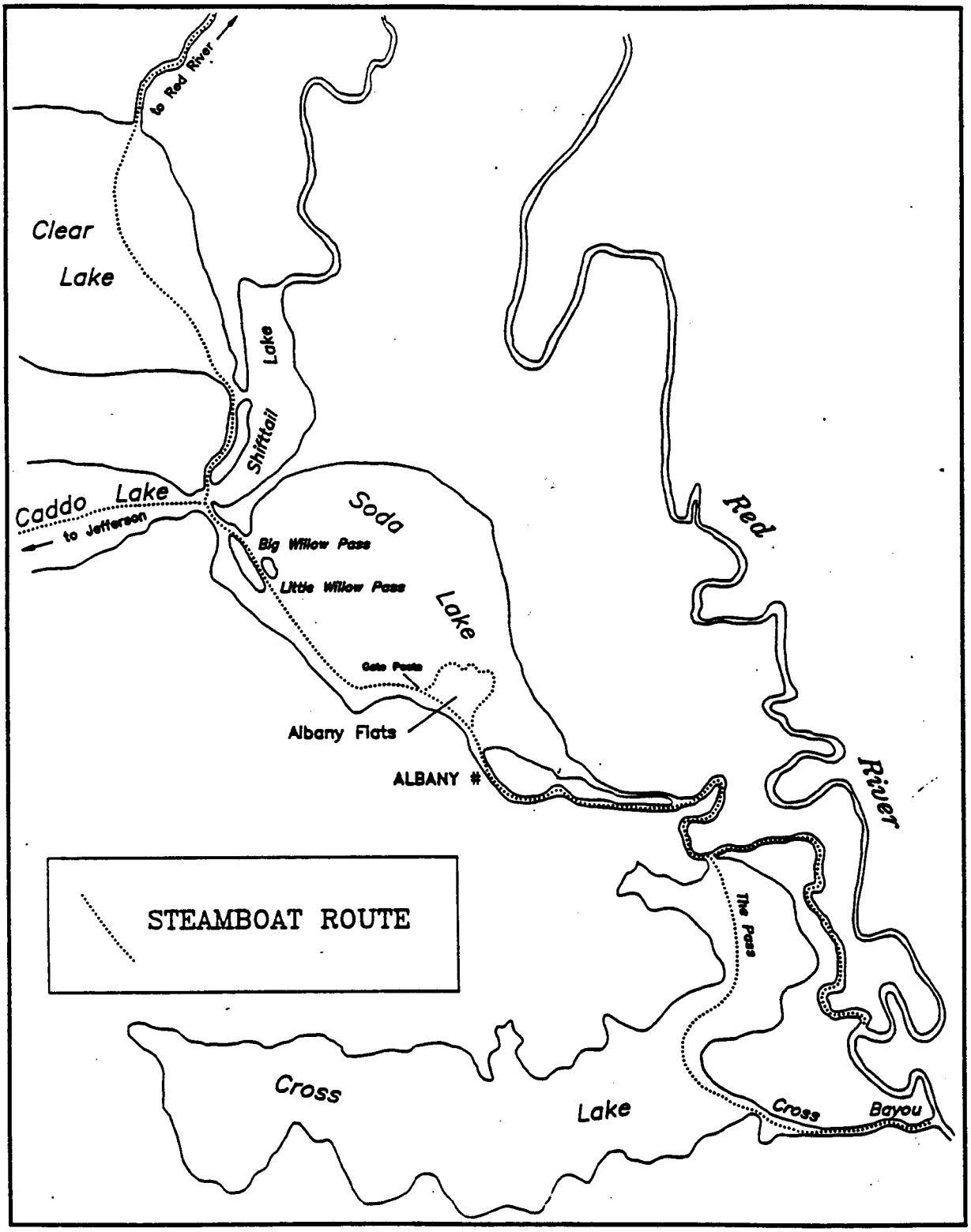

Figure 17. The downstream portion of the route to Jefferson and northward, circumventing the Great Raft.

Steamboats leaving the Red River for Jefferson made one of two route choices, depending on water levels, When the water was high, the y would_leave Red River through Cross Bayou and enter "The Pass," which was the water connectio n between Twelvemile Bayou and Cross Lake. This was a wide passage that was easy to navigate. Although The Pass no longer exists, it was in the area that is presently occupied by Twelvemile Bayou after it turns south, with the exception of the lower portion of Twelvemile Bayou, which turns southeast before entering Cross Bayou. During low-water periods, there was no flow through The Pass, and it was necessary to take Twelvemile Bayou.

Other than a similarity of names and the fact that they were located in the same general area, the Twelvemile Bayou of the steamboat era bears only partial relationship to the Twelvemile Bayou of today. Contemporary Twelvemile Bayou is a drainage channel extending from the Red River to Caddo Lake that was dredged during the twentieth century . It derived its name from the channel of the steamboat era, which extende d from the Red River to the foot of Soda Lake. Unlike modem Twelvemile Bayou, this earlier channel was, in fact, 12 miles long and received an appropriate designation from the steamsboatmen.

This channel was wide (200 to 400 feet), deep, and rapid, and is reported to have nearly always afforded tolerable navigation to Albany at the foot of Soda Lake. However, since it ran through the alluvial floodplain of the Red River, it was convoluted and constantly changing, with banks and attendant vegetation sliding into the water. A swift, tortuous stream with sliding banks, overhanging trees, and numerous snags obviously posed navigation difficulties.

From Twelvemiie Bayou, the route passed up into Soda Lake. This lake had formed in a shallow depression in the Red River floodplain and wa s filled with cypress stumps, trees, knees, and-logs from the preexisting swamp . During low-water periods, the lower portion of the lake disappeared, and the water was confined to the normally submerged channel of Twelvemile Bayou. Immediately above the town of Albany, there was a mud bar about one mile in lenght called Albany Flats that boats could pass over at medium and higher stages of water. A navigable "cutroad" had been made through this area by the removal of trees and stumps down to the low-water level, bu t it was still filled with navigation hazards. In 1889, a channel. 827 feet long and 42 feet wide was cut through this bar by the Corps of Engineers, providing an increased depth of 2.5 feet.

During low-water periods, it was necessary to make a 2-mile detour around the flats through a shallow, but very swift channel. The point at which the low-water channel rejoined the high-wate r cutroad through the mu d bar was known as the "Gate Posts." This marked the real beginning of Soda Lake, since above this point the water was spread out in a shallow basin with an almost imperceptible current. The route across the lake was approximately five miles and comparatively straight. During very low stages, there would be only one foot of water in this area. During all periods, stumps and sunken logs were a hazard.

Little Willow Pass at the head of Soda Lake was about one-half mile long, 200 feet wide, and fairly deep. Big Willow Pass was two miles long, 300 feet wide, and extremely deep. The reason for this depth was that this was the point at which the valley of Cypress Bayou in which Caddo Lake formed entered the valley of the Red River between restricted bluffs. At this point, those steamboats going north around the raft entered Stumpy Bayou, which led into Clear Lake. Steamboats to Jefferson proceeded from this point int o Caddo Lake.

Unfortunately, then am no maps of the route between Shreveport and Jefferson from the period in which steamboats were most active. This was because the Federal Government was interested in raft removal and restricted its surveys. to the Red River area. The only

contemporary map, which shows a portion of the route, is by U. S. Agent Charles Fuller (1855). Fuller's map (Figure 18) delineates the high-water channel through The Pass (marked Cross Bayou) and Soda Lake and shows only the beginning of the route throug h Caddo Lake.

The old channel of Cypress Bayou was generally followed throug h Caddo Lake. It was necessary to follow the old channel because the lake was fairly shallow and infested with stumps that were the remnants of the forest that occupied the valley before the lake came into existence (Figure 19). Steamboatmen cleared out the original channel to some extent by removing trees along the submerged banks of the bayou and cutting stumps to the low-water level. This selective cutting made the channel very crooked in some places, and it was necessary to have at least a few feet of water over the cut stumps to insure safe passage.

Capt. Eric Bergland's 1885 map of Cypress Bayou and the lakes (Figure 20) gives a fairly precise delineation of the route through Caddo Lake. Throughout most of the lake, the route was fairly straight and kept to the south, passing immediately by Rocky Point and Swanson's Landing. The exact route cannot be fully delineated because there are no bottom contour maps for the Texas side of the lake. For the Louisiana side, the old channel of Cypress Bayou below Caddo LAke was precisely delineated by the Department of the Interior in 1914. This delineation shows the channel crossing the state line well to the south of the present boundary between Harrison and Marion counties.

At the northern end of the lake, there were two different passages. First, there was the old channel of Cypress Bayou, which looped above Pine Island toward the present town of Uncertain then back into Bois d'Arc Pass, which was the terminus of Cypress Bayou. Second, to the cast of this loop there was a fairly straight passage designated Withenberry Road, as shown on Capt. W.P. Wooten's 1907 map of Cypress Bayou and the lakes (Figure 21). This obviously was a cutroad to avoid the convoluted loop. This particular cutroad is shown (but not named) on Lieutenant E.A. Woodruffs 1872 survey map of Caddo Lake, suggesting its use during the steamboat era.

Tarpley (1983) indicates that a "Capt. W.W. Withenberry" is generally credited with having piloted the first steamboat to Jefferson. This was undoubtedly W.W. Withenbury; who was active as a boat captain and owner in the Red River trade from the 1840s through the 1860s (Norman 1942; Pearson and Saltus 1993). Tarpley also indicates that the boat piloted by Withenbury was owned by Captain William Perry and that Perry secured a contract in 1856 for clearing the navigation channel down to the state line. Captain Withenbury might have participated in the clearing effort, or else the road was simply cut by him on an early trip to Jefferson.

Withenberry Road was not a dredged channel, but rather a cutroad formed by the removal of cypress trees down to the low-water level. As such, it could only be used during high-water periods when there was sufficient water over the remaining stump portions to enable steamboats to pass. During normal periods, the old channel of Cypress Bayou was used.

Withenberry Road is nearly indistinct today. It was cut through a dense stand of cypress trees that was harvested during the early twentieth century, primarily to provide pilings for offshore oil platforms on the Louisiana side of Caddo Lake. This area was repopulated by cypress trees after a dam was built at the foot of Caddo Lake in 1914, and the channel was nearly obliterated by this new growth.

The northern entrance to the road can be seen today as a small slough leaving the old channel of Cypress Bayou just to the cast of its intersection with Government Ditch. Although

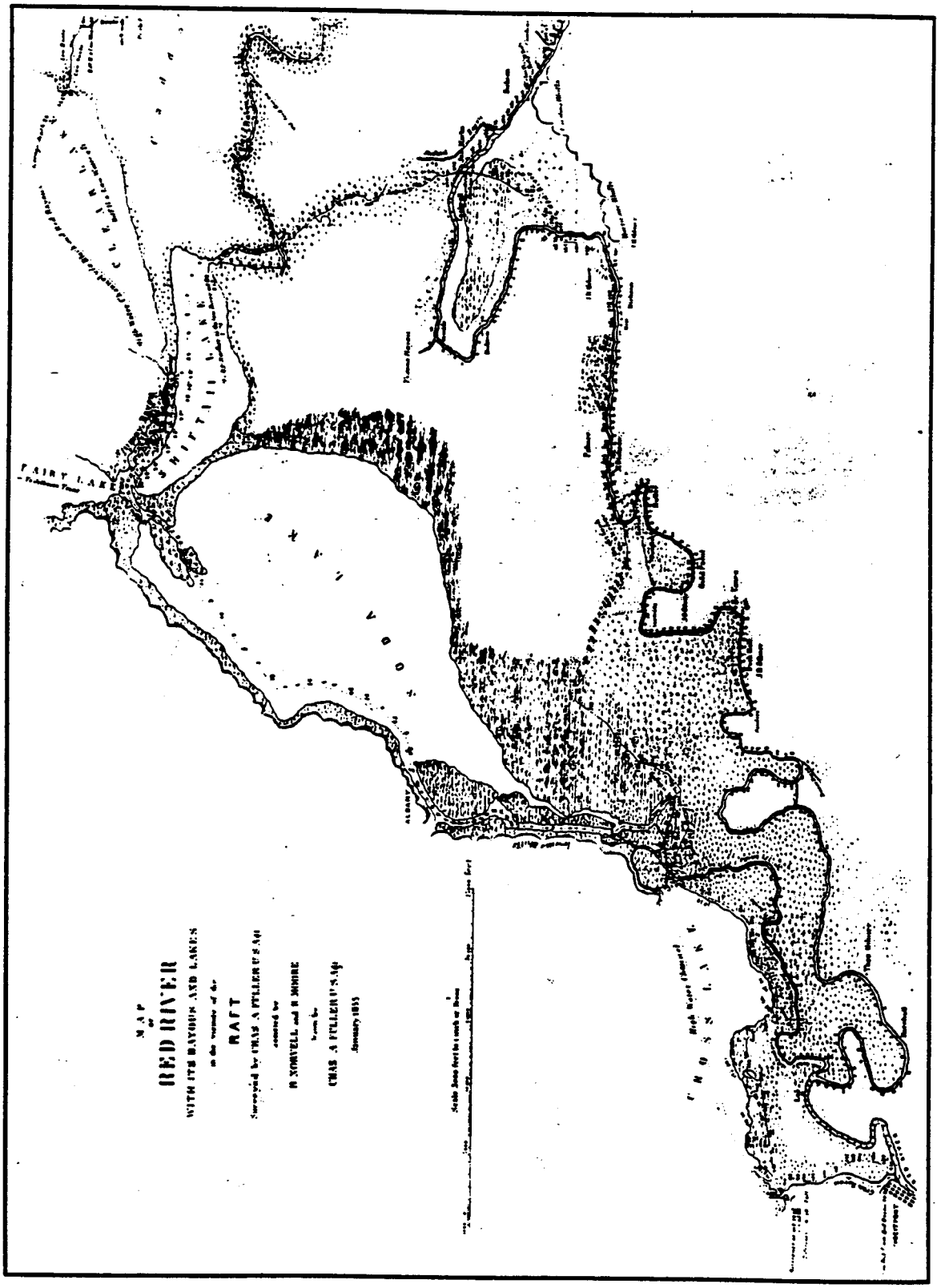

Figure 18. Fuller's map, which was prepared during the steamboat era, covers only a part of the route to Jefferson. The Pass is marked Cross Lake because it was an extension of the lake during high-water periods (source: Fuller 1855).

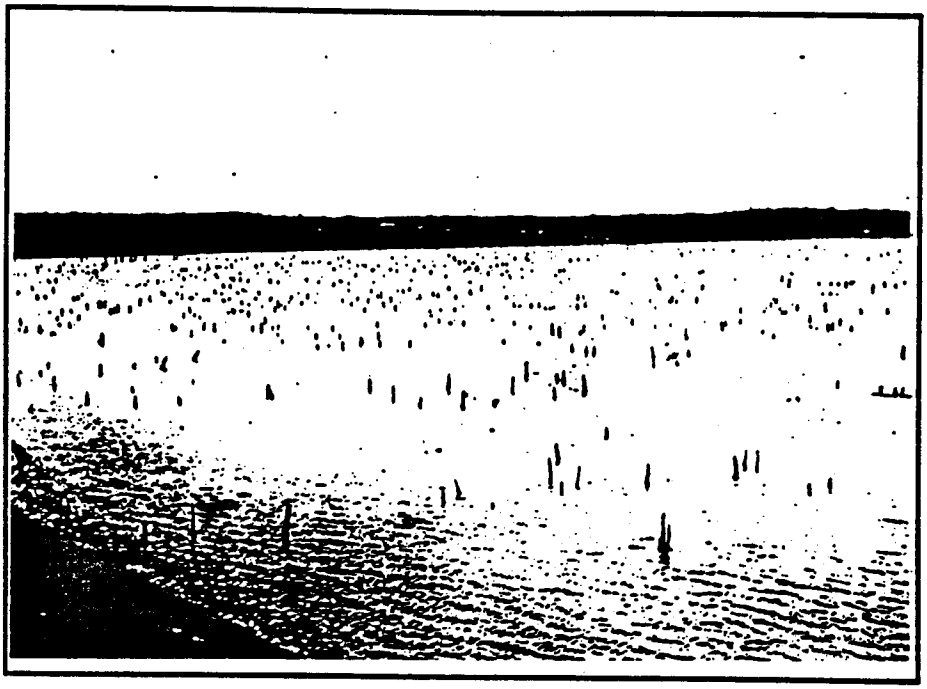

Figure 19. The stumps of Caddo Lake posed a hazard to navigation outside of the submerged channel of Cypress Bayou. The stumps are remnants of the hardwood forest that occupied the valley of Cypress Bayou before the lake came into existence. This photograph was taken by Arthur Veatch in 1905 when water levels on the lake were extremely low.

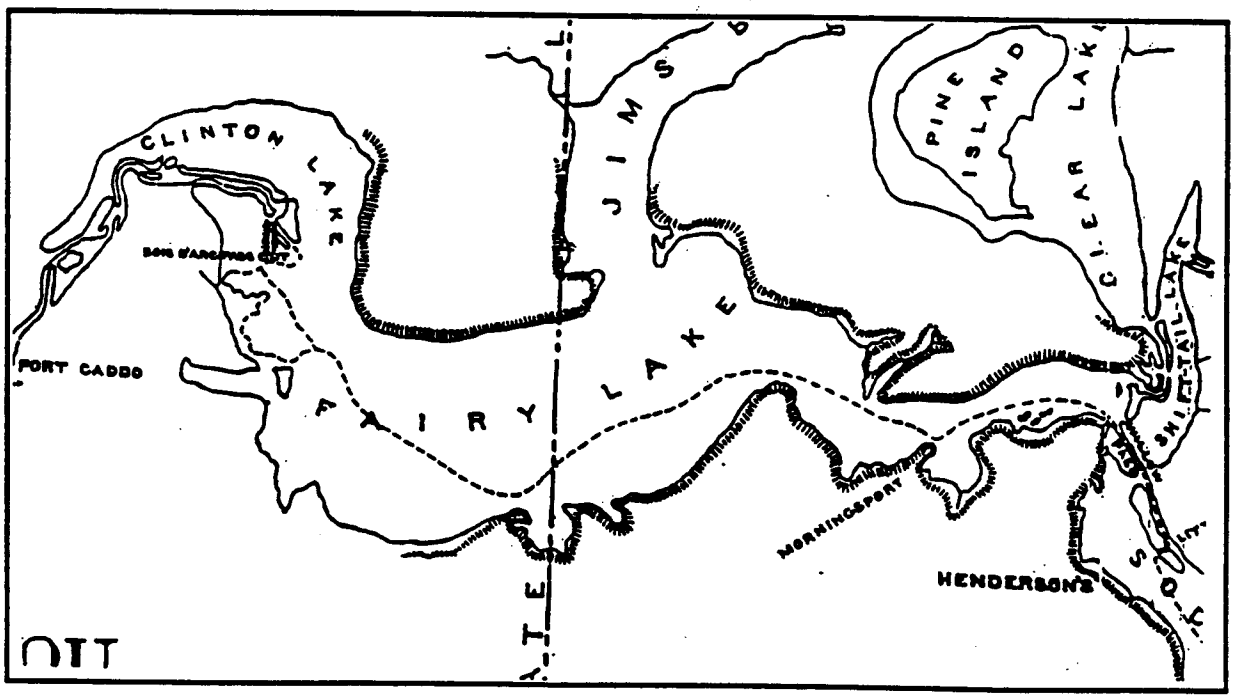

Figure 20. The route to Jefferson through Caddo Lake (source: Bergland 1885).

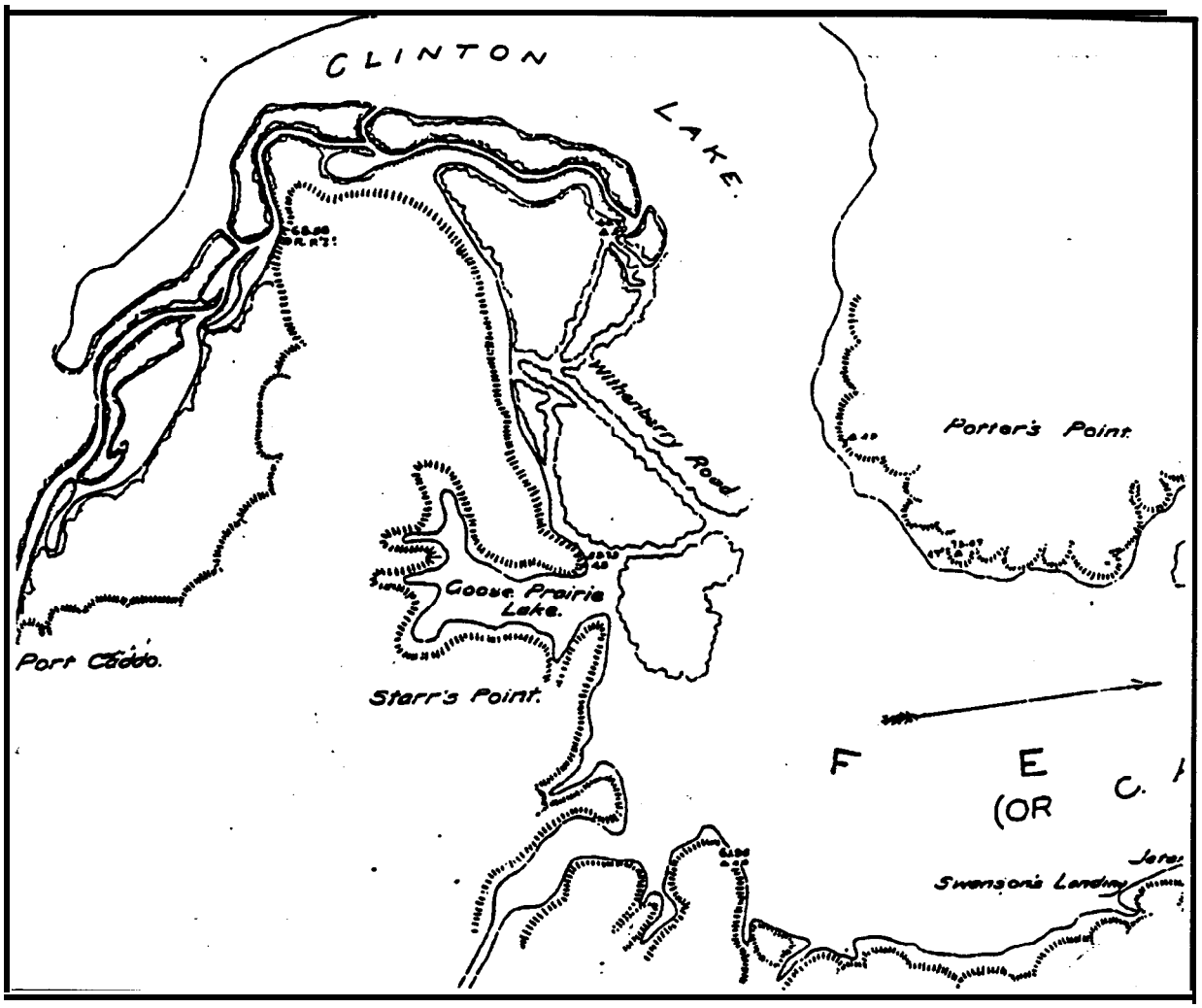

Figure 21. The Withenbcrry (Withenbury) cutroad at the northern end of Caddo Lake bypassing the old channel of Cypress Bayou in the vicinity of Uncertain, Texas (source: U.S. Corps of Engineers 1907).

there is a flow through this channel, it is obstructed by logs and cannot be entered by motor craft. A contemporary reconstruction of the route would require use of a pique or canoe.

Another passage at the northern end of Caddo Lake was the Bois d'Arc Pass Cut (see Figure 20), which later came to be known as Government Ditch (Figure 22). This channel was dredged in 1878 as part of the Cypress Bayou and Waterway project and, therefore, was not a factor during the earlier decades when the steamboat traffic was.heaviest.

Alligator Bayou extends to the east from the old channel of Cypress Bayou at Devil's Elbow and (along with Stumpy Slough) marks the county boundary. Alligator Bayou may at one time have run through Whangdoodle Pass, hugging the west coast of Potter's Point after passing Kitchen Creek. Alligator Bayou may have been an old navigation channel, with alternate routeings through Stumpy Slough or Whangdoodle Pass, particularly given the existence of Britts Gap. Unfortunately, there are no accounts from the 1850s and 1860s of steamboat traffic at the northern end of Caddo Lake, so the use of Alligator Bayou must remain conjectural.

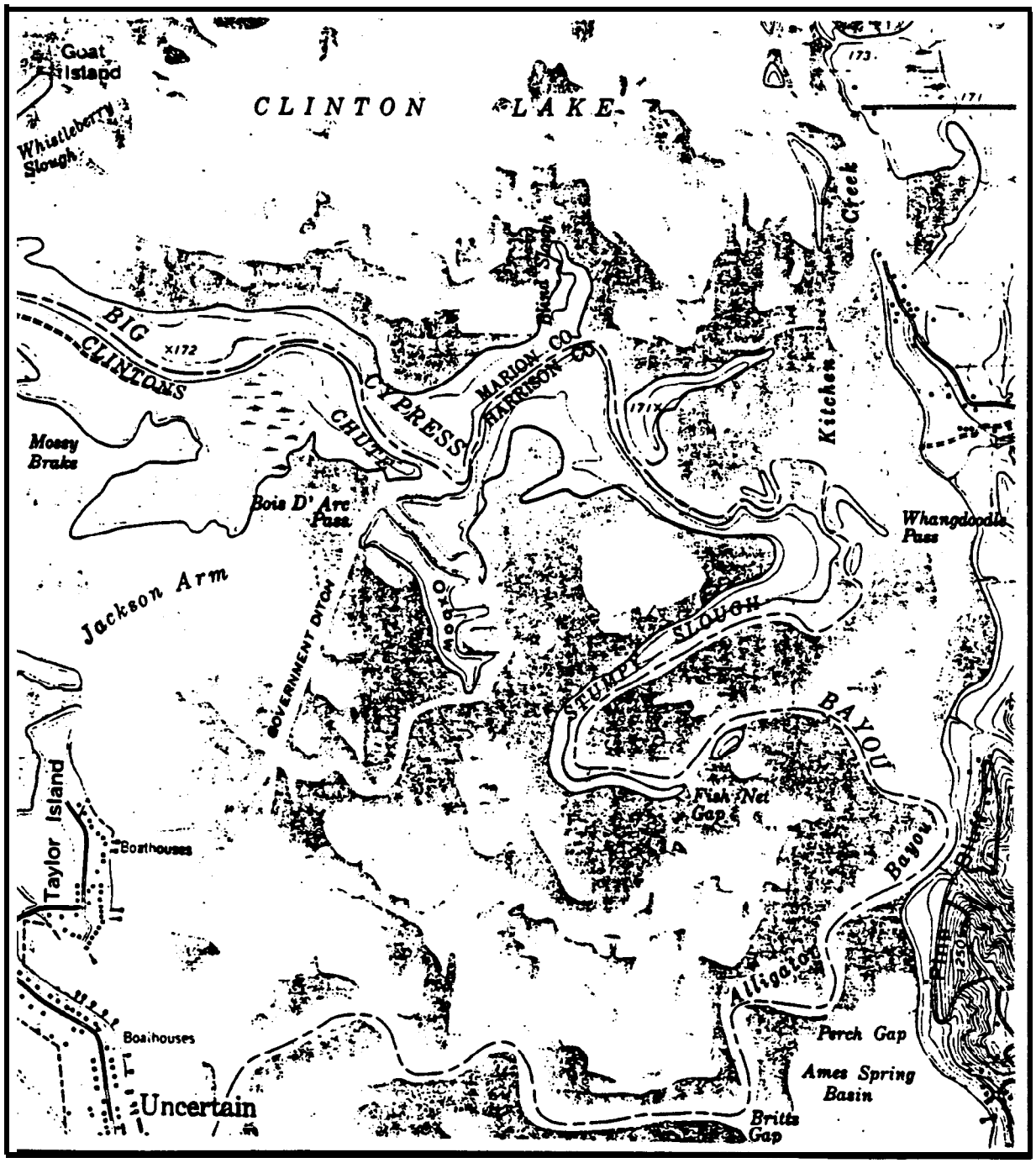

Figure 22. Government Ditch, Alligator Bayou, and Stumpy Slough as shown on a contemporary topographic map.

The first Corps of Engineers' reports on the route to Jefferson were made by Lieutenant E.A. Woodruff in 1872 and 1873, with their accompanying map. The Woodruff reports identify Bois d'Arc Pass as the navigation route. Alligator Bayou is not mentioned and does not even appear on Woodruff's 1872 map.

From the northern end of Caddo Lake, the steamboat route proceeded up Cypress Bayou, which was 200-300 feet wide, fairly straight, and at least seven feet deep throughout most of its extent. The banks were well defined in nearly all areas and above water except during very high stages. The problem areas were at Benton and at Dougherty's Defeat, which was a tortuous area four miles below Smithland that was less than a mile long. Here the banks were low, and water spread out over the land. The channel was quite shallow in many places, made a number of short bends, and was infested with stumps.

In its major features, the Cypress Bayou of the steamboat era was much as it is today. The major changes were in the clearing efforts conducted by the steamboatmen, the town of Jefferson, and the Corps of Engineers and the channels that were dredged by the ***Corps*** during the 1870s in the Dougherty's Defeat area and further downstream at Benton.

The area from Big Willow Pass (at the foot of Caddo Lake) to Smithland (at the confluence of Black Cypress and Big Cypress) was essentially a lake and is so designated on early maps and in early accounts. Water levels on Cypress Bayou were highly dependent on what was transpiring in the basin of the Red River. As a lake-like stream, Cypress Bayou above Caddo Lake was totally unlike the dangerous channel downstream that led out of Soda Lake, but which essentially was the downstream portion of Cypress Bayou.

From Smithland to Jefferson, a distance of about six miles, the channel was shallow, and water levels were largely determined by rainfall in the upper portions of the Cypress Bayou drainage. At times, steamboats could reach Smithland but not Jefferson. This area was a sediment trap because the waters of Caddo Lake reaching up to Smithland blocked the waters flowing from upstream. In 1870, the town of Jefferson purchased a dredge, the Lone Star, which is shown in Brosius' "Birds Eye View" (see Figure 16) to keep the harbor and channel down to Smithland open. This dredge was also used by the Corps of Engineers extensively during the 1870s to improve navigation between Jefferson and Smithland.

Steamboats to Jefferson

Huber's (1959) collection of steamboat advertisements from New Orleans and Natchez newspapers provide a considerable amount of information on steamboats traveling to Jefferson. Table 2 provides a complete list of the steamboats in Huber's catalog that advertised as going from New Orleans to Jefferson. Table 3 shows the counts for each year in which then was an advertisement for a steamboat to Jefferson. The distribution of boats over time seems reasonable in terms of what is known about the level of Jefferson's commerce during different decades. The advertisements range largely from 1856 to 1877, with concentrations in 1866 and 1870. The list is not representative for the pre-1856 period, when it is known that at least some steamboats traveled to Jefferson; and the 1889 (*Valley Queen*) and 1893 (*C.E. Satterlee*) inclusions appear anomalous.

There are two striking features of the Huber list. First, 44 percent of the vessels whose rig type is known were sidewheelers. This is contrary to the commonly held assumption that steamboats in the Jefferson trade must have been stemwheelers because of the narrowness of the channel. It should be noted that the four earliest (1856) advertisements are all for sidewheelers (*Grenada, Mary L. Dougherty Planter, St. Charles*), indicating that such vessels had no difficulty plying the waters of Caddo Lake and Cypress Bayou even under the most primitive conditions. Second, many of the vessels were large, with the *B.L. Hodge No. 2* registered at 699 tons and the ***Fontenelle*** registered at 206 x 34 feet. This is also contrary to common opinion about the size of steamboats traveling to Jefferson.

The Huber list should be used with caution. Although the advertisements are specific about Jefferson as a destination, any particular vessel might have transferred merchandise and

Table 2. Steamboats in the New Orleans to Jefferson Trade.

Name	Year of Advertisement	Type	Size	Year Built
A. W. Quarrier	1862	Sidewheel	217 Tons	1856
Alexander Speer	1866	Sternwheel	171 Tons	1864
Alone	1866	Unknown	Unknown	Unknown
B. L. Hodge No. 2	1869	Sidewheel	699 Tons	1867
Bonnie Lee	1877	Sternwheel	165x30	1875
C. E. Satterlee	1893	Sternwheel	162x30	1889
Caroline	1869	Sternwheel	198 Tons	1863
Carrie A. Thorn	1876	Unknown	247 Tons	1871
Carrie Poole	1870	Sternwheel	154 Tons	1865
Charles H. Durfee	1877	Sternwheel	178x35	1869
Col. A. P. Kouns	1858	Sternwheel	309 Tons	1874
Comet	1866	Sidewheel	183 Tons	1857
Countess	1866	Sidewheel	192 Tons	1863
Dawn	1877	Sternwheel	160x32	1875
Dora Martin	1866	Sternwheel	156x33	1864
Eleanor	1860	Sternwheel	206 Tons	1858
Enterprise	1870	Sternwheel	160x33	1864
Era No. 9	1870	Sternwheel	146x37	1868
Era No. 10	1870	Sternwheel	136x31	1868
Fanny Gilbert	1866	Sternwheel	129x26	1864
Fleta	1869	Sternwheel	132x31	1869
Fontenelle	1870	Sternwheel	206x34	1870
Frank Morgan	1870	Sternwheel	108 Tons	1869
Gladiola	1870	Sternwheel	277 Tons	1869
Grand Era	1861	Sidewheel	323 Tons	1853
Grenada	1856	Sidewheel	217 Tons	1851
John T. Moore	1871	Sternwheel	177x42	1871
Julia A. Rudolph	1870	Sternwheel	154x34	1869
La Belle	1870	Sidewheel	510 Tons	1869
Lizzie Tate	1866	Sidewheel	160 Tons	1863
Lotus No. 3	1870, 1876	Sternwheel	160x37	1869
Maria Louise	1877	Sternwheel	521 Tons	1871
Mary L. Dougherty	1856	Sidewheel	95 Tons	1853
Mittie Stephens	1866	Sidewheel	224 Tons	1863
National	1860	Sidewheel	379 Tons	1860
Osceola	1860	Sidewheel	157 Tons	1858
P. E. Bonford	1861	Sidewheel	231 Tons	1860
Planter	1856	Sidewheel	182 Tons	1852
Post Boy	1869	Sidewheel	475 Tons	1864
Robert Fulton	1862	Sidewheel	158 Tons	1860
St. Charles	1856	Sidewheel	311 Tons	1850
Sallie Robinson	1858	Sidewheel	267 Tons	1856
Selma	1869	Sidewheel	600 Tons	1867
Swan	1859	Unknown	Unknown	Unknown
T. D. Hine	1866	Sidewheel	205 Tons	1860
Texas	1860	Sidewheel	170 Tons	1859

cont.

Table 2. concluded.

Name	Advertisement	Type	Size	Year Built
Texarkana	1870	Sternwheel	343 Tons	1869
Thirteenth Era	1870	Sternwheel	150x33	1870
Tidal Wave	1870	Sternwheel	160x36	1870
Travis Wright	1870	Sternwheel	202 Tons	1869
Twelfth Era	1870	Sternwheel	136x29	1869
Valley Queen	1889	Sternwheel	192x36	1889
Vigo	1860	Sidewheel	144 Tons	1859
William Campbell	1866	Unknown	Unknown	Unknown

passengers at Shreveport to a smaller vessel for the trip to Jefferson, particularly since some advertisements that were not used for this list mention such transfers. For example, the *C.E. Satterlee* and the *Valley Queen,* were fairly large vessels advertised as making the trip from New Orleans to Jefferson during the late nineteenth century, a period when it has generally been assumed that the route was impassable. Neither of these vessels actually went to Jefferson during the year advertised. Huber's catalog suggests that the *Valley Queen* went to Jefferson in 1889. However, in an 1890 Corps report on improvement of the Red River, only two steamers, the *New Haven* and *Friendly,* are listed as having taken the trip from Shreveport to Jefferson in Fiscal Year 1890, and the following notation is provided. "Two steamers made 33 round trips between Jefferson and Shreveport The principal traffic was upstream freights of merchandise from New Orleans, which was transferred to the Cypress Bayou boats at Shreveport." Since the *Valley Queen is* listed by the Corps report as being involved in the New Orleans to Shreveport trade in 1890, it is presumed that the *Valley Queen* transferred merchandise at Shreveport to the *New Haven* or *Friendly* for the tap to Jefferson.

Table 3. New Orleans To Jefferson Trade: Numbers of Vessels By Year As Given In Huber (1959).

Year	Number of Advertisements
1856	4
1858	2
1859	1
1860	5
1861	2
1862	2
1866	10
1869	5
1870	15
1871	1
1876	2
1877	4
1889	1
1893	1

Huber's catalog suggests that the *C.E. Satterlee* went to Jefferson in 1893. However, the Corps report for Fiscal Year 1894 shows only one vessel, the *Rosa Bland,* as having traveled to Jefferson that year. The *C.E. Satterlee* is listed as being in the New Orleans to Shreveport trade at the time and, like the *Valley Queen,* she probably transferred her cargo to a smaller boat at Shreveport, in this case the *Rosa Bland.* This does not necessarily mean that the *Valley Queen* and *C.E. Satterlee* never went to Jefferson, only that they did not go to Jefferson in the year advertised. As a consequence, each of Huber's listings must be checked against other sources to make a final determination of whether the vessel actually went to Jefferson.

That sidewheelers actually went to Jefferson is proven by the *Mittie Stephens,* which has been thoroughly documented. That fairly large steamboats actually went to Jefferson is proven by the fact that the *Charles H. Durfee* (178 x 35) and *Maria Louise* (521 tons) are shown at the landing in Jefferson on Brosius' 1872 "Bird's Eye View" of the town (see Figure 16). In addition, in an 1873 Corps report on Cypress Bayou, the recorder's office at Jefferson indicates that 226 steamboats arrived at Jefferson in 1871 with a tonnage capacity ranging from 125 to 700. This would be compatible with Huber's 1869 listing for the *B.L. Hodge No. 2,* which was registered at 699 tons.

Norman (1942), in his compendium of Red River steamboats, lists 13 Jefferson packets, which are presented in Table 4. The *Dora Martin* and *Osceola* also appear on the

Table 4. Jefferson Packets Listed In Norman (1942).

Name	Description
Arrow Line	Built 1868; 80 tons; to Jefferson in 1870 with settlers.
Augusta	Jefferson-New Orleans packet in 1855.
Dick Nash	Jefferson-Shreveport packet in 1859.
Dora Martin	Sternwheeler; built 1864; Shreveport-Jefferson packet in 1867.
Dover	Sternwheeler; built 1888; 42 tons; Shreveport-Jefferson packet in 1880-1892.
Frontier	Built 1843; 109 tons; Shreveport-Jefferson packet.
Gem of the Antilles	Jefferson-Shreveport packet in 1866.
Jefferson	102 tons; loading for Jefferson at Shreveport in 1869.
Julia Randolph	Made trips between New Orleans and Jefferson in 1873.
Lottawanna	Sternwheeler; built 1867; 499 tons; New Orleans-Jefferson packet.
Osceola	Sternwheeler; built 1883; 152 tons; Shreveport-Jefferson packet.
Rover	Sidewheeler; built 1835;155 tons; Shreveport-Jefferson packet.
Union	Alexandria-Jefferson packet in 1852.

Huber list. The *"Lottawanna"* (i.e., *Lotawanna)* appears to be shown on Brosius' "Bird's Eye View" (see Figure 16). Norman's inclusion of Shreveport to Jefferson packets provides a different dimension to the picture of steamboat traffic to Jefferson. Since Huber was using New Orleans newspapers, his catalog does not include advertisements for vessels operating between Shreveport and Jefferson. *The Southwestern* of Shreveport for January 7, 1857, provides an example of this second set of vessels in the Jefferson trade:

> Shreveport Jefferson & Lake Packet-The entirely new and very light draught steamer *M.L. Daugherty,* J.W. Martin, master, has commenced her trips as a regular packet between Shreveport and Jefferson, touching at Port Caddo, Benton, Smithland, sat all the landings and plantations on the river and lake. The Daughterty is new, very staunch, light caught, and having been built expressly for a passenger packet, with commodious cabins fitted up with particularly adapted to the trade.

Tarpley (1983) provides a list of steamboats that docked at Jefferson, which are shown in Table 5. Tarpley's list was derived from the archives of the Marion County Historical Commission. Five of Tarpley's 28 vessels appear on the Huber list: *Col. A.P. Kouns, Lotus (No. 3), Maria Louise, Mittie Stephens,* and *National.* The Alpha is listed in the 1938 WPA "Wreck Reports" as having traveled to Mooringsport in 1889 (WPA 1938). The *Friendly* appears in Corps reports as having Moe numerous trips between Shreveport and Jefferson from 1890 to 1892.

Table 5. Steamboats Docking At Jefferson Listed In Tarpley (1983).

Antelope	*Music*
Alpha	*National*
Col. A. P. Kouns	*News Box*
Compromise	*R. T. Briarly*
Dixie	*Red Cloud*
Friendly	*Runaway*
General Rush	*Seminole*
Iron City	*Silver City*
Katie King	*Starlight*
Katie P. Kouns	*Swamp Fox*
Lizzie Hopkins	*Telegram*
Lotus	*Texas Ranger*
Maria Louise	*White Cliffs*
Mittie Stephens	*Yazoo Belle*

Dahmer (1990) indicates that the following steamboats docked-at Jefferson: *C.H. Durfee, Col. A.P. Kouns, Edinburgh, Era No. 9, Era No. 10, Fleeta* (i.e., *Fleta), Jessie K Bell, John G. Sentell* (i.e., *G.W. Sentell), John T. Moore, Katie P. Kouns, Lotus No. 3, Mittie Stephens, New Era, R.T. Briarly,* and *Thirteenth Era.* All but five of these appear on the Huber or Tarpley lists. The rest are possibles, given the fact that they are described by Frederick Way (1983) as engaging in Red River or New Orleans trade.

Steamboat Wrecks in the Project Area

During the period of its use by steamboats, from approximately 1845 to 1904, a number of boats were damaged or lost along the Shreveport to Jefferson route. Table 6 shows all of the recorded commercial steamboat wrecks on the route west of Shreveport The *Osage* and *Seven Up,* both of which are derived from Norman (1942) are questionable. For the *Osage,* Norman cites the papers of Maude O' Pry and Capt. F.L. Wooldridge as his sources; and for the *Seven Up,* he cites the papers of Maude O' Pry as his source. The *Seven Up is* not listed elsewhere, as a wreck or even as a steamboat Way (1983) describes the *Osage,* but is skeptical about Norman's information.

The seven vessels derived from the Lytle-Holdcamper List (Mitchell 1975) are confirmed elsewhere, either as wrecks or as to their existence. The *Texas* and *Juberquit* were