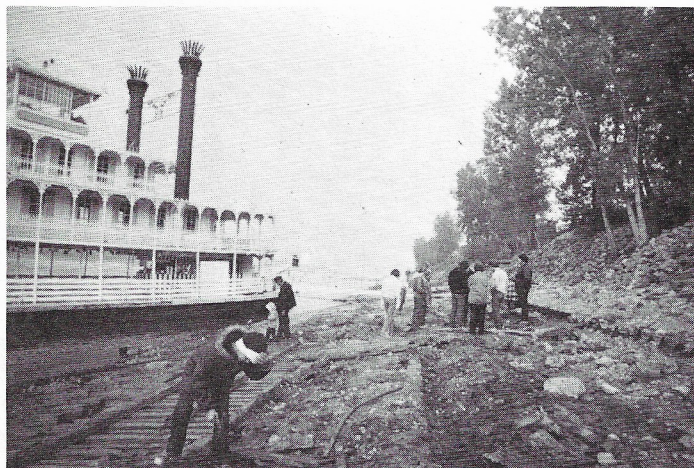
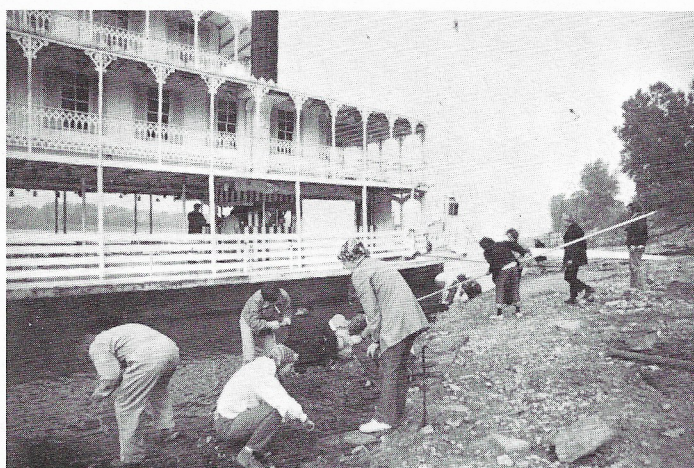


WRECK OF THE BLUFF CITY EXPOSED BY LOW WATER



The JULIA BELLE SWAIN enroute to Chattanooga stopped in at Chester, Ill. to pick a carcass.



School kids watched from shore in 1897 as the BLUFF CITY burned and had just returned to classes when an explosion ripped the wreck, probably gunpowder.

SPECIAL SHOWING

On the following five pages the S&D REFLECTOR presents a group of photographs taken in 1906--seventy years ago--during a round trip Pittsburgh-Cincinnati on board the QUEEN CITY.

These were taken by T. J. Farley with a postcard size Graflex camera ($3\frac{1}{2} \times 5\frac{1}{2}$). Mr. Farley, resident of New Jersey, was associated with the Bell Telephone Company.

About thirteen years ago Mrs. Farley took a trip on the DELTA QUEEN. E. J. Quinby, who also lives in New Jersey, learned of the negatives. Mrs. Farley presented them to him, and Jay Quinby sent them to us.

Recently we loaned the negs to Michelle Kingsley, Silver Spring, Md. She took them to professionals at the National Geographic Magazine's photo lab where a selection of those they considered best were enlarged.

The ten we show here are made from these National Geographic enlargements.

On his 1906 river trip Mr. Farley went from Pittsburgh to Cincinnati on the QC, thence to Louisville on the CITY OF LOUISVILLE, then on a side tour to High Bridge, Kentucky River, then returned aboard the QC to Pittsburgh.

He took about 40 pictures, ranging from excellent to fair, and some of them have been used in past issues of this magazine.

For those late-comers not acquainted with the QUEEN CITY, this fine steamboat was featured in our Sept. '67 issue with many illustrations, several of which were from the Farley collection, notably the cabin shot on page 7 and the two detail shots on page 9.

-Thanks to Michelle Kingsley for the three pictures on this page.

JOSEPH B. WILLIAMS BUILT 100 YEARS AGO

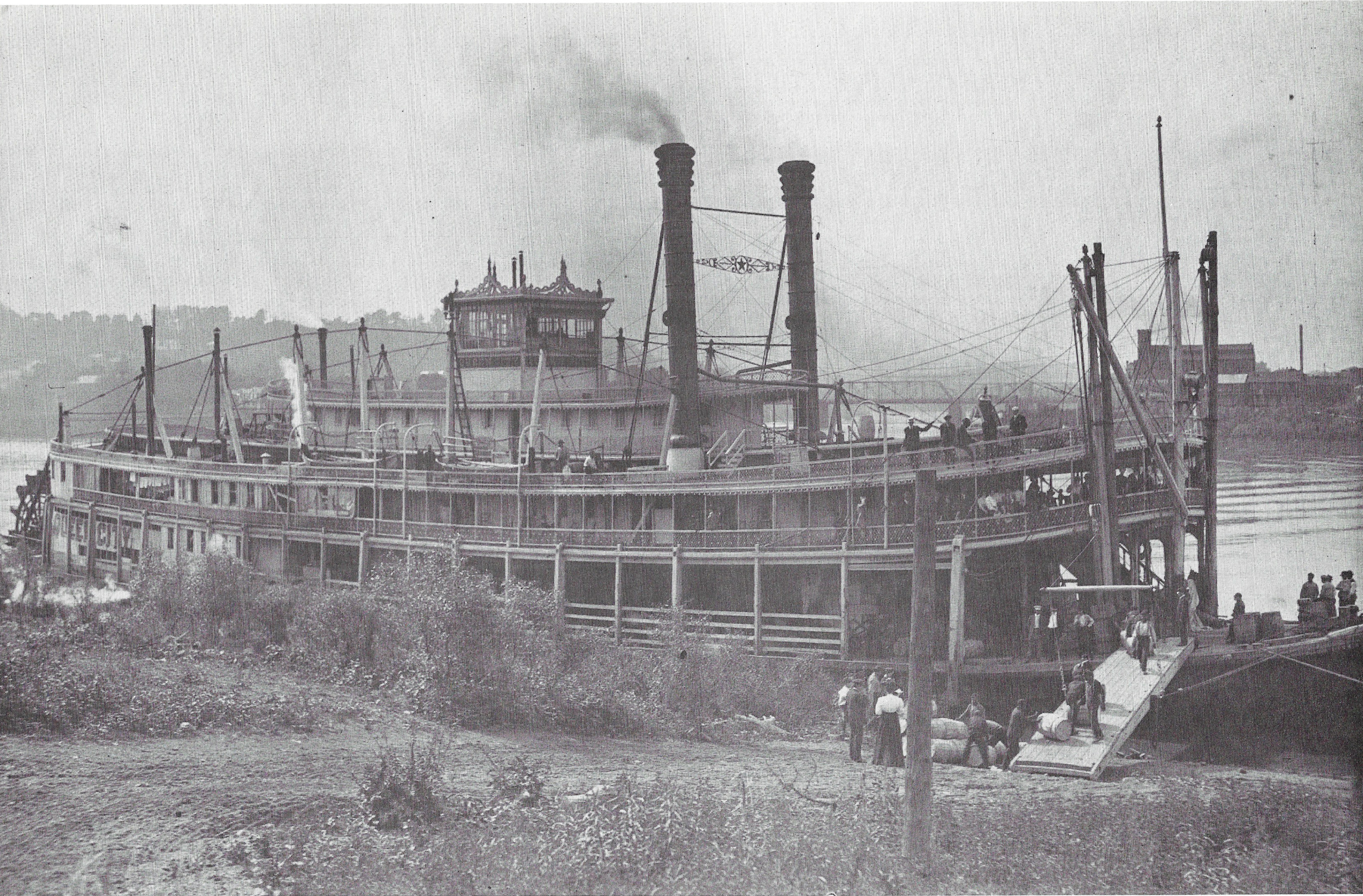
The large towboat (topped the list for 27 years) which towed Monongahela River coal to New Orleans all of her career was new in 1876. Her hull was built at Freedom, Pa., 210 by 40, and she was completed at Pittsburgh. She had Hartuppee compound condensing engines, 20" and 45" by 9 ft. stroke powered by six Western boilers. The "Big Joe" was cock of the walk until the SPRAGUE was built at Dubuque. She burned at Cairo, laid up, on October 14, 1914.



Taking on coal. These Pittsburgh-Cincinnati packets usually fueled at Ashland, Ky., Minersville (above Pomeroy), and Bellaire. We'd judge this is taken at the latter place. The coal was gravity-loaded from a tipple to a deck flat, then hand-shoveled aboard. She is downbound; see the hogshead and a tierce of straw-packed pottery from East Liverpool on the forecastle.



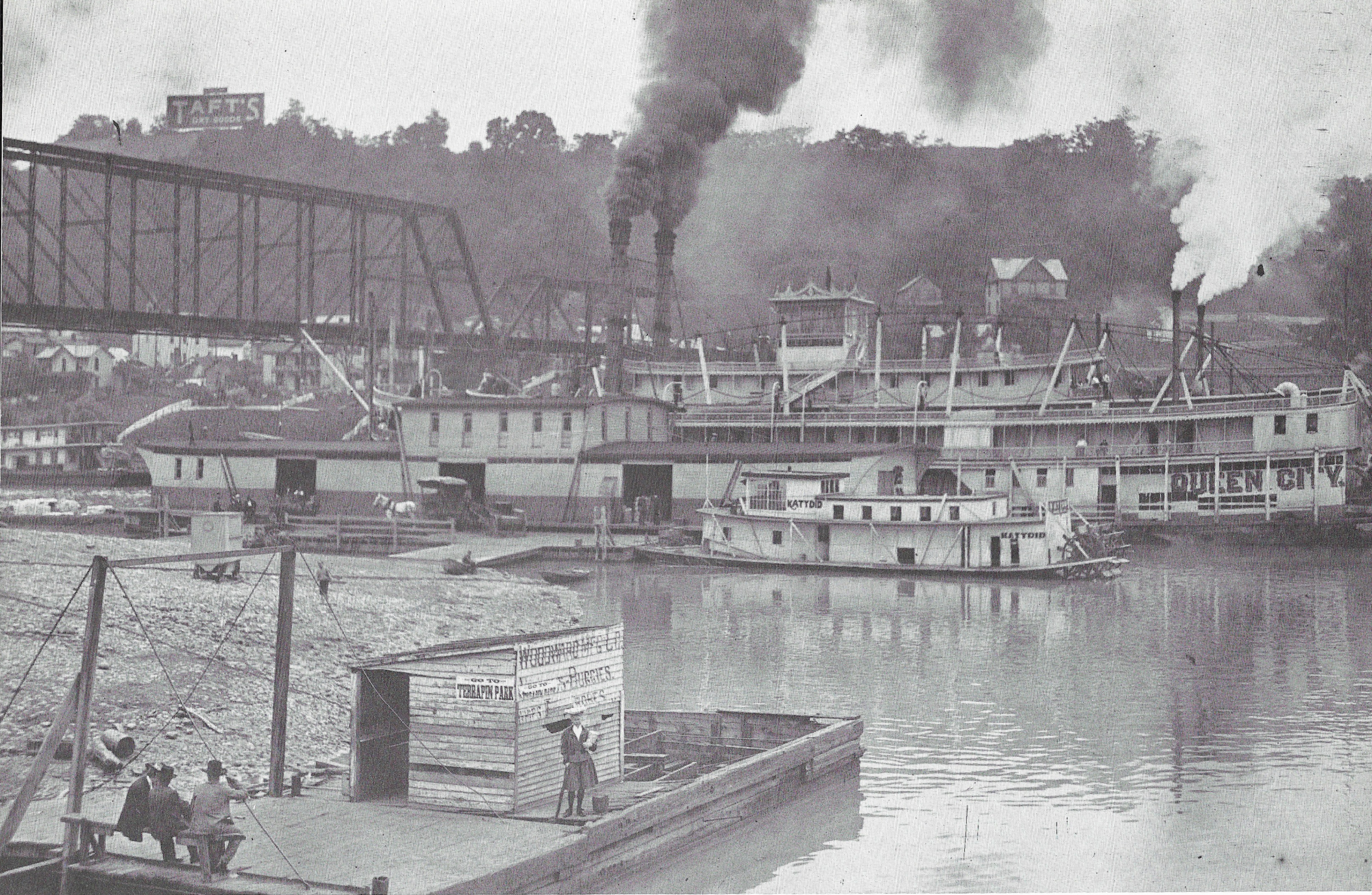
A very nice view of the QC taken at the wharf grade, Williamstown, West Va. She apparently is loading barrels of glassware; the one in the foreground is marked "Pittsburgh." Note the white wood pole surmounted with a gold-leafed metal eagle; there was a matching one on the port side; neither served any useful purpose that we ever knew. The davit just aft of it held a carbon-arc light.



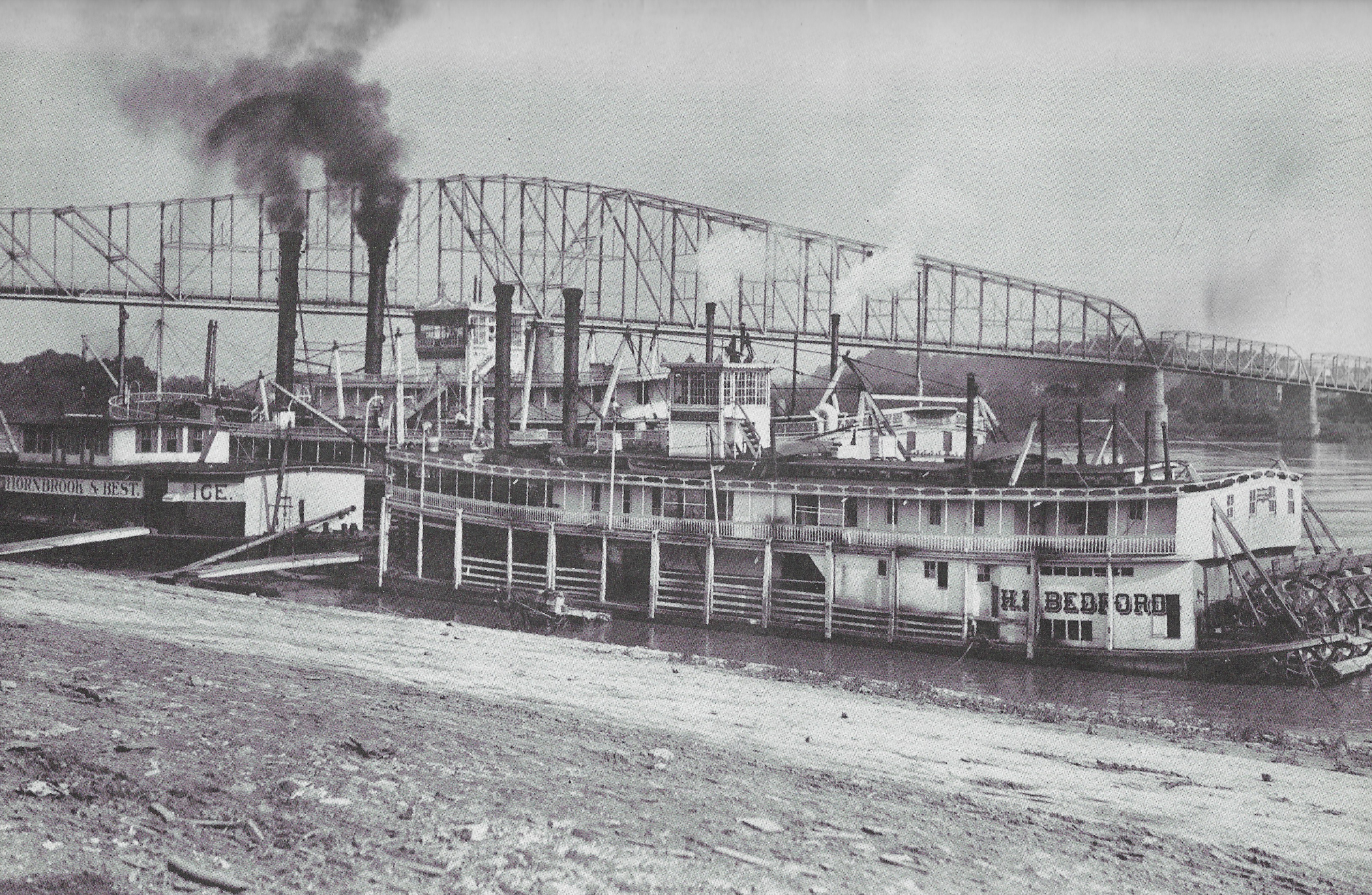
--And here is the whole boat, moored at Williamstown. Across the Ohio (forward of the stacks) is the Muskingum River's mouth, and to the right of that the old Nye Foundry. Harmar is off to the left background. A ladder footed on the roof rests on the top of the hogchain brace under the whistle; "sailormen" are probably scrubbing woodwork. These are the original stacks built for the QC in 1897.



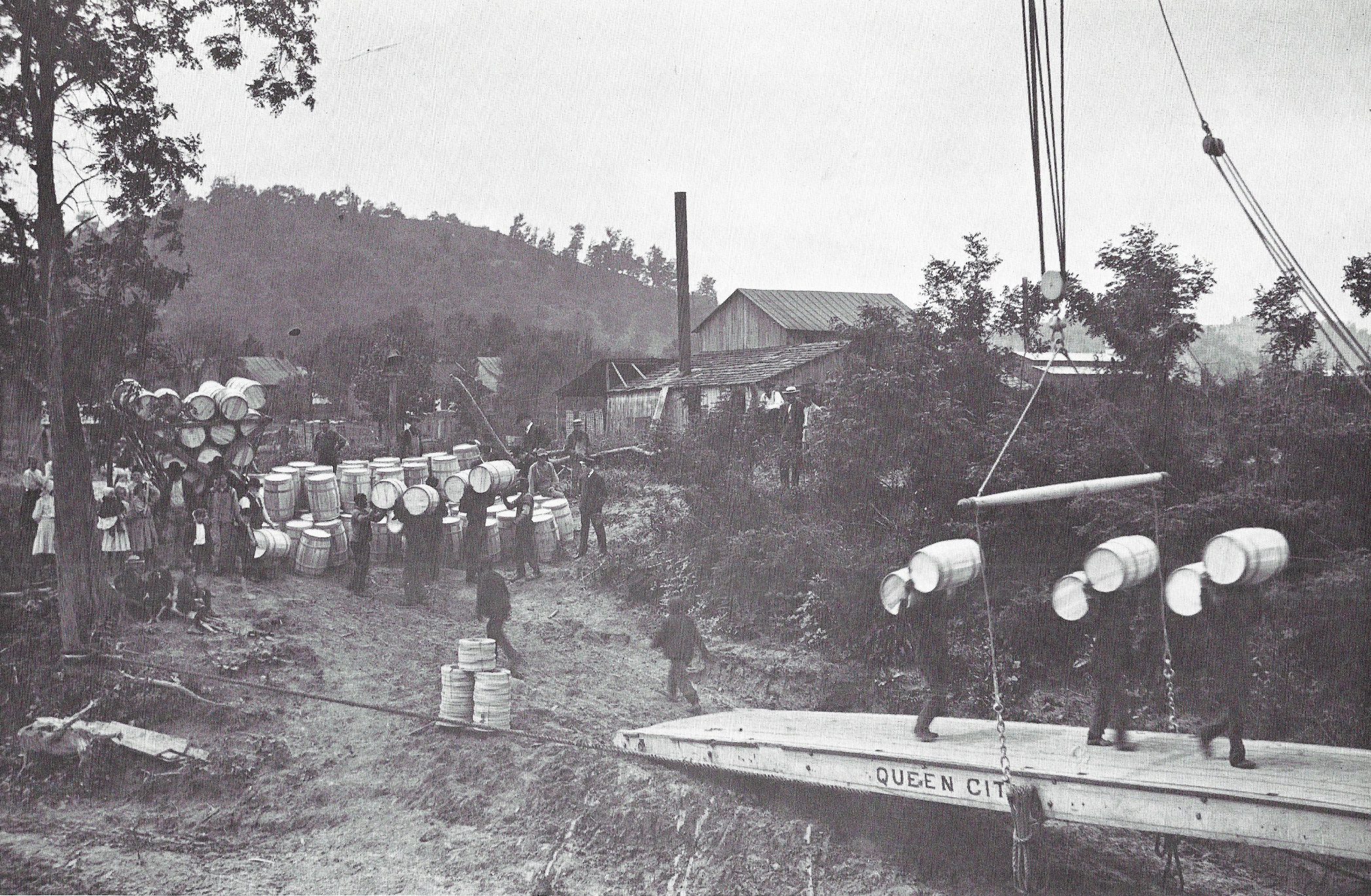
The roof bell long has been a favored place to take group pictures. Capt. J. Frank Ellison got this bell from the St. Louis Anchor Line. It had served on the side-wheel CITY OF ST. LOUIS. Today by a circuitous route it is on the DELTA QUEEN. The stacks are tipped back slightly in deference to a bridge. Deckhands await, extreme right and left, to wind the stacks back to the upright position.



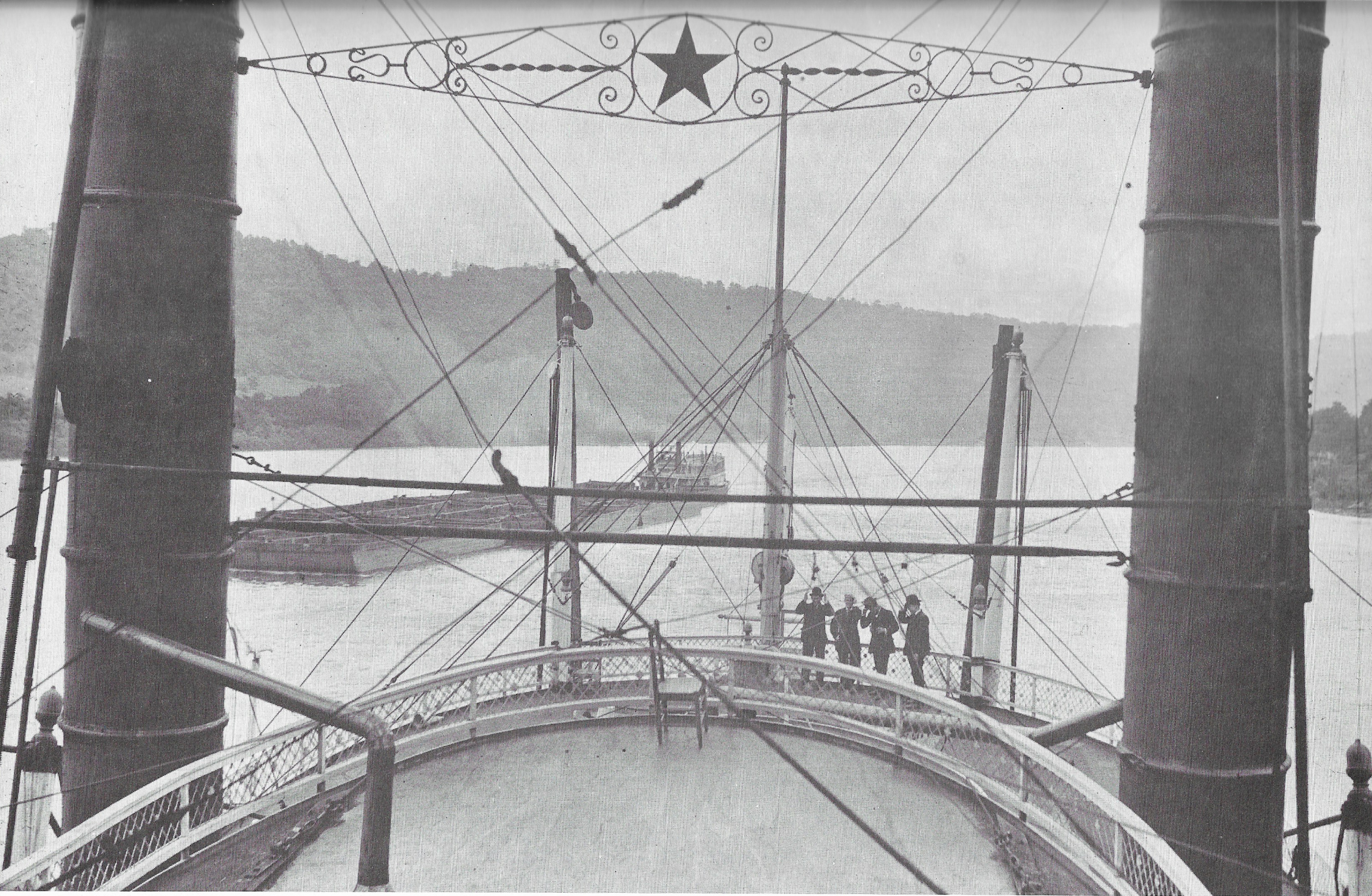
Landed at Parkersburg, West Va. The wharfboat is moored in the mouth of the Little Kanawha River. Note the deck float between it and shore; wagons handled freight backed up to the doors--did not enter the wharfboat. The gas packet KATYDID ran daily to Reedsville and Belleville. The photographer took this from the roof of the local ferry to Belpre, O., and the float is in the left foreground.



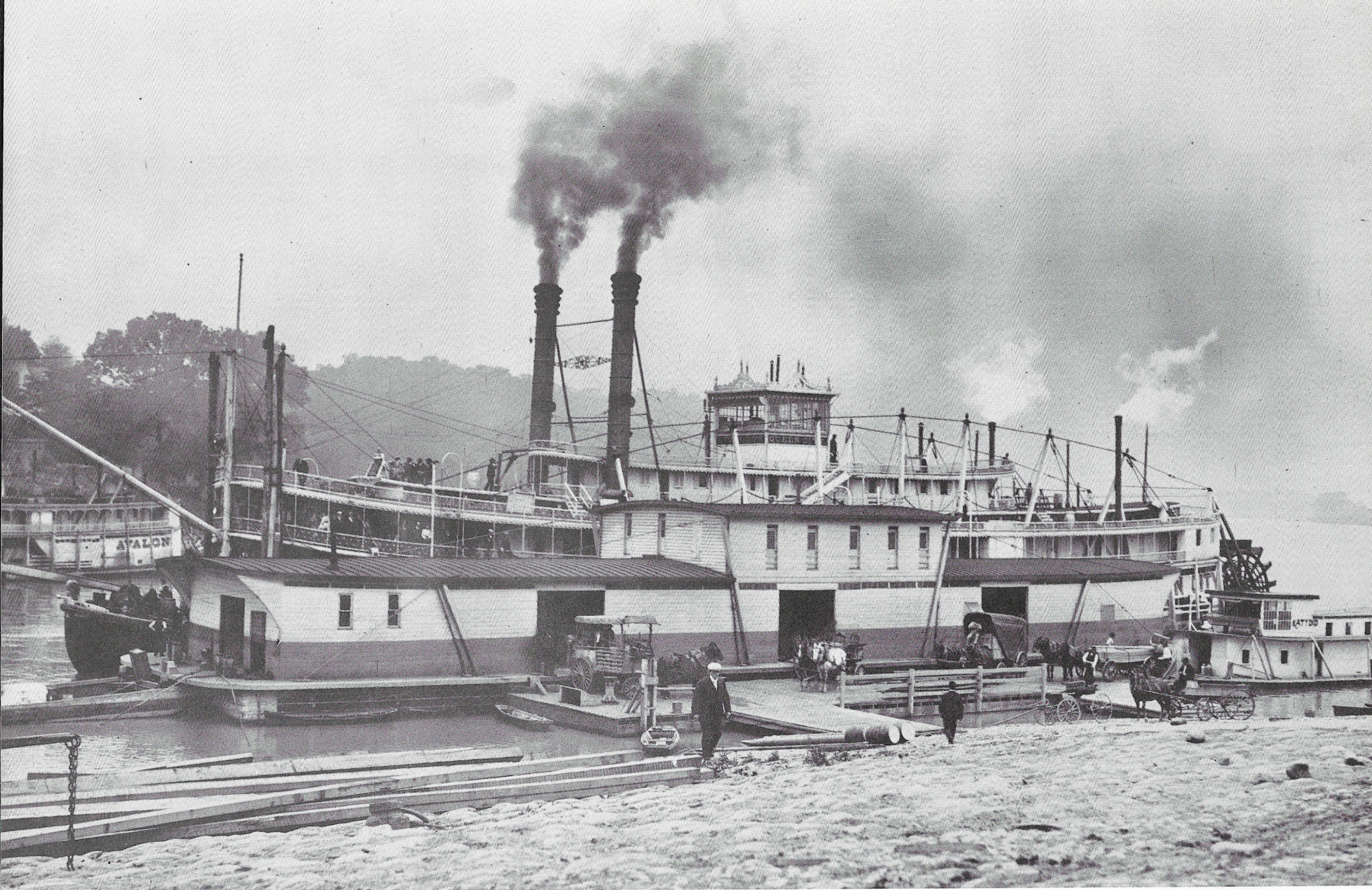
This location is readily familiar even today, taken at the Marietta wharf with the Williamstown highway bridge in the background. The QC is moored at the Hornbrook & Best wharfboat, a landmark for many years. The H. K. BEDFORD was the first packet in the Greene Line fleet, brought to the Upper Ohio from Nashville by Capt. Gordon C. Greene.



New apple barrels being loaded aboard, and wish we knew where this was taken. Note how light they are; each roustabout shoulders two at a time (right, on the stage). Orchards abounded, particularly along the Ohio shore from the Huntington area to Belpre, and on the West Virginia side opposite Yellow Creek. O. Capt. Jesse P. Hughes' father turned out apple barrels.



The QC is downbound, picture made from the pilothouse. Looks like she is entering Sliding Hill Bend above Pomeroy. The towboat A. R. BUDD, new at the time, is upbound with empty wooden coal barges. Looks like a collision is imminent, but all is well. The MARK TWAIN at Disneyland in California has an almost exact duplicate of the fancy smokestack spreader-bar.



The wharf at Parkersburg, West Va. This wharfboat, one of the best on the Upper Ohio, was built 1892 at Murraysville, West Va., 165 by 30 by 6. The QC was the largest regular packet after 1897 to Cincinnati and Pittsburgh. A large commerce was handled to points on the Little Kanawha. The lengthy timbers in the left foreground doubtlessly originated up that tributary.



Probably taken from out on the swinging stage. The forecastle signboards CINCINNATI, QUEEN CITY, PITTSBURGH today are in the River Museum, Marietta. Note how low the wire railings are! The Coast Guard would forbid them today. The two metal funnels in the foreground swept up fresh air and delivered it into the hull. There never was a steamboat quite like the QUEEN CITY!