

# S & D

# REFLECTOR

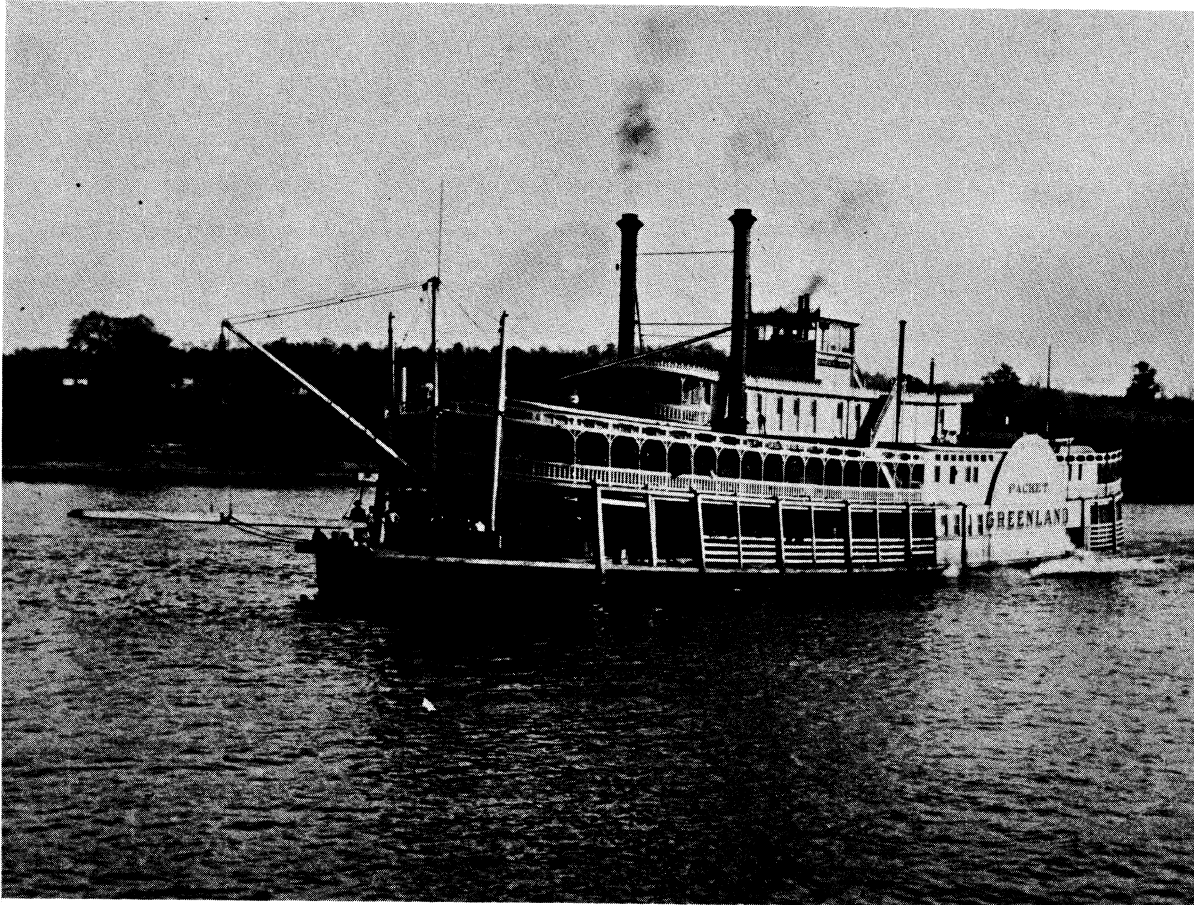
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of Pioneer Rivermen



Vol. 2, No. 1

Marietta, Ohio

March, 1965



The only side-wheeler Greene Line Steamers ever operated was the GREENLAND, built in 1903 for the Pittsburgh-Charleston trade. Her crew as reported in a contemporary newspaper when she arrived in Pittsburgh on her first trip, Friday, November 27, 1903:

Capt. Gordon C. Greene, master  
Charles Stalder, purser  
Sam Maddy, second clerk  
William Kraus, third clerk  
Alex Shaw, mate  
Tom Bennett, second mate  
John R. Barrows, chief engineer  
Hugh Hicks, second engineer  
Jesse P. Hughes, pilot  
Will Dennis, pilot

On May 23, 1904 the GREENLAND left Pittsburgh with tourists bound for the World's Fair at St. Louis. Greene Line's long distance passenger traffic may be said to have commenced on that date. Pittsburgh not only had a passenger boat leaving for St. Louis on May 23, 1904, but also a packet departed for Mexico. The new steamer HIDALGO EL LIBERTADOR, built by James Rees & Sons Co., cleared for Frontera with no passengers save two bulls and seven heifers (which made the whole trip).

Both boats made history. The HIDALGO is written into Mexican annals as the steamboat on which president Porfirio Diaz escaped the country during the revolution. The GREENLAND was the biggest packet Greene Line built (210 feet long of hull) and was the birthplace of Capt. Tom R. Greene. The three sons of Capt. and Mrs. Gordon C. Greene, Wilkins, Chris and Tom, knew the front-texas room as nursery, playroom and bedroom. It may be worthy to mention that a calliope was installed on the GREENLAND for the four trips she made to the World's Fair in 1904. It came from the small packet CRICKET--and later was used on the GREENWOOD.

When the unprecedented ice gorge ripped down the Ohio River in January 1918, Capt. Greene felt the GREENLAND was safe from harm--she was perched high on the marine ways at Cincinnati. Quite the reverse, she was the only Greene steamer lost and only a coil of rope and the whistle were saved.

The accompanying photograph, taken by Jesse P. Hughes and enlarged by J. W. Rutter, was used many years by Greene Line in their trademark, in the form of a life preserver enclosing this photo. We'll not say positively where it was taken, but looks like the boat is downbound at Burkes Point, above Sciotoville, on the Ohio.

## THE MAIL BOX

Sirs: The LENI LEOTI had been cut down pool-style and was operating on the Monongahela River in 1906-1907. Then, even as now, the name was intriguing.

Virgil E. Bennett,  
Beaver, Pa.

Sirs: For once I can add a footnote to steamboat lore. The novel for which the steamers LENI LEOTI got their names was authored by Emerson Bennett, a very popular writer in his day. The full title of the book is: Leni Leoti; or Adventures In the Far West. Leni Leoti was really a beautiful white Indian captive named Evelina Mortimer. Naturally the author returned her to her family; she was married and lived happily ever after.

Author Bennett wrote quarter (repeat 25¢, not dime) novels in the middle of the last century. He got his start in Cincinnati where he became acquainted with Ned Buntline. Most popular of his output were Mike Fink, A Legend Of the Ohio; The Forest Rose, A Tale Of the Frontier; and The Prairie Flower.

Yeatman Anderson III,  
Curator of Rare Books,  
The Public Library,  
Cincinnati 2, Ohio.

=Author Emerson Bennett penned potent prose. Also there were two mid-century packets named FOREST ROSE. The first was built at California, Pa., 1852, a stern paddlewheeler. Francis Maratta was her first skipper, owning stock in partnership with Eli Reno and others of Beaver County, Pa. She exploded boilers up-bound, New Orleans to Arkansas River, near Napoleon, Ark. on March 25, 1857. One of the fourteen killed was 8-year old son of Capt. Richard E. Allen, Paducah. The second FOREST ROSE was built at Freedom, Pa., 1862, also a sternwheeler, and soon was bought by the U.S. and made a tinclad. She was on the Yazoo expedition in '63 to burn Reb boats. -Ed.

Sirs: Evidently the headlight carbons and brackets in S&D REFLECTOR are in good adjustment, and our congratulations on the four 1964 issues. There is real joy in reading them. So believe us, buddy, our best wishes and an enjoyable New Year (note I don't say prosperous for that is a lost art unless you move to Washington, D. C.).

Capt. Charles C. Stone,  
Stone's Towboat & Harbor,  
Point Pleasant, W. Va.

Sirs: Capt. Jim Rowley made a low water johnboat trip in the fall of 1881 and spent considerable time examining those Indian carvings (Dec. issue). It is informative, too, to see how far that rock ledge juts out. The thunderbird resembles F.D.R.'s New Deal N.R.A. emblem.

Capt. W. C. Dugan,  
Vanceburg, Kentucky.

=The December issue was barely in the Post Office when Capt. William S. Pollock said, "Why I saw those Indian carvings a couple of years ago." Seems Dam 7 had been raised and No. 8 was down. Bill and Betty Pollock were driving to East Liverpool, saw a big crowd of people at Indian Rocks Light, and stopped to see what the excitement was. Newspaper photographers were tracing the ancient carvings with paint and snapping photographs. These and stories appeared in "Beaver Valley Times" and other local sheets. "Tell you what more I saw," added Bill Pollock. He described how scow dumpings now cover a great area of the sandstone ledge both above and below Indian Rocks Light. No scows were dumped at the Light to permit the Coast Guard Tender to land there, and that's where the carvings were seen. He recollected that the dumpings were put there when the channel at Georgetown Island was widened. -Ed.

Sirs: The thing that disturbs me is that the CITY OF LOUISVILLE doesn't seem to have much freight on her decks (front page picture, Dec. issue), but I suppose her upstream trip was a light one.

James A. Wallen,  
Huntington, West Va.

=Louisville & Cincinnati Packet Co. was paying healthy dividends

when that picture was taken (reputedly 20% annually). -Ed.

Sirs: There must have been some good reason for building side-wheel packets that has escaped me. The engines were too close to the center of the boat, using valuable cargo space. Two engineers on watch at a time. I know it was hard to get both engines on the same r.p.m., keeping one engine a half-stroke ahead of the other. Also there was trouble keeping the shafts aligned, for the outside pillow blocks tended to settle. And this is enough growling to last me the rest of the day. By the way, my brother Sam Reed piloted the replica NEW ORLEANS on the day of the 1911 parade. President Taft came up to the pilothouse and shook hands with him.

Jack H. Reed,  
Box 391,  
Elizabeth, Pa. 15037

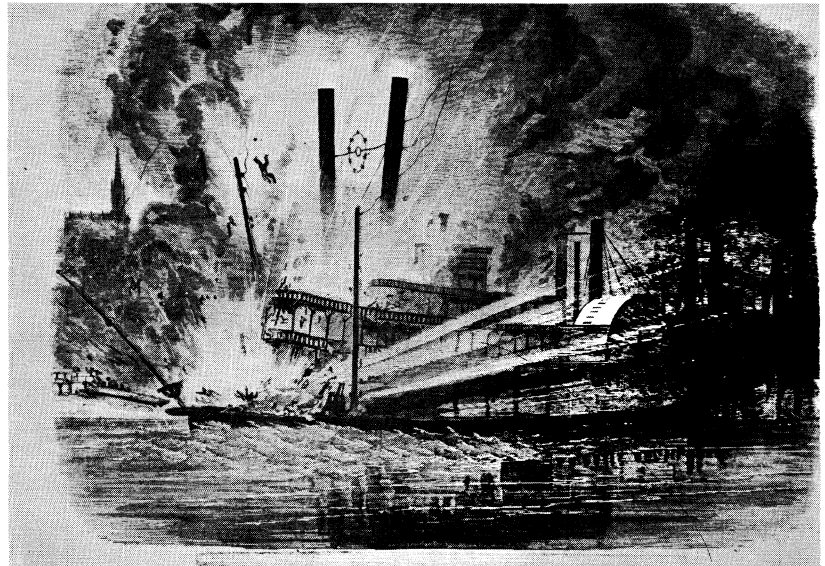
Sirs: You wondered on page 20, Dec. issue, if the New Albany, Ind. photograph could have been taken on a Sunday. It was.

Robert H. McCann,  
Greene Line Steamers,  
Cincinnati 2, Ohio.

Sirs: With the explosion of the CITY OF MADISON still ringing in our ears (Dec. issue, page 14), would you care (dare?) run a picture of the holocaust as depicted in a contemporary issue of Leslie's Weekly?

Alene Stottlebower,  
614 West Second,  
Madison, Ind. 47250

=Plug your ears, squint below.-Ed



The CITY OF MADISON explosion at Vicksburg

Sirs: All documentary data (or at least most of it) of the Howard Ship Yard and family was sold about five years ago to Indiana University, and is now on display --in part--in the Lilly Library, as reported in the December issue of S&D REFLECTOR.

An IU teacher, Chris Savage, decided to write a river book. He visited the Howard family at Jeffersonville, Ind., persuaded James E. Howard into lending this source material, and took it to IU's Bloomington, Ind. After considerable time Capt. Jim Howard and Mr. Savage both passed away and ultimately the University arranged for the material's purchase.

The photographs taken by James E. Howard are another story. He took about 1200, most of them on 8x10 glass plates, dating from the early 1890's until the early 1920's. Very few persons saw these during Cap'n Jim's lifetime.

The Howard Museum and the Cincinnati Public Library agreed to make prints of most of these plates (some were almost duplicates or spoiled photographically) and the Library sent two men to the Howard Museum and did the work there in November, 1957. Two contact prints were made of each selected plate; one for Howards and one for the Cincinnati Library.

The agreement made November 5, 1957, stipulated that the Cincinnati Library could not release their prints for reproduction unless with Howard Museum's sanction. As far as I know, this agreement has been scrupulously kept. However, these prints may be seen and studied and enjoyed at either location. Anyone interested in wooden steamboat building can find no better way to learn about the subject. And in addition, Jim Howard was a master photographer with a sharp eye peeled for reflection, smoke, steam and vitality.

C. W. Stoll,  
Rock Hill,  
Mockingbird Valley Road,  
Louisville 7, Ky.

=Young readers take note that the Howard family built boats, continuously, from 1834 until 1940. Capt. James Howard (drowned in 1876) built his first boat, the LAURA, 65 tons, in the fall of 1834. By 1871 he had built 200 steamers, most of them at Jeffersonville. His son Ed J. Howard achieved the yard's masterpiece, the J. M. WHITE, in 1878, (the 276th boat built there) and held the reins until he died in 1919, aged 79. Photographer James E. Howard, son of Edmonds J., was a proficient marine architect and liked best the work in the mold loft. He was taking steamboat pictures of worth aged

17. The yard was in financial troubles when Ed J. died, but by application of guts and wits, on the parts of Jim and his wife Loretta (who today is S&D's honorary president) they plugged on, now building with steel, until in 1940 the yard turned out its last one, the twin-prop diesel towboat FRANK COSTANZO. It still runs, as do others of the Howard yard, although since 1960 the FRANK COSTANZO has carried the new name STEEL CITY, owned by Crain Bros., Inc., Pittsburgh. -Ed.

Sirs: I grew up at Witten's Landing, O., along the Ohio River above Sistersville, among the Hubbards, Hissoms and Wittens. My grandmother was a Witten, and my grandfather E. Wilse Hubbard was on the river. My boating career was short-- When a youngster I worked a while for Mose Beaver on gas boats out of Sistersville. My father and Harry Smith in 1915 ran the gas packet EXPRESS in the Wheeling-Matamoras trade competing with the steamer LIBERTY. None of us was rich at the end. There was boating water all summer in 1915 with the LIBERTY, KANAWHA and JOE FOWLER running. At Wheeling I was invited for lunch on board the KANAWHA by Bert Wolfe and Fred Hoyt, the clerks, a big thrill for a 17-year old boy such as I was, and fresh off a peanuty gas packet at that.



They gave a 17-year old boy a thrill in 1915. From the left: Bert Wolfe, pilot Brady Berry and Fred Hoyt on KANAWHA.

I'm with the Air Force at Edwards Air Force base, and I enjoy the REFLECTOR very much.

E. W. Hubbard,  
40802 20th, West,  
Palmdale, Calif.

Sirs: Looks like our friend Sam Herrington is about to take on the side-wheel problem (Dec. issue, page 7). A letter from him says he's building one up there in New York State. As of Jan. 6 he was hard at it making the side frames and keel. He says she will be 34'8" hull length, 6'0" wide. The overall length is to be 39'0"

and 10'0" width. He's using a 31 hp. Gray gas engine to drive side-wheels 6' dia. with 20" by 8" buckets. Each wheel will be run through a Gravelly tractor transmission.

When completed the new boat will get a work-out on a lake up there in N.Y. Then, come fall, and let me quote: "I would like to launch it in the Allegheny or Ohio River near Pittsburgh and then come down to the S&D meeting at Marietta. How's that idea strike you? I have a truck and a 4-wheel trailer that I can use to move the boat from one location to another."

Walter W. McCoy,  
315 S. Wells St.,  
Sistersville, West Va.

Sirs: The item below is taken from "The Western Tiller," published at Cincinnati. Boatmen seem to have been interested in libraries long before S&D joined forces with the Cincinnati Public Library.

Russell Dale Flick,  
6122 Glade Avenue,  
Cincinnati, O. 45230

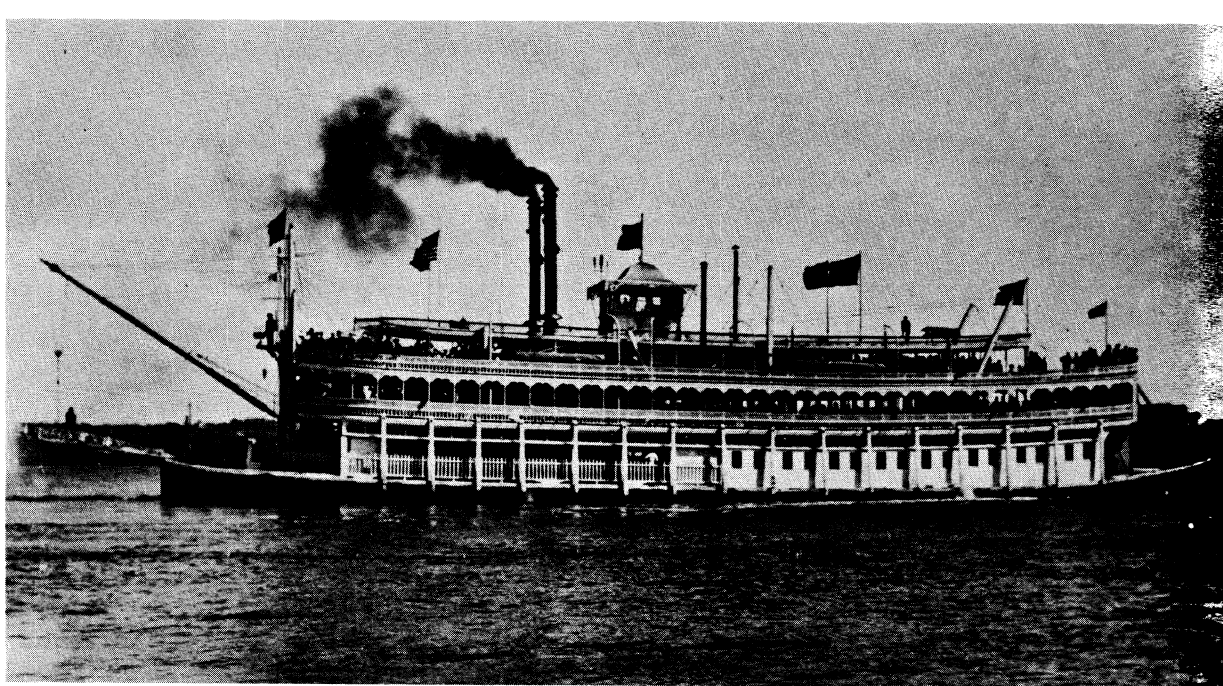
=The item, dated Friday, January 7, 1830:-

STEAM BOATS--A great number of steam boats have been built on the Ohio during the past season and many improvements in their construction have been adopted. Among them, the CONVOY, built by S. V. Hartshorne, of this city, appears to meet the greatest share of approbation. "The CONVOY," says the American, "is commanded by Capt. D. F. Reeder, of Jeffersonville, Ind., and was by him modeled from his own experience and knowledge of river navigation." We wish both him and the boat all possible success. Honorable mention should be made to the excellent library belonging to the boat. It contains about two hundred volumes, selected from the various departments of literature. Any one who has travelled from New Orleans to Louisville will appreciate the value of this last improvement, especially if the river was low and navigation difficult.

\* \* \*

Ed. Note:- Saunders W. Hartshorn (corrected spelling) came to Cincinnati in 1818. Capt. James Howard, founder of the Howard Ship Yard, learned his trade under him. Hartshorn was architect for all packets named PRINCESS and NATCHEZ built for Holmes and Leathers, and long was with the Cincinnati Marine Ways Co. He died following many years of poor health in May, 1887. Despite the innovation of a well-stocked library, CONVOY had no window sash in her pilothouse, using the customary canvas curtains instead.

# THE J.S. FIRE



To the Editors, S&D REFLECTOR:-

Sirs: This account of the burning of the sternwheel excursion steamer J.S. is from the De Soto (Wis.) Argus, issue of Saturday, June 25, 1910. It was handed to me by Mrs. Art Finney of Cassville, Wis., whose maiden name was Mary Copper, and whose grandfather was O. Byron Copper, editor of the Argus and author of the story. Both were on board at the time of the fire. Mary Copper (Mrs. Finney) recalls that she went to the guard after the boat was landed, where a man standing in shallow water ordered her to jump, assuring her he would catch her. She did jump, but was not caught, and landed with a splash.

Donald G. Rehm,  
906 McLean Avenue,  
Tomah, Wisconsin 54660

=The population of De Soto, Wis. in 1939 was 332, surely slim pickings for running a weekly newspaper. Our belated admiration for 1910 editor O. Byron Copper is exceeded only by our praise of his on-the-spot story, excerpts of which follow. --Ed.

The J.S., the most palatial and popular excursion steamer on the upper Mississippi, while on its return to Lansing (Iowa) from the excursion to La Crosse (Wis.), last Saturday evening, caught fire when the boat was near the upper end of Bad Axe Bend and burned to the water's edge.

Between twelve and fifteen hundred people were aboard the vessel when the fire occurred and all except perhaps two persons were able to get safely to land with their lives.

The fire became generally known to the passengers just about dusk and shortly after the boat had left the landing at Genoa (Wis.). The rafter NORTH STAR with raft and bow boat HARRIET were sighted ahead. Pilot George S. Nichols, who was at the wheel, slowed the J.S. down in order to permit the NORTH STAR to land her raft. In the meantime the pleasure craft drifted toward the Minnesota side, her stern veering downstream. At about this time the fire was discovered and the

There were two excursion boats named J.S., both named for Capt. John Streckfus. This is the first one, built at the Howard Ship Yard, in 1901. Accounts of the fire which destroyed her usually place the scene at Victory, Wis., although the accompanying news account spots it accurately at Bad Axe Island, nearby. Those who don't have river maps to refer to may find the scene of the accident in a geography by noting where the state boundary separating Iowa and Minnesota touches the Mississippi River; that's it.

alarm sounded. The boat being headed right, therefore, it was the work of but a very few minutes to land her.

However, before a landing could be safely effected, wild panic broke loose among the passengers, and, in spite of calm implorations of the cooler headed ones, a general stampede to the gangways ensued. Screaming, cursing and praying men, women and children fought, jammed and trampled over one another in mad chaos and confusion. At the first sign of the panic-fear, several of the better controlled ones tried in vain to reassure their fellow passengers. Editor Dunlevy of Lansing (Iowa), mounted a chair on the hurricane deck and endeavored to command order, but the madness of the surging crowd was far beyond the reach of reason.

The fire originated in the hold, forward, although just how, yet remains a mystery. The forward gangways were soon enveloped with choking smoke, cutting off retreat (escape via the fore-castle and stage) from those too timid to brave suffocation. As a consequence passengers began swinging over the sides and a few threw themselves recklessly into the water, which was from five to twenty-five feet deep.

Immediately the more heroic men plunged into the water or hung from the sides of the boat swinging down women and children in their arms, handing them with almost superhuman strength from one to the other until all were safely landed.

Many of the people had not escaped a wetting and no sooner were all safely ashore than a roaring camp fire was built, around which those who had fallen or jumped into the river gathered and proceeded to dry their drenched garments. People were so glad that they were alive that the gathering on Bad Axe Island bore more resemblance to a picnic party than to a crowd of refugees. They laughed and chatted and clasped each other in their arms. Despite the cries and groans and lamentations of some, others made the wooded island ring with their jolly jokes and merry peals



The J.S. wreckage at Bad Axe Island

of laughter.

Mrs. Emma Randall, the young wife of a New Albin (Iowa) barber, was the one woman drowned, although it is still suspected that another woman met a similar fate. This cannot be affirmed, however, although Miss Anna Carlyle of La Crosse, who is visiting here, declares that a lady who was sitting beside her sprang overboard at the first alarm of fire and floated off from the starboard side of the boat.

The body of Mrs. Randall was recovered Monday. It was found in a shallow part of the river near the scene of the wreck.

The other person who up to the time of this writing is supposed to have met his death in the disaster is John Plein, a farm hand, about forty-five years of age, who was employed on a farm back of Lansing. It is feared that he was a prisoner in the hold at the time the fire broke out, and probably the one who accidentally set the fire, and was consequently smothered there before it was generally known that the craft was aflame.

This statement that anyone was imprisoned in the boat's hold at the outbreak of the fire is emphatically denied by both Capt. John Streckfus, Boat Policeman Jack Page and every member of the crew. Policeman Page declares the man he had hand-cuffed and locked in the hold was released before the fire. Howbeit, there seems to be considerable testimony to the contrary.

## ACME PACKET CO.

JOHN STRECKFUS, Prest. and Gen. Manager, Rock Island, Ill.  
 D. W. WISHERD, Vice-Prest. and Gen. Pas. Agent, " "  
 W. D. PETERSON, Secretary, Davenport, Ia.  
 F. H. BARTEMEYER, Treasurer, " "  
 H. E. WISHERD, Traveling Passenger Agent, Quincy, Ill.  
 General Offices—Foot 19th Street, Rock Island, Ill.

**Operates Steamers on the Mississippi  
 River and tributaries.**

**SUMMER SEASON**

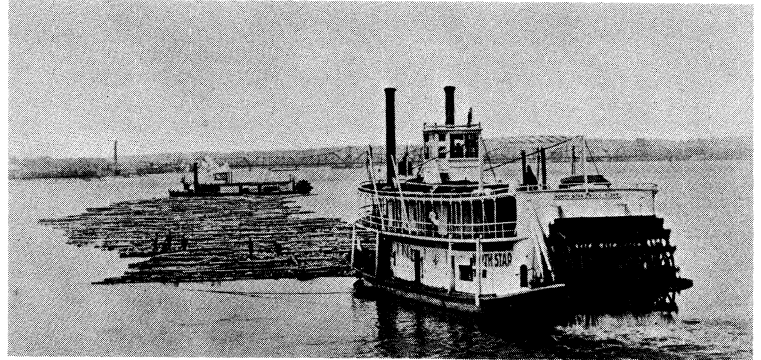
**Peoria, Ill., to St. Paul, Minn.**

Owners of J.S. ran this advertisement in the Railroad Guide, 1905. -Thanks to S. Durward Hoag.

Mayor Dunlevy of Lansing notified the Houston County officials of his belief that Plein lost his life in the hold of the J.S. and these officials together with U.S. Inspectors Knapp and Carey of Dubuque, were at the scene of the wreck Tuesday and Wednesday, making an investigation. The task of raising the sunken hull was found too difficult, so the service of a diver was enlisted. He got to work Wednesday morning exploring the submerged hull of the ill-fated steamer.

So soon as the stricken J.S. was clear of her human cargo, the crew set to work with renewed energy in a vain endeavor to subdue the fire and save the steamer. The distress whistle was sounded, whereupon the NORTH STAR and crew came promptly to the rescue. Everything possible was done to quench the flames, but without material effect. When the ill-fated steamer's end became inevitable the NORTH STAR towed her out into mid-stream with the object of sinking her and thus extinguishing the fire and preserving what part of her had not already been consumed.

Before this could be accomplished, however, she became wholly enveloped in flames that lit the heavens for hundreds of feet, and she was necessarily cut loose and permitted to drift back near where she had originally landed, and there she sank. It was one of the most spectacular sights ever witnessed.



The NORTH STAR and HARRIET then landed and took the boat-wrecked excursionists aboard and conveyed them to their several homes, all save those who made way in launches that had hurried to the scene of the conflagration. It was four o'clock Sunday morning ere all were home in this village.

Many contemporary sheets have been profuse in praise of the boat's crew, calling them heroes, etc. Probably much of this praise is deserved. Having been an eyewitness and a participant in the disaster, the writer can safely testify that at least a part of it is, for the boat's crew undoubtedly stuck to the various posts of duty until the very last.

One contemptible fact it is a shame to the human race to have to mention is that there were some in the crowd who were so low and cowardly and devoid of human decency, that they could stoop to ghoulish robbery, taking advantage of the heart-rending occasion to gut the grips of their contents and appropriate such purses and articles of clothing as were strewn upon the shore in the confusion. Only Shakespeare, with his 16,000-word vocabulary, could command English fit to describe one's natural contempt for such a dastardly business.

The J.S. was owned by the Acme Packet Company of Dubuque. According to press dispatches, directors of the company have already met and decided to build another excursion craft to take the place of the J.S. and are trying to lease a boat with which to finish the season.

## Towboat Racing on the Monon

By J. A. Yonker

The comments which follow are based upon personal observations by the writer while working as a fireman in the Monongahela River pools in 1903 to 1905. No doubt, essentially the same conditions prevailed both before and after these dates.

Coal was being brought out of the Monongahela, principally from the fourth pool, and most of it was barged down the Ohio and Mississippi. The harbor at Pittsburgh often was jammed with loaded barges and coalboats awaiting an adequate stage of water.

If the rise was sustained, all the coal in the harbor would go out. Pressure then would be brought on the poolboats to bring more loads from the mines so that this coal, too, could go out on the prevailing stage. Such situations brought about occasional races. Also there was natural rivalry between crews, a desire to make a record with the office; the aversion to being beaten. As John Martin, chief engineer of the JIM BROWN stated it: "I do not want the word to get around that my boat is not doing anything."

There was comparatively little racing while bound upstream to the mines with empties. Sometimes it occurred but not as often as when coming downstream with a loaded tow. The prize in these races was not only the satisfaction of winning but also the time saved by getting to a lock ahead of a rival. This time element was often considerable. The writer has known of instances where a crew spent practically an entire 6-hour watch getting through one lock.

The poolboats were rather uniform in size. Most of them were three-boiler boats with engines in the neighborhood of 15's-6 ft. Some boats went beyond this to 16's-6 ft. (the JIM BROWN as example) and even some larger. Others were on the small side such as the ELEANOR with 14's-4½'s. The tows handled by these boats were practically identical. Boats and tows were rather evenly matched.

The engines had, in many cases, variable cut-offs such as the Rees. Other engines had old-fashioned cams which did not permit a change in the point of cut-off. It was general practice in the case of the variable cut-off boats to work the engines at 5/8, 3/4 or 7/8 stroke, while on the fixed cam boats the cut-off was usually 3/4 stroke. In the case of the variable cut-offs the engineer changed the cut-off to meet the conditions confronting him, while on the fixed cam boats it was 3/4 or full stroke.

Since all the boats had engines large enough to use all the steam the boilers could produce if the cut-offs were "stretched out," or pulled out entirely, the race usually settled down to a battle between firemen. The boat having the fireman who could make the most steam usually won. Ordinarily, poolboat fires were cleaned only while passing through a lock or while picking up a tow. This meant that usually the fire would be dirty when approaching a lock after having run the length of the pool.

In most cases the race was for only a few miles immediately above a lock. Usually a boat would be picking up a tow and another boat which had picked up its tow farther up the river would come along. When this happened both crews prepared for the struggle.

About all the deck crew could do was to shut off the syphons, thus saving all the steam possible, and tighten up the lines, thus giving the pilot an easier tow to handle. The engineer would size up the situation, stretch out his cut-offs (using a rule to get the same point on both engines) and pull down the line controlling the blower valve, opening it wide, thus increasing the draft. The exhaust from the harder-working engines would also increase the draft, and the fireman would be able to burn more coal than usual and produce more steam. The fireman would work continuously---fill up, pigeonhole twice, break back, pigeonhole again, lift up, and then fill up. This was hot and strenuous work, particularly in the summertime.

The legal steam pressures varied from about 160 to perhaps 200 pounds. The pressure actually carried started at about 190 pounds and went up and up....depending on how "hot" the engineer was. Two-ten and 220 pounds were common; 240 was not unknown. The JIM BROWN carried 210 on the engineroom gauge--220 was better. The firebox gauge showed only 170 or 180, having been set back. The VOLUNTEER carried 240 pounds regularly---other boats as much, or more. The boiler-makers of that day did good work.

The higher the pressure the better the chance to win the race. The big problem was to maintain that pressure. The fireman would keep an eye on the gauge and speculate whether pipes, boilers, cylinder-heads, etc. would hold together but his job was to manufacture steam.

One time on the JIM BROWN the race was close and the pressure down to 210. The engineer called the fireman back to the engineroom and told him to answer bells, being careful to pull his cut-offs out if the pilot rang a stopping bell. Then this engineer went to the firebox and fired one fire---he lost ten pounds of steam. Back to the engineroom he came---now shutting down the throttle a little, and slowing the doctor. With this help the fireman soon got the pressure back up again. This was called "trading water for steam," and it could be carried too far.

A few of the poolboats had tandem-compound-condensing engines. When these boats got in tight places, and when the engineer thought he could do it safely, he would turn steam at boiler pressure into the low-pressure cylinders: then the wheel would really turn. However the steam pressure soon would drop, but such "goosing" might put him ahead of a rival boat.

When the race was close and two tows approached a lock, practically together, it was up to the lockmaster to decide which boat was in the lead and entitled to prior lockage. More than once a boat would whistle for the lock and the lockmaster would not answer, thus giving the second boat an opportunity to whistle, be acknowledged, and go through first.

Occasionally, when one boat immediately followed another through a lock the crew of the second might decide that they could beat the first boat to the next lock. In these cases it would mean a race the entire length of the pool, in some cases about 18 miles. This brought about a long struggle, and seldom did the second boat succeed in passing the first, although it has happened.

The writer does not recall any accidents traceable principally to racing, although he has seen a few tows bump rather hard. Again we must pay tribute to the excellent work of the early boatbuilders, the boiler-makers, and to the skill of the crews.

# The California Cut-Off

The California cut-off, universally used on steamboat engines, had its origin in the state of California. The device was patented by William B. Cross of Sacramento, Calif. on January 14 and on August 8, 1871. "The Scientific American," in its issue of October 11, 1873, front-paged the drawings reproduced here and provided the following description:-

Fig. 1 is the design used on double engines, such as are in general use on sternwheel boats. Fig. 2 represents an enlarged view of the poppet head, A, Fig. 1, showing more clearly the operation of sliding blocks, C, and roller, D.

The poppet heads, A, Fig. 1, have each a long slot or mortise through which a lever, B, passes. The sliding blocks, C, Fig. 2 are arranged on the top of the lever, B, and under the roller, D, Fig. 2, immediately above the mortise pin, E, Fig. 2. The latter is fastened on the lever, B, works in a slot in the poppet head, and acts as a guide. The blocks, C, are connected by the rods, F, Fig. 1, to the T-headed lever G, which is pivoted to the upper end of the arm, H, that turns on the rock shaft, I. The arm is connected by the rod, J, with an eccentric on the main shaft.

This eccentric moves the block, C, in an opposite direction to the piston head. The free end of the lever, G, is connected by the rod, K, to the adjusting lever, L, which stands midway between the two engines. The semicircles between which the lever works are notched to correspond with minute divisions of the stroke. By changing the lever in the notches, the lever, G, is raised or lowered thereby, and the blocks, C, are drawn nearer together or moved further apart. The steam is thus cut off sooner or later according to the position of the lever, L, which, as represented in our engraving, indicates that the steam is cut off at three-tenths of a stroke. It will also be noticed that the inclined end of the block, C, at the right hand, has moved from under the roller, D, allowing the valve to be closed by means of the spring, M, acting on the bar, N.

This cut-off, it is claimed, greatly facilitates the handling of the engine, as, the cutting off being varied at will, the engineer need not leave the throttle when reversing the engines. Fig. 3 shows the device as applied to a side-wheel or single engine, as used on side-wheel boats, where each engine is handled independently of the other. The eccentric rod is connected to the right and left screw rod, O, at the swivel joint, P. The sliding blocks, C, are connected to the rod, O, by the nuts, Q, so that by means of the crank R, at the hand of the engineer, the sliding blocks C, are drawn nearer together or moved fur-

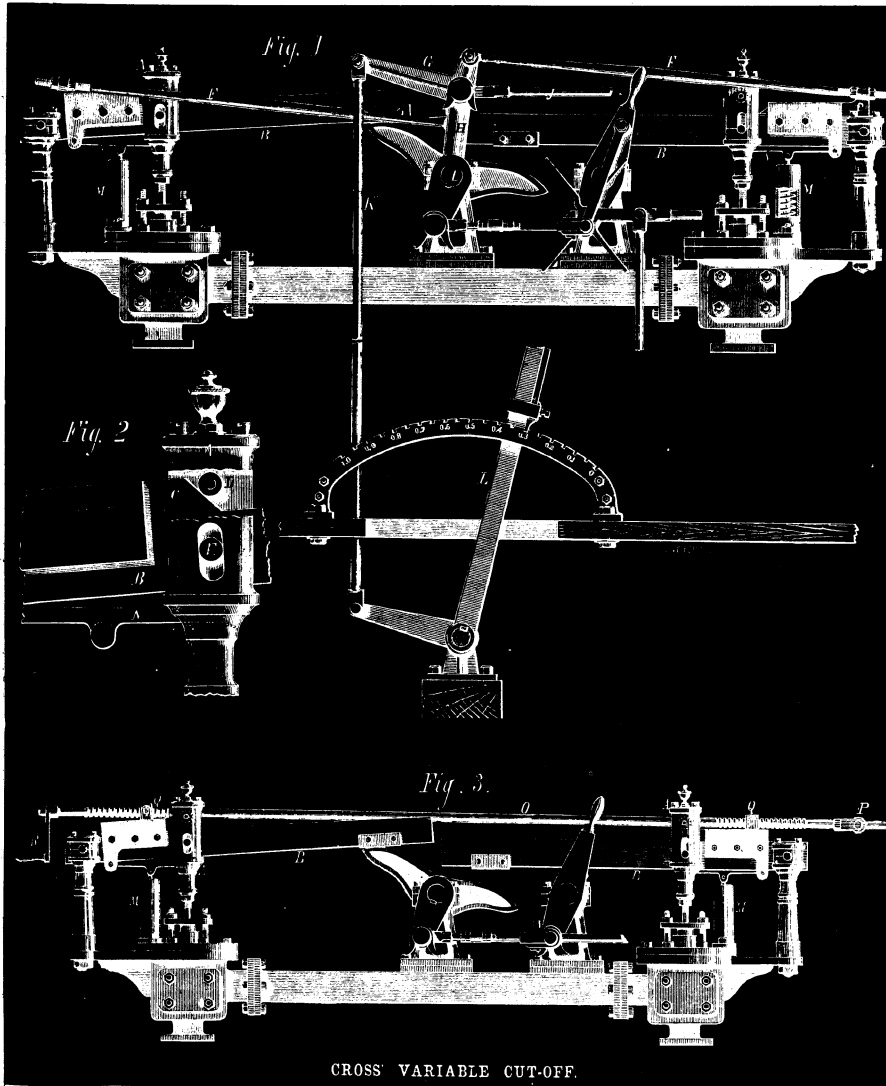
ther apart by turning the rod, O. Thus the cutting off can be varied at will, when the engine is in motion, to any part of the stroke required, as readily as the throttle can be opened or closed.

This variation, it is stated, is made without wire drawing the steam or pounding the valve seat so as to cause any extra wear or additional expense for repairs. On the contrary the steam valve is guided in its motion. Its velocity, when closing, has been determined by the use of the steam indicator, and hence the angle of the sliding blocks, C. The exhaust valves are not in any way effected by the cutting off.

The invention has been in use three years on the stern-wheeler CHIN-DU-WAN, in the form shown in Fig. 1, giving, as we understand, entire satisfaction, and without costing one dollar for repairs. The steam valves, by their positive

and accurate motion in closing, have been kept from leaking during the whole three years, while the exhaust valves have been repaired several times.

The CHIN-DU-WAN is owned by the California Pacific Railroad Company, and has two cylinders 18 inches by 5 feet stroke. The cut-off has also been in use two years on the steamer PETALUMA (from the apparatus on which Fig. 3 was drawn), giving the same results as on the CHIN-DU-WAN. The PETALUMA has two 22-inch cylinders and 6 feet stroke, with single valves, and is owned by the Contra Costa Steamboat Company. The device is also in use on other steamers with like results, and on various land engines.



CROSS VARIABLE CUT-OFF.

## BOULDEN BIDDLE

Sirs: Marietta's cold winter of 1856 (Dec. issue, page 15) reminds me of Boulden Biddle. Jerry Witten gave me leave to copy out extracts from Capt. Biddle's old diary, kept in 1852. Polly Witten married Boulden Biddle---she was sister to Tom Witten who piloted the side-wheel BUCKEYE STATE, and to Jim Witten who was pilot on the MESSENGER NO. 2. Boulden Biddle (1811 - 1855) is buried in the Witten Cemetery, just below Witten Towhead Light, Ohio River Mile 135.4. The entries during January, 1852 might be titled: "How a river pilot spent winter days in Sistersville over a century ago." I have not tampered with the spelling.

Roy Thistle,  
Sistersville, West Va.

January, 1852:-

1 Boulden Biddle at home the day past off verry pleasant and in the evening a big egg nog and after that went to bed 9 ocloc  
2 The day went off verry pleasant and expenses fifty cts ice still running a rafling for turkey in the evening sixty cts gon  
3 the day went off in hunting of quails in B. Wellses Botum came home and took a snort and et supper.  
4 this day went off a strowling and sum lafing and talking long yarns manny

5 this day long and tedious out a gunnin 9 quails is all cum home tired and took a snort of toddy  
6 this day nothing don at home all day  
7 this imployd in killing hogs and snowing a little drunk  
8 this day went off verry pleasant  
9 snowing hard all day nothing dooing onely laying Round  
10 snowing nothing don but at Martin sale and in the evening slaying to P. Wellse  
11 loafing from hous to hous hearing Long yarns all day  
12 out to middlebourn  
13 at home and the day verry cold nothing a dooing  
14 out with the duchtman a hunting the river full of ice and stoped running at one oclock  
15 at home all day som little snowing getting cold a verry fine oyster supper at home and Reddy for bed  
16 snowing nothing dowing housed up and that is the sume  
17 still snowing sometimes at fletchers and some time at Strouses no good don this day  
18 still snowing at home all day snoe 12 inches deep  
19 this day it has stoped snowing and is 12 deep and dum weather cold wind cold deb here crossed on the ice  
20 more moderate and som prospect of rain in the after noon cold and verry fine slaying  
21 moor changable though fine weather for the season a verry Bad cold and a good deal out of order  
22 the weather still cold and at home all day

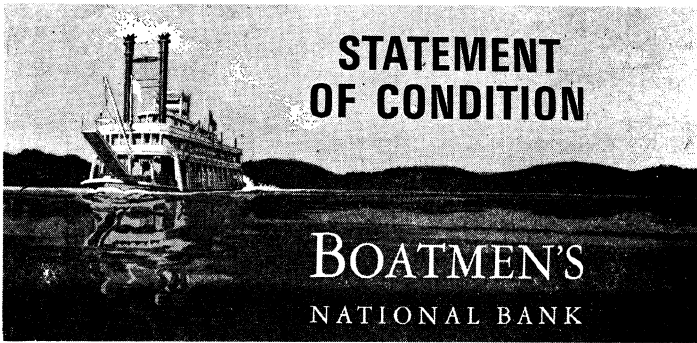
23 More moderate nothing dooing but telling long yarns  
24 Still cold and cloudy som talk of going to middle bourn  
25 a slaying to fishing creek and back expenses 75 cts and the driver drunk  
26 a fox hunting snow 8 inches deep and thawing som prospect of a thaw  
27 Nothing don this day but take my gunn and gow to see if I could kill som squirls  
28 On Williamsons Island shooting birds 13 quails and 2 hawks and a possum 2 hawks 3 doves at home and mush pot on fire  
29 this morning clear and pleasant and at home till 12 oclock and then in the woods after a white deer now deer this day  
30 after the same deer run him across the river and hes gon som prospect of the ice breaking up river rasing  
31 raining from six till 11. sun shining and slight rain the balance of the day ice started and stoped till five Sunday morning

=And so life continued for Boulden Biddle until Feb. 6 when the PARIS went up, and on Feb. 7 he went to three chicken fights, (came off even) and on Feb. 8 he was "over at old man Wittens and nothing don but look on." On the 18th the HINDOO went down and the PITTSBURGH passed up. On the 25th he got aboard the PITTSBURGH and paid \$3 for passage to Pittsburgh where, in five minutes, he landed a pilot's job. Soon as the DIADEM finishes loading he's to catch her at Sistersville and stand a watch to St. Louis and return. So he climbs on the DIURNAL, pays \$1.50, and goes back to Wheeling. There he catches the ARROWLINE, pays \$1, and continues home. On March 2 he got aboard the DIADEM and went to work. He got to St. Louis on March 9: "landed at 9 ocloc saw all of my old acquaintance thare River nine feet to the mouth cooth landed on emperor the seen was great." Translated, he saw the Hungarian patriot and statesman Lojos Kossuth arrive aboard the EMPEROR from New Orleans, and the scene was great. He was again at St. Louis on April 4 in time to see the GLENCOE explode boilers. "Killed a great many people the Catarac badly injured and Georgia Ladys cabin all off." He was little impressed--next day "stroling round put in the time reading and Sleeping the day." In May he stood watch on the new BEN CAMPBELL, delivering her to St. Louis on May 31. Then he piloted the SWAMP FOX to Pittsburgh and then to Dubuque (debuke he spells it) and return to Cincinnati. He caught the TUSCARORA on up to Sistersville. By now it was mid-July, the water low, and he's "a fishing and not a bite." As of Friday, Nov. 5, 1852, the last entry in the diary, he was still at home. -Ed.



BEN CAMPBELL, hull built at Shousetown, Pa. and completed at Pittsburgh in the spring of 1852. In this picture, made from a daguerreotype, she lies at Galena, Ill., noted in early days for its lead ore (galena is Latin for lead ore). Capt. Boulden Biddle, the Sistersville pilot, steered a watch on this boat on her maiden voyage. Later on the BEN CAMPBELL ran between Davenport and Keokuk, owned by Capt. L. W. Clark who lived at Buffalo, Iowa, not far below Davenport. In low water he laid her up in front of his house, and that's where she burned on August 23, 1860.





BETSY ANN with \$270,958,722.79 cargo.

Once there was a packet on the rivers named BETSY ANN. Presumably she did all right at Natchez owned by R. F. Learned. Brought to the upper Ohio in 1921 she cut many a caper during the next decade, throwing two owners for financial losses, D. Grover Gill and Frederick Way. But she survived to start John I. Hay on his way to running a barge line. A book was written and published recounting the boat's 1925-1932 escapades, authored by REFLECTOR editor Way. Then came the end. Converted into a dismal oil barge and later a yacht club harbor boat, the hull was abandoned on the bank of Meramec River near St. Louis (c. 1951).

In the early 1950's the Early Times whiskey people commissioned artist Dean Cornwell to do a 'Kentucky River steamboat.' Cornwell chose the BETSY ANN (she had stuck her nose up to Lock 1 in 1930) and BETSY appeared in full color in a national advertising campaign. Large-size color reproductions of the painting were offered by the whiskey firm at \$1 a throw and two editions were rapidly depleted. Again Dean Cornwell chose the BETSY, this time a head-on scene, for the color cover of TRUE Magazine (Feb. 1953 issue). The original of this painting today hangs in the S&D collection, Marietta Museum.

Hank B. Miller, who runs Dubuque Boat & Boiler Co., where BETSY ANN was built in 1899, misses no bet to publicize the old packet. The company's letterhead carries her picture, and their 1965 calendar proclaims 'Builders of the SPRAGUE and BETSY ANN' and uses a big ink picture of her for the July-August page. The R. F. Learned & Son (Natchez lumber firm) still uses a fancy letterhead cut showing BETSY at their mill. Numerous models of the old boat have been built, and a wind-up-and-go version is glass-cased at Marietta, the handiwork of Joseph H. Shields of Chillicothe, Ohio. Recently a paper firm struck off nostalgic pictures of BETSY laced in magnolia blossoms. She's on the dust jacket of Byrd Douglas's excellent book, 'Steamboat in' On The Cumberland,' however out of context.

Latest is the 1964 financial statement issued by the Boatmen's National Bank of St. Louis, spread in the Globe-Democrat of January 4, 1965. The BETSY ANN shows up in the lead cut, following up the Kentucky shore so's to allow space for some type effects. She's loaded to the guards, presumably with enough money (\$270,958,722.79) to sink the SPRAGUE and 40 coalboats. Verily times have changed. Under Cap'n Way's management a loaded pistol was kept in the office to ward off possible thieves who might have wanted the \$66.48 assets in cash drawer and safe. Fat-cat BETSY ANN in 1965 is holding her vacuum, but Boatmen's National take warning:- The BETSY ANN purred most contentedly before running through herself. Macbeth's Witch #1 (Act I, Scene III) chortled of it:

"Though his bark cannot be lost,  
Yet it shall be tempest-toss'd.----"

## MISS B. HAVENS

An article in "Focus On Family," published by the Davenport Times-Democrat tells about an interesting paddlewheel-houseboat family. So we sent them a Christmas card and several issues of S&D REFLECTOR. Back came the photographs shown here and the following letter:

"Our old boat has been in more trouble and has caused us more headaches than anything we could ever dream of. Yet we would not trade for anything in this world. We have been scared out of our wits, lost, wet, hungry, tired, sunburned and thoroughly disgusted with boats and the river yet each year we can hardly wait until MISS B. HAVENS is back in the water and running again.



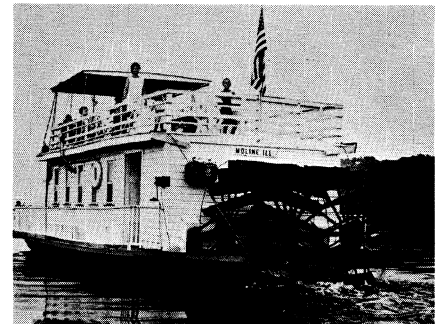
Sherry Havens, 17 (last summer), makes a clean sweep of the forecastle.

"Each year it is a new adventure. The boat seems to handle a little different and sets different in the water, or runs easier, yet it is the same old boat. We feel this wonderful river was put here for families and boats to run on and enjoy.

"We are building a new home overlooking the Mississippi on the Illinois side across from Montpelier, Iowa (Mile 468 from Cairo) and the MISS B. HAVENS is often tied near this point. We are always happy to have river people stop and see us.

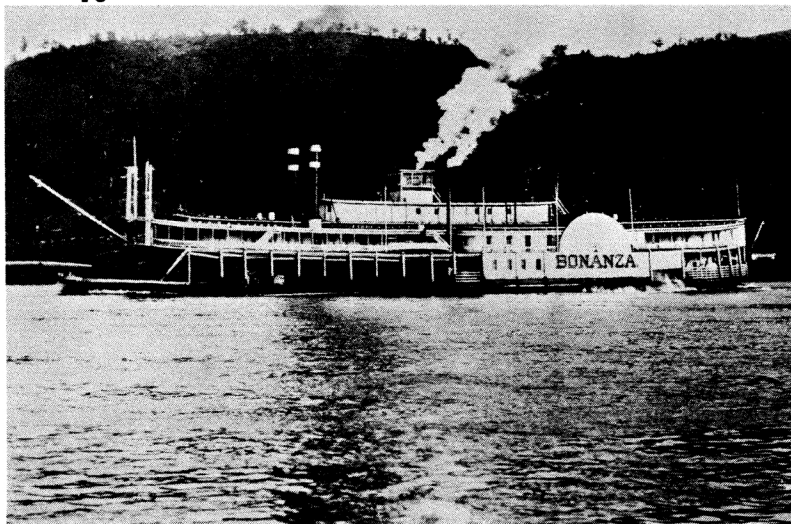
The Melvin Havens Family  
1418 14th Street,  
Moline, Illinois"

Mr. and Mrs. Melvin E. Havens got afloat five years ago by salvaging a sternwheel houseboat. An ice run-out had partially sunk it near the Kahlke Boatyard, Rock Island, Ill. They bought the craft from the former owner, cleaned out the mud and raised her. They squirted off the 60 hp. engine, examined the wood hull (one by twelve pine planking doubled, with roofing cement between layers) and after a deal of housecleaning were in business. The herringbone paddlewheel drives her about eight mph. In five years they have cruised approximately 12,000 miles, mostly back and forth to Winona, Guttenberg and McGregor.



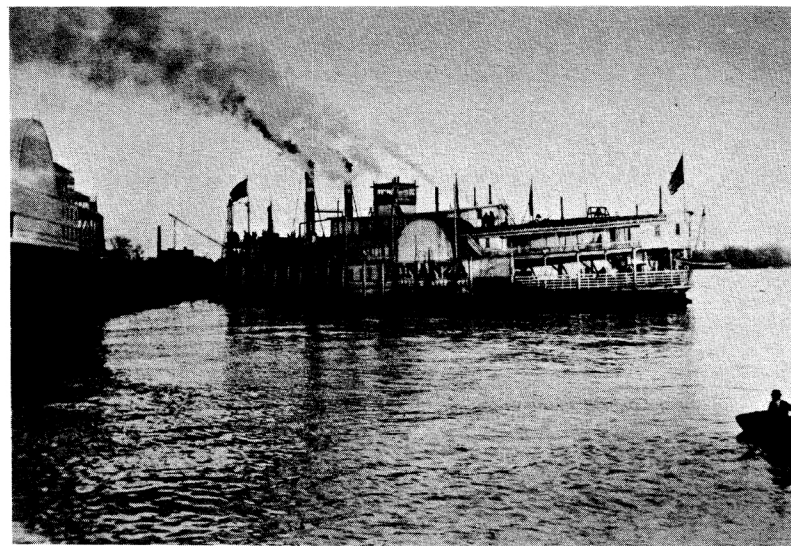
MISS B. HAVENS

The Havens family include four younger Havens, Sherry, Rodney, Bruce and Sandy, and a white dog Pixie. They practically live aboard the MISS B. HAVENS all summer. The boat is 54 feet long and 18 feet wide over all. Recipe: Mix together with enthusiasm some 1x12 planking, add one Christmas card, and our bet is somebody will send Sherry a new broom.



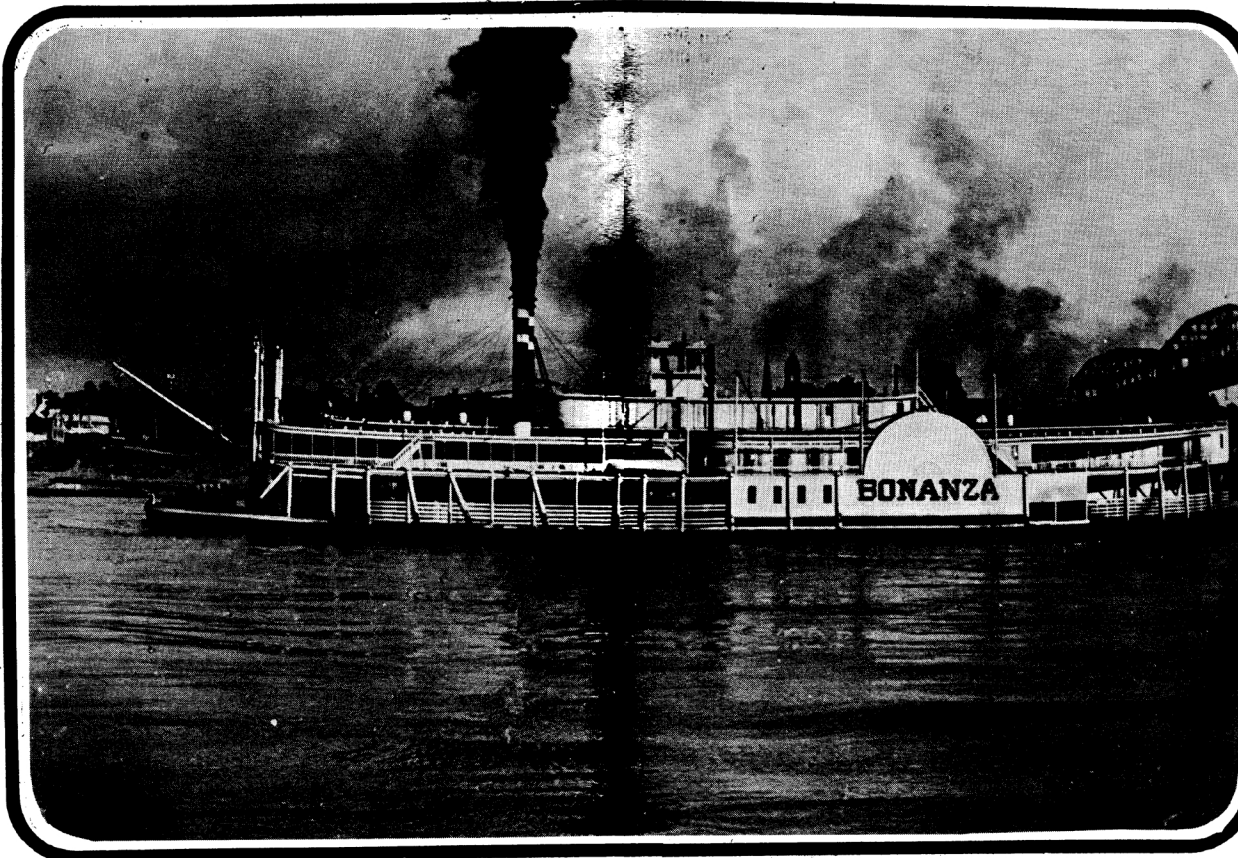
The BONANZA, work horse with few frills, was built two years after the C. & O. Railroad connected Huntington and Cincinnati. This 270-foot steamer was designed for the short-haul Portsmouth-Cincinnati trade (114 miles); up from Cincinnati at 12:30 p. m. one day, and down from Portsmouth at noon the next. She was built at the James Mack yard along Cincinnati's Eastern Avenue, between Brown and Page (above Dayton Bar Light) and became the most photographed of the flock built there over forty-odd years, including big-namers HENRY FRANK of all-time cotton fame, R. R. SPRINGER and THOMAS SHERLOCK.

In mid-ninties the Portsmouth trade played out and the BONANZA, built in 1885, wheeled into the Cincinnati-Pomeroy trade (220 miles). But even from the start she was a spare tire switched to other runs when sister boats of the fleet got blow-outs or punctures. In 1889 she had made such emergency trips to Pittsburgh, and later was familiar at Paducah, Cairo and Memphis. When Commodore Fred A. Laidley dickered with Capt. Gordon C. Greene in 1904, selling him the upriver Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. holdings, the BONANZA was offered in the package deal. But Captain Greene decided no, saying "she is too much steamboat for me." During the next several years the old craft idled a good part of the time in what Capt. Jim Rowley called innocuous desuetude. A wrecking crew appeared with pinch bars and sledges in May, 1909, and tore her apart lying at the foot of Main St., Cincinnati. There wasn't much in the way of salvage.

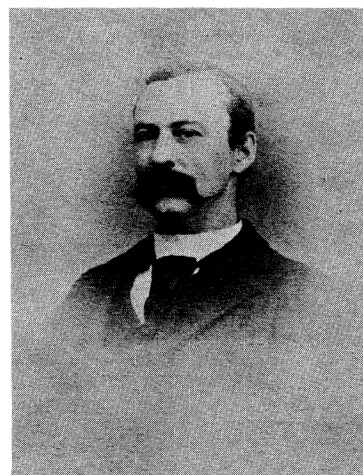


CINCINNATI, PORTSMOUTH, BIGSANDY AND POMEROY PACKET CO.

## Steamer **BONANZA**



Richard L. Hunster took this picture at Cincinnati with a 6½ by 8½ glass plate camera, about 1900. Mr. Hunster, a Negro commercial photographer peddled exceptional boat views which he took as a hobby; 5¢ for post cards, 35¢ for 6½ x 8½.



Capt. Julian F. Davey

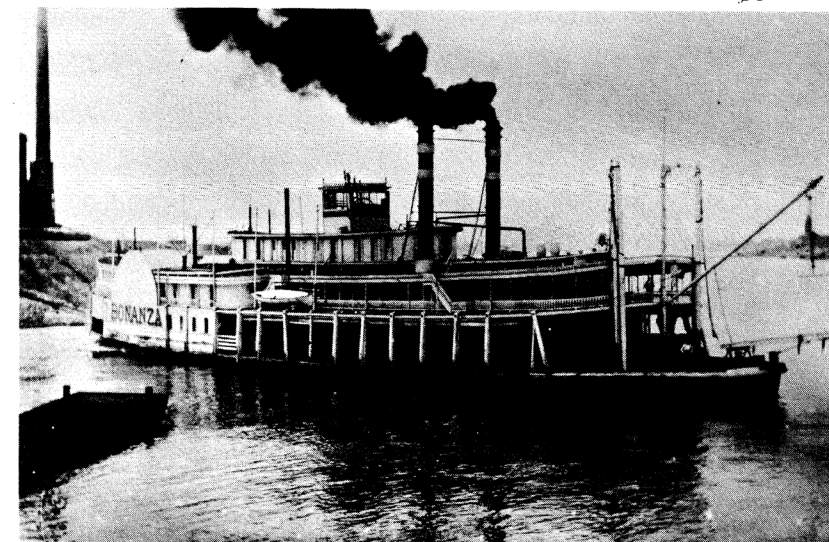
When Capt. Julian F. Davey died at home in Ironton, Ohio, on February 8, 1935, aged 80, he was the last member of the crew which had manned the first packet named BONANZA (see column at the right). He had served as clerk and purser on the first one and as purser and captain of the second.

Captain Davey was grandfather of S&D member James A. Wallen of Huntington, W. Va. on his mother's side of the family. Mrs. Davey, Jim's grandmother, was taking a walk near her Ironton home less than a month after Captain Davey died when she too passed away.

Boilers and machinery on BONANZA came from the Moore shops at Portsmouth, and Capt. Enos B. Moore of this tribe was the boat's skipper in the early years. These Moores had built a boat named BOSTONA for the Cincinnati-Portsmouth trade in 1866, and an earlier BONANZA in 1876 for the same run. Associated with the Moores for many years were clerks D. W. and Chris G. Young of Portsmouth, and chief engineer Meyer (or Mark) Ketchum.

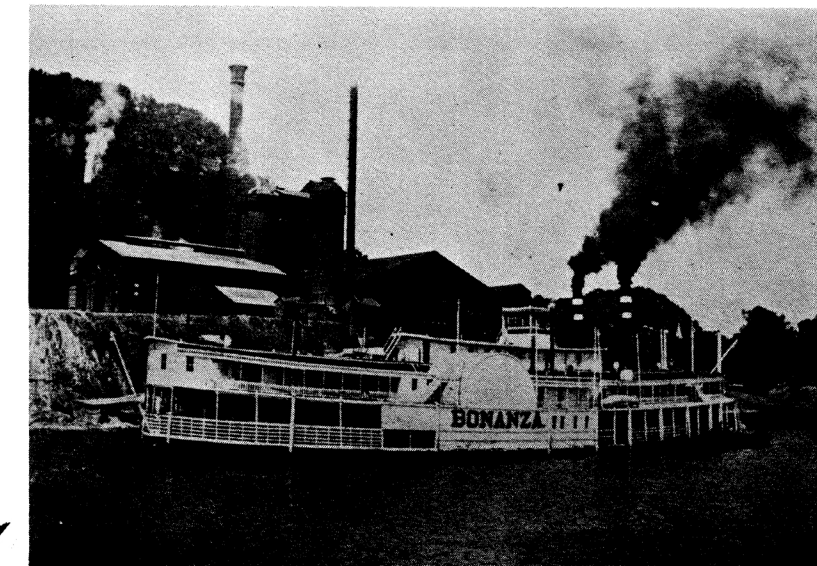
Ellis C. Mace relates that church services were held aboard each Sunday. The deck crew and firemen had devotions of their own conducted by their chosen leader. On Sunday mornings Portsmouth people were attracted to the steamboat landing by the melody and cadence of these Negro singers.

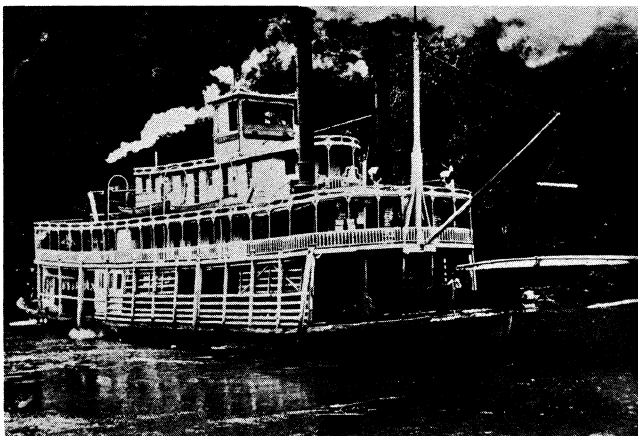
The BONANZA's whistle, deep-toned and soft, is said to have originated on the side-wheel ST. JAMES. It was used on both boats BONANZA, then on CITY OF CINCINNATI, KENTUCKY, and finally on the steel-hull CINCINNATI. A duplicate was made for the towboat G. W. THOMAS (later ALICIA).



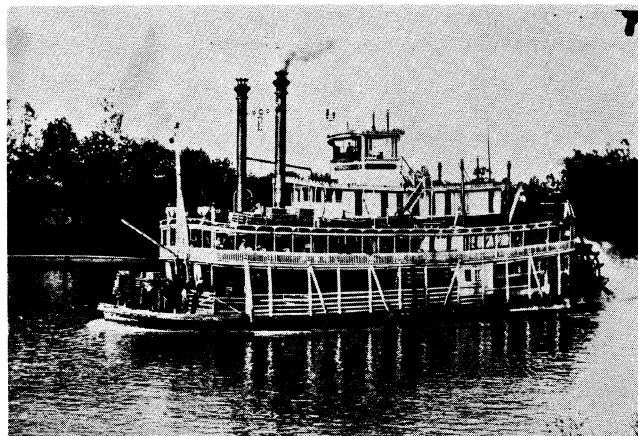
THESE PHOTOGRAPHS are the work of notable river photographers active at century's turn. Upper left:- taken by Thornton Barrette, operator of a floating photo gallery, who used 5x8 plates, an odd size. He took various pictures of BONANZA and this is the best. Upper right:- Capt. Anthony ("Tony") Meldahl took this one at Ashland, Ky. just as BONANZA was leaving the coal dock of the Ashland Coal & Iron Railway Co. Tony used a 5x7 plate camera. Lower left:- James E. Howard pictured BONANZA as she was landing in at the Howard Ship Yard, Jeffersonville, Ind., using an 8x10 plate. Lower right:- Capt. Jesse P. Hughes caught this pose at the old Hanging Rock (Ohio) iron furnace, below Ironton, and incidentally got an excellent view of the iron works. The steel sheds to the right of the mill's stacks were used as exhibit buildings in the Columbian Exposition, Chicago, 1893, dismantled, and brought to Hanging Rock. The last operation of the furnace was in days of World War I. Jesse Hughes used a glass plate camera taking 4x5 pictures, and it still exists in working order.

Sixteen presentable photographs are known of BONANZA, plus one cabin interior, all taken between Pomeroy and Louisville.





Steamer EVANSVILLE



Steamer BOWLING GREEN

**ALL WATER  
TO  
MAMMOTH  
CAVE**

**EVANSVILLE & BOWLING GREEN  
PACKET COMPANY  
(INCORPORATED)  
MAMMOTH CAVE EXCURSION ROUTE**

**ALL WATER  
TO  
MAMMOTH  
CAVE**

**LEE HOWELL, President.**  
**JAS. EDW. COOK, Assistant to the President.**  
**H. F. CORNIOLE, Secretary.**

**T. A. WILLIAMS, Superintendent.**  
**JEFF. H. WILLIAMS, Gen. Agent, Evansville, Ind.**  
**LUOIAN GRAHAM, Gen. Agent, Bowling Green, Ky.**

**General Offices—  
Evansville, Ind.**

**Operating first-class Freight and Passenger Steamers between  
Evansville, Ind., and Bowling Green, Ky., and Mammoth Cave**

**Stopping at Spottsville, Curdsville, Delaware, Rumsey, Calhoun, Livermore, South Carrollton, Rockport, Rochester, Cromwell, Morgantown, Woodbury and all Way Landings on Green and Barren Rivers in Kentucky**

**Steamers "Evansville" and "Bowling Green"**

Leaves Evansville ..... Mon., Wed., Thu., Sat ..... 5 00 P M	Leaves Bowling Green..... Mon., Wed., Fri., Sat ..... 8 00 A M
Leaves Spottsville ..... Mon., Wed., Thu., Sat ..... 8 00 P M	Leaves Woodbury ..... Mon., Wed., Fri., Sat ..... 12 00 P M
Leaves Calhoun ..... Tue., Thu., Fri., Sun ..... 6 00 A M	Leaves Morgantown ..... Mon., Wed., Fri., Sat ..... 1 00 P M
Leaves Rumsey ..... Tue., Thu., Fri., Sun ..... 7 00 A M	Leaves Rochester ..... Mon., Wed., Fri., Sat ..... 7 00 P M
Leaves Livermore ..... Tue., Thu., Fri., Sun ..... 7 00 A M	Leaves Rockport ..... Mon., Wed., Fri., Sat ..... 9 00 P M
Leaves Rockport ..... Tue., Thu., Fri., Sun ..... 1 00 P M	Leaves Livermore ..... Tue., Thu., Sat., Sun ..... 3 00 A M
Leaves Rochester ..... Tue., Thu., Fri., Sun ..... 3 00 P M	Leaves Rumsey ..... Tue., Thu., Sat., Sun ..... 4 00 A M
Leaves Morgantown ..... Tue., Thu., Fri., Sun ..... 8 00 P M	Leaves Calhoun ..... Tue., Thu., Sat., Sun ..... 10 00 A M
Leaves Woodbury ..... Tue., Thu., Fri., Sun ..... 11 00 P M	Leaves Spottsville ..... Tue., Thu., Sat., Sun ..... 8 00 P M
Arrives Bowling Green..... Wed., Fri., Sat., Mon ..... 6 00 A M	Arrives Evansville ..... Tue., Thu., Sat., Sun ..... 8 00 P M

Connecting at Bowling Green with Steamer "CHAPERON" for BROWNSVILLE, MAMMOTH CAVE and way landings.

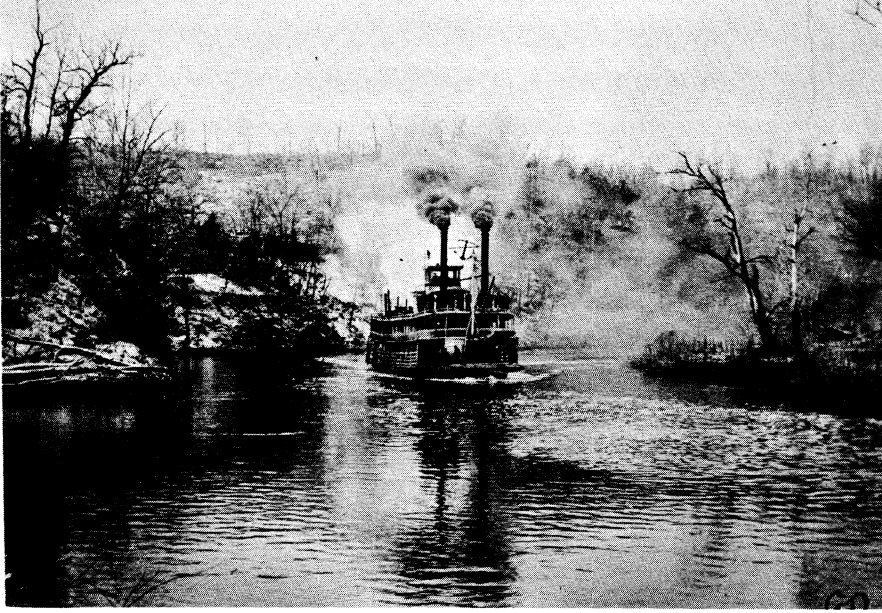
**CONNECTIONS.**—With all steamer lines operating out of Evansville. With the Louisville & Nashville R.R. at Evansville, Ind., Bowling Green, Ky., and Livermore, Ky. With Evansville & Terre Haute R.R., Louisville, Henderson & St. Louis Ry. and Southern Ry. at Evansville, Ind., and with the Illinois Central R.R. at Evansville, Ind., and Rockport, Ky.

**THROUGH BILLS OF LADING** issued from all landings to all points.

**LOW EXCURSION RATES** to MAMMOTH CAVE and all landings on GREEN and BARREN RIVERS.

Excursion rates to Mammoth Cave apply all water or water and rail.

**SPEED .. COMFORT .. SAFETY**



In April, 1912, when this advertisement appeared in the Official Guide of Railways and Steam Navigation Lines, there were six locks and dams on Green River with 5.5 feet minimum depth in the pools to Mammoth Cave, 197.8 miles. The controlling lock size was governed by No. 3 with a chamber 35.8 ft. wide by 137.5 ft. length. One lock and dam on Barren River took boats to Bowling Green, 37.6 miles.

These miniature locks required miniature packets. The BOWLING GREEN's hull (the largest of the three) was 122 x 32. Year-around freight traffic Evansville-Bowling Green was enormous, with the L & N Railroad interchanging at the terminals and at Livermore. Summer vacationists two-stepped and waltzed to piano, cornet and traps; filled the staterooms, stretched on cots or slept on the floor. Cave sight-seers donned old clothes, carried open oil torches and slept overnight at the Cave Hotel with its cornhusk mattresses and chunk stoves in every room.

Our thanks to railroad-river fan S. Durward Hoag for the advertisement.

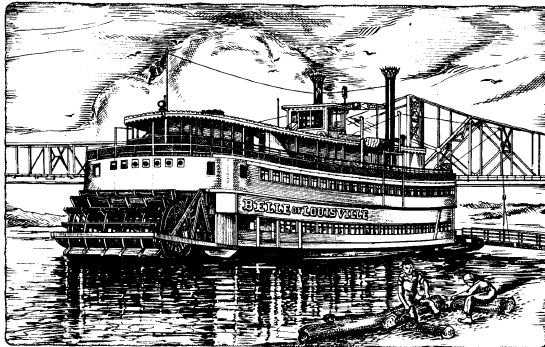
Steamer CHAPERON

Sirs: I have just finished reading the treatise in the December issue of S&D REFLECTION about the fast trip of the CITY OF LOUISVILLE in 1894. Last season the BELLE OF LOUISVILLE ran from Louisville to Aurora, Ind. We were in a hurry to get there, or as near as possible, before fog shut us out. Well, the fog caught us at Kirby's Rock but our pilot by hunt-&-peck got us within a half mile of Aurora before he had to choke a stump. He fogged her by listening--not to the barking of a dog with a crooked tail, nor the crowing of a pet rooster--but to the sound of auto traffic on the State highway. What's the river coming to, you ask. A log was kept of the BELLE's time, and comparing it to that of the CITY OF LOUISVILLE it seems there is a wide variance between the speeds of these two queens of the river.

The comparison:

CITY OF L.	BELLE OF L.	LAG
Lv. Louisville 3:00 p.m.	4:55 p.m.	
Utica	0 35	
Charleston	0 57	
12 Mile Island Lt.	1 23	26 min.
14 Mile Creek	1 40	40
Beig's Landing	1 49	
Westport	1 40	
Bell's Branch	2 00	
Hanover Landing	3 00	
Madison	3 16	
Madison bridge	5 21	2 05
Lampson's Landing	4 00	
Kentucky River Lt.	6 49	
Carrollton	4 12	2 37
Vevay Light	7 44	
Vevay	4 40	3 04
Markland Light	8 21	
Hasty's Landing	5 00	3 21
Markland Lock	8 35	
Warsaw	5 30	
1/2 Mile below Aurora	12 25	
Aurora	7 45	4 40

Alan L. Bates,  
Louisville and Jefferson County  
Board of Recreation,  
525 West Walnut St.,  
Louisville, Ky. 40202



-To complete the picture, our goose-greased computer indicates a projected total lag of 6 hours 2 minutes had BELLE gone to Cincinnati. Inasmuch as famed CITY OF LOUISVILLE, in addition to her 9 hour 42 minute run upstream, also ran down over same course in 5 hours 58 minutes, the deduction, Dr. Watson, is that the CITY OF LOUISVILLE could have made a round trip while BELLE was upbound. The fabled HURRONICO attempted three round trips in the same time--elapse but coal-smoked up the whole valley, blinded the pilots (10 on a watch) and had to anchor out in Gunpowder Reach. She did this on a Monday, wash day, and there was a good bit of static from ladies who had clothes hung out to dry. -Ed.

Sirs: How my old friend Courtney M. Ellis would have enjoyed the article "Old-Time Steamboat Engineer" (Dec. issue, page 4).

Charles B. Vinson,  
Beaver Dam, Kentucky

-Captain Dixie Vinson is so right. No engineer loved, lived and breathed steamboat machinery with more enthusiasm. Courtney M. Ellis often came on watch an hour early. He went off watch last April 29, 1964 with the whoosh-whoosh of the BELLE OF LOUISVILLE's cylinders still ringing in his ears. -Ed.

Sirs: Our steam sternwheel pleasure boat LORENA built last year by Jess Tucker, Cincinnati, now is moored on Guntersville Lake, Tennessee River, at Go-Da Acres. Working fine; get about 8 mph. Can store 1000# of coal aboard. If you ever get down this way, visit us.

Charles L. Brown,  
8909 Willow Hills Drive, S.E.,  
Huntsville, Ala. 35802

-The LORENA's steel hull is 30 x 11; she has a Semple vertical multi-flue boiler steaming one V-type compound steam engine, condensing, and chain connected to jackshaft. Power is carried to the paddlewheel by link chain on both sides. Owner Brown has a coal cook stove in the galley, and blows a mighty steam whistle from the pilot-house. Far as we know, LORENA is the only steam sternwheel pleasure boat on inland rivers. -Ed.

Sirs: The IRON QUEEN picture on the front page of the September, 1964 issue of the REFLECTOR was taken at my 'front door step.' The ferry across at Clifton is the LITTLE BEN built in 1895 at Pomeroy. Even I remember that one. It was named for Ben Redmond who was born in Middleport on the block just above my place.

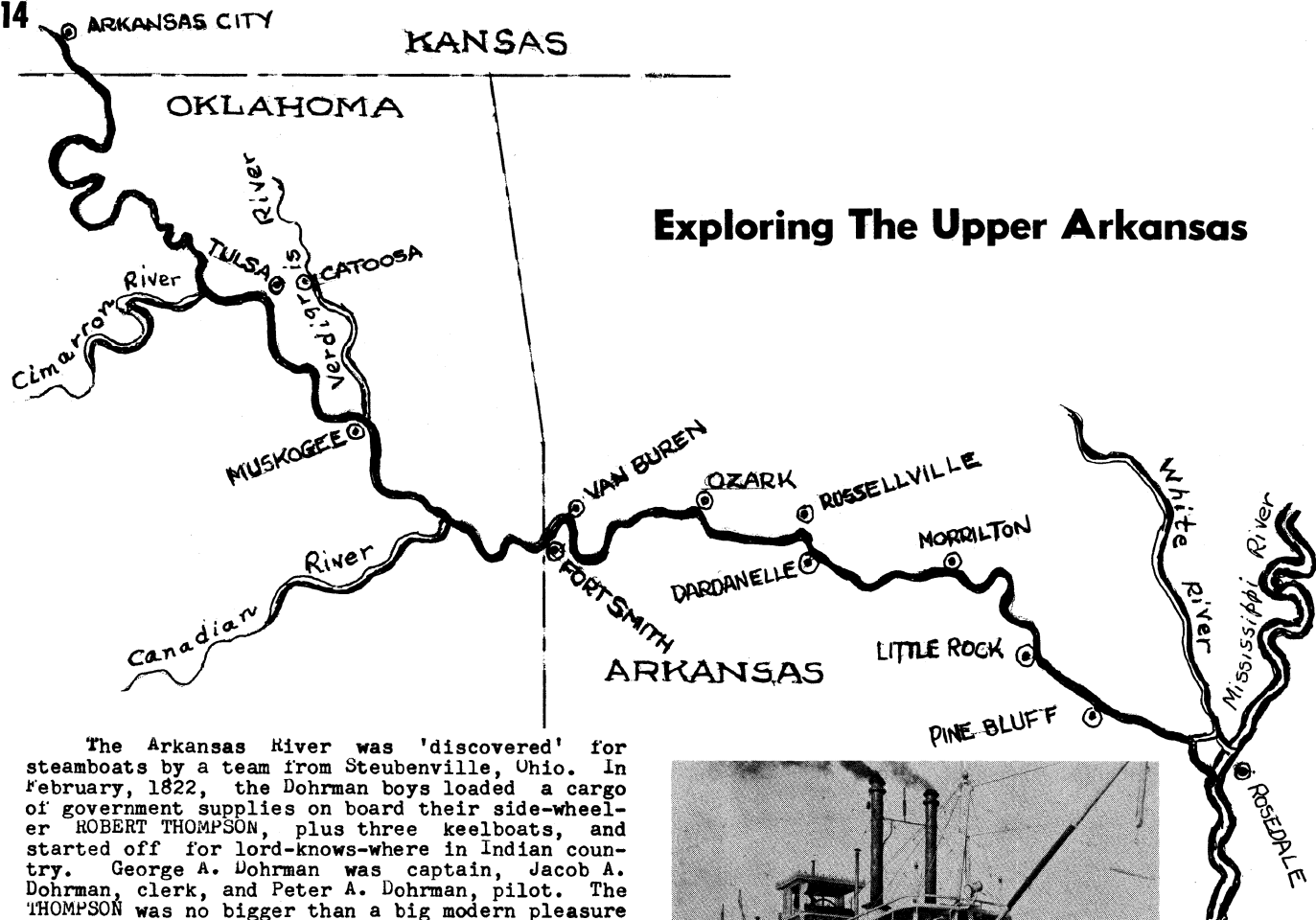
In the background behind the QUEEN's pilot-house is the Gephart home which is still standing today. The lone brick smokestack showing about over top of the QUEEN's roof bell is a left-over from a salt works at Clifton, W. Va. that burned in 1893.

The wharfboat in the foreground went out in the ice of 1905 and was owned by Charlie Corbin. It was replaced by a wharfhouse on wheels that he pulled up-or-down as the river changed. That I can remember too.

Unfortunately the steam from the 'scape pipes hides the Redmond home, or mansion, I should say. It still stands, a 21-room house with three stories. I understand the first floor has huge folding doors which can be thrown open to make a ballroom. Lately the Redmond heirs have renovated the home, restoring its original beauty; recently they sand-blasted it, and it is quite an imposing sight from my front window. In old times they say that steamboat travelers were invited there for receptions and dances.

Gene Grate,  
32 Coal Street,  
Middleport, Ohio

-Case is closed. The picture was taken at Middleport, O. looking across at Clifton, W. Va. in early spring of 1895 within weeks before the IRON QUEEN burned at Antiquity, O. on April 3, 1895. The similarity of the hills and landmarks to those of Proctorville, O. and Guyandotte, W. Va. is purely coincidental. -Ed.



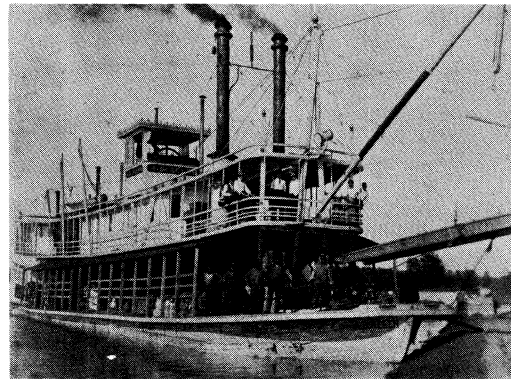
## Exploring The Upper Arkansas

The Arkansas River was 'discovered' for steamboats by a team from Steubenville, Ohio. In February, 1822, the Dohrman boys loaded a cargo of government supplies on board their side-wheeler ROBERT THOMPSON, plus three keelboats, and started off for lord-knows-where in Indian country. George A. Dohrman was captain, Jacob A. Dohrman, clerk, and Peter A. Dohrman, pilot. The THOMPSON was no bigger than a big modern pleasure yacht, 65 feet long. These Dohrman boys had built the hull at Wellsville, O. and put the cabin and engines on at their own home town, Steubenville. She had one double-flue boiler on her, a 'first,' inasmuch as all river boilers to that day were single-flue.

Curiosity and love of adventure had persuaded these Dohrman boys to snoop up the Kanawha River with the THOMPSON the year prior, in 1821. As consequence, she was the first steamboat at Red House and Winfield. The objective was to go to Charleston and above but the river was too low. They lay around at Red House a couple of days sniffing rainspouts and hoping for thunderheads, but no luck. So when the U.S. wanted flour and provisions delivered in Indian Territory where no steamer had been, the Dohrmans volunteered to attempt it.

They entered White River and at Montgomery Point, above White River Island, tied off their tow. Then they put 100 bbl. of flour on a flatboat 80 x 18 (bigger than the THOMPSON), hitched one of the keels alongside, and with these two pieces went through the cut-off into the Arkansas and puffed up to Arkansas Post, some 30 miles, where they left the flatboat. Then, shoving the keelboat (loaded to 2 feet) they shoved on upstream to Fort Smith and delivered it. This was the first steamboat to venture above Little Rock. During that spring and summer they made four round trips, Montgomery Point to Fort Smith, and delivered all of the supplies. On the fourth of July, 1822, they left Little Rock on the return trip to Steubenville. During this voyage they had occasion to lay over at the mouth of Wolf River and remembered years later that not a house or habitation was to be seen at that spot which today is the heart of Memphis, Tenn.

The trail blazed, steamboat navigation on the Arkansas flourished. Traffic pushed upstream to Fort Gibson, near Muskogee. A presentable packet was built for the Fort Smith and

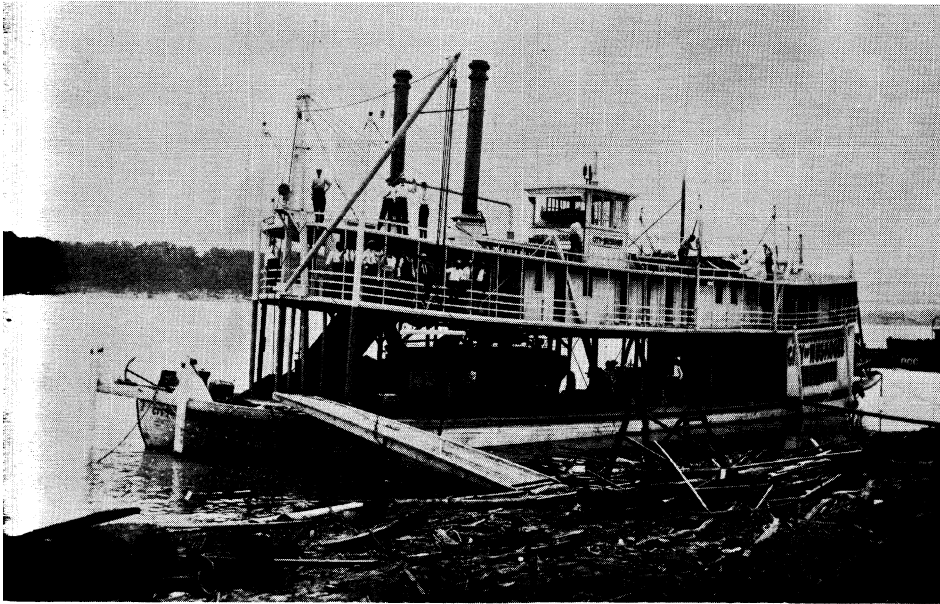


Typical Arkansas River packet, the A. D. ALLEN, built at the Howard Ship Yard, Jeffersonville, Ind., 1901. Capt. E. H. Botsford and Frank A. Morgan of Little Rock operated her between there and Pine Bluff until 1910. This photo from the Capt. Sam G. Smith collection.

Muskogee trade as late as 1908. Old-time natives at Muskogee, Okla. will tell you that, in their day, they have seen this steamer, the CITY OF MUSKOGEE, and several others. When you point upstream they shake their heads negatively. "Lumber and timber rafts, yes; but no steamboats ran above here," they agree. Muskogee is about 470 miles from the Mississippi River.

Lately, by coincidence, Russell M. Lintner, S&D member of Bellevue, Pa., was researching old newspaper files at the Carnegie Library, Pittsburgh. In the Pittsburgh "Commercial Gazette" columns of 1878 he commenced running upon bulletins from the upper Arkansas. In the July 12 issue was this paragraph:

The steamer AUNT SALLY reached Arkansas City in Kansas, 800 miles above Little Rock, on the Arkansas River, after a trip of 10½ days. She found a large quantity of grain awaiting ship-



The CITY OF MUSKOGEE was built at the Howard Ship Yard, Jeffersonville, Ind. in 1908. This picture was taken there by James E. Howard. Merchants of Muskogee, Okla. planned her for the Muskogee-Fort Smith trade, and one of the king-pins was C. N. Haskell who became governor of Oklahoma. Low water and lack of trade soon laid her up at Webbers Falls where she was idle several years. Inman Packet Co. ran her later between Newport and Black Rock on White and Black Rivers, then shortened her run Newport-Clover Bend (where F. W. Tucker's plantation was). Along with the LILLIAN H. she ran Crockett's Bluff to Rosedale hauling rice for reshipment on the Y. & M. V. Sold to New Orleans 1918 she was renamed LORAIN K. (1922) in N.O. and Bayou Teche trade to New Iberia. Capt. L. V. Cooley bought her, called her OUACHITA, for N.O.-Ouachita River, and had not made many trips when she burned at Wilton, La., Sept 12, 1924, with no life loss.

ment and she doubtless will bring out a full cargo.

--From the Little Rock "Gazette;" The AUNT SALLY found no difficulty in getting up to Arkansas City, Kans. The railroad bridge at Fort Gibson is only 35 feet above the low water mark and a draw would be necessary if boats were to enter the trade regularly. Fuel is scarce on the upper Arkansas but the half-breed Indians could be arranged to supply it for about \$1.00 a cord.

In the July 15 issue:

The steamer BIG HUCK left Little Rock, Ark. last Tuesday for Arkansas City, Kans. This is the point to which the AUNT SALLY ascended a few days ago, and where the people were barely able to contain themselves over the sight of such a steamboat. Fulton's first trip on the CLERMONT was not a circumstance to the AUNT SALLY's trip to the upper Arkansas.

And on July 23:

The AUNT SALLY, Capt. Harvey Lewis, returned to Little Rock a couple of days since after a voyage of 31 days to Arkansas City. The "Democrat" says: The boat found plenty of water, a beautiful country, and thrifty people.

The successful voyage of the AUNT SALLY led the merchants of Arkansas City, Kans. to build, in the fall of 1878, a steamboat which they named CHEROKEE. Later on Arkansas City was to be served by four railroads, and became a much more thriving metropolis than the Arkansas City, Ark. that rivermen know better.

Interest in the Arkansas's navigation is pepping up and for sufficient cause. Uncle Sam is spending \$14-billion to channel the stream for red barges and diesel derring-doers. That's more money than the St. Lawrence Seaway tab came to. Newspaper editors at Fort Smith and Little Rock are running "old-time" river stories. Historians are sneezing through dusty old newspapers to rediscover that Little Rock once had 'through' passenger and freight boats to New Orleans and Memphis. All so strange and fascinating.

Steamboats have whistled to land at Arkansas City, Kans. (at least one has) and a steamboat was built there. So if researchers are looking for the "head of navigation" on Arkansas River, exploring fingers must push up through Oklahoma and over the northern border. The modern improvement will not get even to Tulsa; instead, barge traffic will be routed up the Verdigris River to a hamlet named Catoosa (see map).

## STEAMBOAT WHISTLE BLOW

A positive date for the 'Whistle Blow' has not been firmed as this issue goes to press. For latecomers, let us say that a project is on foot to transfer the collection of steamboat whistles now at the Marietta Museum up to the Union Carbide plant at Long Reach (not far below Sistersville, W. Va.) and blow them--one at a time, of course.

Since the idea was projected last fall, other whistles have been proffered, and accepted, until the total number of candidates conservatively totals about 25. Tape recordings will be made by professional persons with know-how.

The arrangements are being made by Walter W. McCoy, 315 S. Wells St., Sistersville, W. Va. He will notify persons who would like to come, if such persons will send him a self-addressed post card. Many who attended the S&D convention in September signed such cards, and need not repeat. In any event, notice of the date (hopefully sometime in April) will be printed in The Waterways Journal in ample time--so subscribers may alert themselves from that medium.

Needless to state, front row center seats at the performance are not desirable nor recommended. A whistle goaded with 250# of wet steam can be heard, yet. Tone quality is better judged about a half-mile away. Anywhere between New Matamoras and Sistersville would be fine.

Two Cincinnati youngsters, Mr. and Mrs. Dan and Claire Pinger, have been producing a slick-stock once-in-a-while boating magazine which they call 99 Miles Of River. In the Mid-Winter edition, released in January, S&D member Dolly Robertson thumps the drum, four pages of text and photographs, lauding S&D accomplishments. She ends her ship-shape story with a pitch for new S&D members, thanks to Dolly and to editors Dan and Claire Pinger. 99 Miles Of River is published at Box 2023, Cincinnati 1, Ohio. Subscribers get 12 issues for \$2.50 and this is a commercial we're pleased to spread.

The pilotwheel emblem of S&D, in the form of a gold pin, is available to members. There are two styles, the pin-on and the button-on, priced \$2.50 each. Remit to Mrs. J. W. Rutter, 89 Park St., Canal Winchester, O. 43110, and be sure to specify which style you wish.

# S&D REFLECTOR

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of Pioneer Rivermen



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MARIETTA, OHIO

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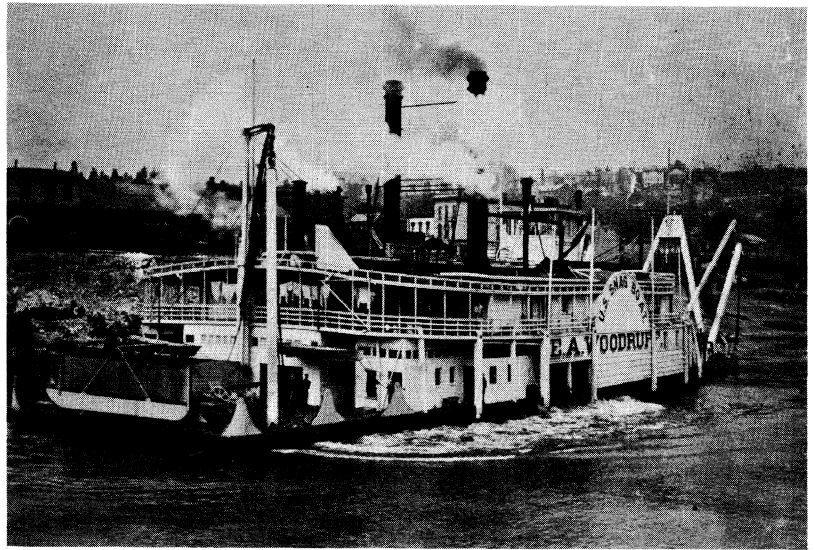
Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

## EDITOR'S NOTEBOOK . . .

The photograph of the U. S. snagboat E. A. WOODRUFF in the December, 1964 issue stirred up considerable interest. Two persons inquired about the "peculiar object" carried on the WOODRUFF's stern deck. One asked where the picture was taken. J. W. Weaver, Jr., proprietor of the Weaver Skiff Works, Racine, O., says that two of his neighbors, Francis Morris and Gene Skirvin, were painting boats at the Fernbank (Ohio) Marine Ways in the summer of 1922, and that the WOODRUFF was being dismantled while they were there.

The picture in the December issue was taken at East Liverpool, O., about 1906 by T. J. Farley of New Jersey, who was a passenger on board the QUEEN CITY at the time. The "strange object" on the snagboat's stern was a very fine little stern wheeler officially named E.A.W. TENDER, built at New Albany, Ind., 1901. Almost identical in hull size with the LADY GRACE, it measured 30 by 9'6" by 2'6". It sported an upright steam boiler. The paddlewheel, turned by pitmans and cranks, was powered with two horizontal cylinders each with 6" bore and 18" stroke. The Hegewald Company at New Albany had the contract for building her. When not in use, the TENDER E.A.W. rode piggyback.

Capt. Gordon C. Greene bought the WOODRUFF's hull (226 by 48) at a U.S. sale. Greene Line later sold it to the Louisville & Cincinnati Packet Co. who made a wharfboat of it for use at Louisville. Greene Line bought the L&C holdings and continued to use the WOODRUFF wharfboat until a new one built in 1939 replaced it. The old WOODRUFF hull then was sold to The Ohio River Co.



Snagboat E. A. WOODRUFF at East Liverpool, O. with E.A.W. TENDER riding on the stern deck.

who beached it at Catlettsburg, Ky. and dismantled it. It served usefully 65 years.

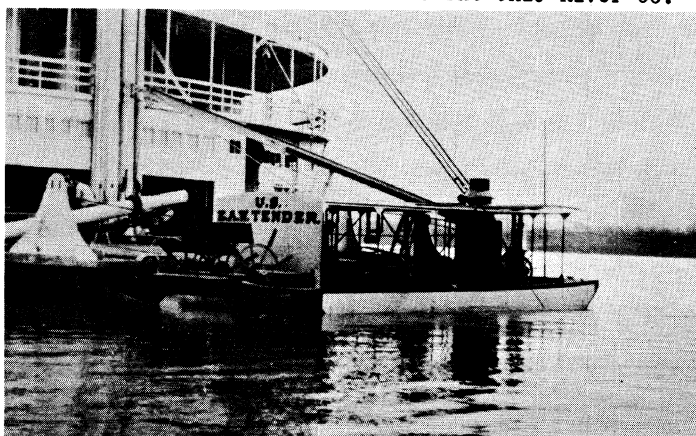
S&D REFLECTOR's December issue was mailed to 326 members and families, says Mrs. J. W. Rutter, secretary. This critical time of adjustment has brought with it some heartaches. Since the upping of dues about 85 have dropped out. With faith in the future, two S&D members, William G. Patterson and S. Durward Hoag, each contributed \$50 to assist the 20-page December issue of this magazine. Bright spot in the scene is the return of former members, and an upsurge of new members who wish primarily to receive S&D REFLECTOR. To clarify a point, former members wishing to be reinstated will not be invoiced for back dues--they will be regarded as new applicants. The future health of S&D and its magazine is predicated on growth.

Sirs: My wife Mary gave me Walter Havighurst's new book VOICES ON THE RIVER for Christmas and I have enjoyed it very much. On pages 231-33 he writes about Capt.'s. Walter Blair and Walter Hunter, but not enough; a whole book could have been written about either of them. I first met Capt. Walter Blair in 1906. I used to hang around Captain Kinnear's Diamond Jo warehouse at Burlington then. The side-wheel MORNING STAR would come in with Capt. Walter Blair on the roof--he had a voice like the legendary Mike Fink although he was a little wee man.

So I got my mate's license at St. Louis and came down the hill there all puffed up to the WASHINGTON. Capt. D. Walter Wisherd was standing at the stage, and when he found out I had my license he paid off Pete Price and made me the mate. We deadheaded up to Davenport and the pilots were Capt.'s Walter Blair and Walter Hunter, so I stood my first mate's watch with these two celebrities.

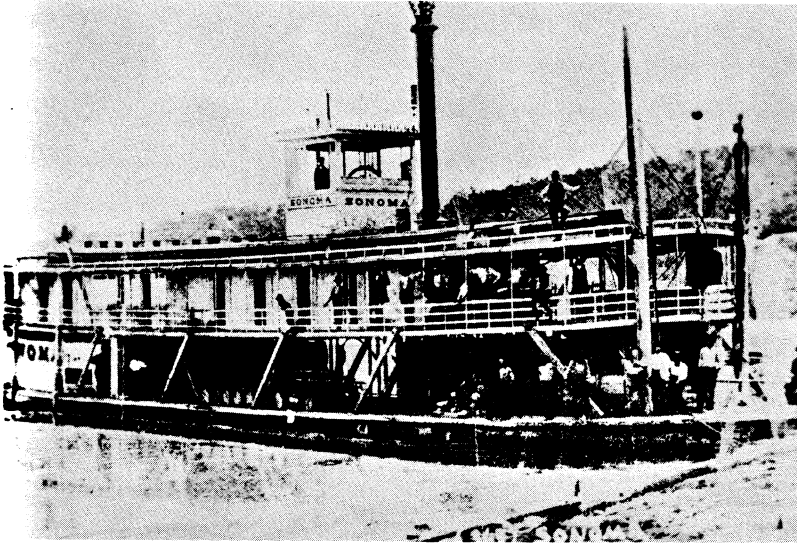
In later years Captain Blair was in lively demand as a speaker at civic clubs, etc. He had a river talk he gave, and one of the specialties of it was a simulated packet boat landing scene with he on the roof yelling at the deckhands like he formerly had done on his own boats.

C. W. Elder,  
1803 18th Street,  
Moline, Illinois



E.A.W. TENDER rode piggyback

# \* \* Come where the flavor is



Only known picture of the one-stack SONOMA

Spare-built, energetic Capt. Edmund B. Cooper lived in Washington Bottom, his farm adjoining that of Capt. Ben D. Stout,\* on the West Virginia shore not far below Blennerhassett Island. In 1881 he built a small one-boiler, one-stack packet named SONOMA for the daily Parkersburg-Belle-ville trade (19 miles) to accommodate his neighbor farmers.

The service rendered was not unique and very well could have been forgotten. Except that S&D member Bert Fenn of Tell City, Ind. recently happened on a bundle of papers from the SONOMA's office. Bert eulogized a selection of these papers in a mimeo 1964 Christmas greeting. The Waterways Journal picked up the story and ran it in full in the last January 2 issue. Both accounts omitted the signatures on the notes, which fact now prompts us to identify them. Most of these notes were addressed to Capt. E. B. Cooper:

Bellville May 20th '82. Mr. Cooper Sir, will you please get me 12 yards of Laun, canary color, with a deep rosebud border. Get 1 Ladies collar that will cost from 40 to 60 cts. And oblige. G. S. Arnold. I think you would be most likely to find it at folies but get it where you please.

Aug. the 22nd '89. Cap Cooper Der Sir, Deliver the Eggs to Kirdy the Poltery to Paxton get 7 cts per lb for them if possible and the butter to Paxton if he will give 10 cts for it get more if you can if he will not give 10 let C. C. Martin take it I will be on your Boat next Weak to pay you Yours truly, A. Blackmoe.

Murraysville W Va Feb 27/83 Clerk of Str. Sonoma. Enclosed please find twenty six & 50/100 dollars which will you please take to the Bank and pay my note and bring it down with you? Note payable to James F. Barnes & Co. Payable at the 2nd Nat. Bank, but is probably at the Parkersburg National Bank now. Yours truly, A. E. Tidd.

\*Capt. Ben D. Stout was an ace towboat pilot with license from Pittsburgh to New Orleans, serving on the JOHN A. WOOD, OAKLAND and others. In his later years he ran a drug store in Parkersburg. The Stout farm today is occupied by the plastics plant of the E. I. DuPont de Nemours Company. The Cooper farm was just below.

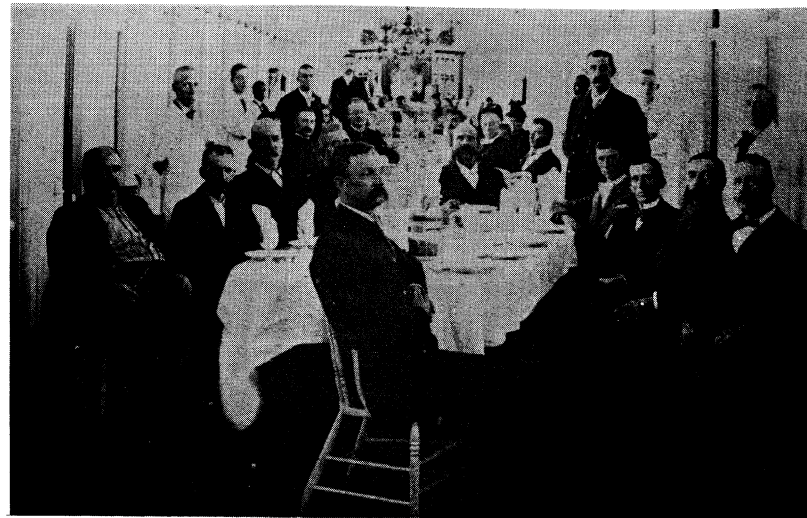
Captain E. B. Cooper. Will you please deliver these two letters to the Bank as directed & one to W & C please mail & much oblige yours D. R. King.

August 2nd 1883. Mr. Cooper of Sonoma. Dear Sir, My little boy and servant woman are going down to my brother Danl's. I give my boy \$1.00 if that is not enough to pay their way up and down (the round trip) I will settle with you for the balance -- they will be up on Saturday. Your friend. John D. Neal.

Jacksons Ldg W Va May 7, 1883. Please get me 1/2 gallon of \$4.00 Whiskey and 50¢ worth of Glycerin & Exchange the glasses for a Pair of No 12 of the same kind and Oblige. C. T. Petty. P.S. Make them give good Whiskey.

In presenting these notes last Christmas, Bert Fenn commented, in part: "There was a lot of independence in those old boys, but they had a practical side too. The ones we know and remember were good business men and knew how to put a personal touch into their customer relations. And how they managed to balance that trait with their superb sense of independence has always delighted me."

Capt. Edmund B. Cooper's shopping service evidently paid off. The SONOMA grew too small for the trade, was sold away, and replaced by the larger HARRY D. KNOX. Business went along fine until the Ohio River Railroad opened. He died at his farm in Washington Bottom in late January, 1911. His son Earl Cooper, who built and operated sternwheel gas boats at Parkersburg, was a member of S&D until his death.



Capt. Edmund B. Cooper (center foreground) was master and part owner of the packet ANDES when this picture was taken aboard, about 1892. This was the last packet he operated in the Pittsburgh and Cincinnati trade. Previously he had run the EMMA GRAHAM, GENERAL PIKE and FASHION there. Seated at the extreme right is pilot William F. Brookhart (who was on watch when EMMA GRAHAM was lost at Ripley Landing, W. Va., 1885) and next to him (lengthy black beard) is pilot William Anderson of Letart Falls, O. (who was on watch in the pilothouse of the VIRGINIA the March night in 1910 when she went in the cornfield at Willow Grove, W. Va.). Only other person identified in this view is Eli Mauck (handlebar mustache and bald pate) seated at the foot of the table. Mr. Mauck was the Cincinnati representative for the Pittsburgh packets.





## THE GEORGE BAY FAMILY

Well, my oh my, what have we here. Capt. and Mrs. George W. Bay (seated, center) are surrounded by seven good-looking daughters. If the picture were a trifle more sharp a person just might figure the exact date, too. For lo and behold Capt. Bay has in his right hand a copy of *The Waterways Journal*. Best guess is that the family group sat for this portrait about 1900, perhaps a little later. If those sleuths in the Chemical Building, St. Louis, keep an eye peeled, Donald T. Wright, Roy Barkhau or Jimmy Swift well may cinch the answer. Pigeonholed in our mental attic is a notation that *The Waterways Journal* once upon a time published this same scene. But not since we have been a subscriber (and that fact dates its appearance prior to Dec. 25, 1913 if you must know).

A lot of water has gone down the creek since this picture was taken, and meanwhile a lot has been forgotten about it. W. H. Kitts, Proctorville, Ohio, dug it up recently and handed the original to Jim Wallen. These two knocked at doors around Proctorville and vicinity and were not so long getting identifications.

So, in the back row, standing, from the left we have: Stella Bay, Minnie Bay, Lizzie Bay, Ruth Bay, May Bay and Willie Bay.

In the front row, also from the left: Georgia Bay, Capt. and Mrs. George W. Bay and Kate Bay.

Hark to the old packet days! There were steamboats named MINNIE BAY, LIZZIE BAY, RUTH and also a steam propeller packet GEORGIA owned by the Bay Line.

Now, what happened to the Bay girls? This inquiry poses a few questions yet unanswered. Jim

Wallen called on Mrs. Fred (Sallie) Atkinson, at 207 Elizabeth Street, Proctorville, O., who was Sallie Bay Smith, daughter of Capt. George Smith, operator of the ferryboats ARION and WHISPER in the Proctorville-Guyandotte run. Her grandmother was Sallie Bay. Mrs. Atkinson recalled as follows:

Stella Bay became Mrs. Dick Dabney, her husband being a Proctorville druggist. Minnie Bay married L. Dow Eaton, and lived at Rome, Ohio. Lizzie's husband was Capt. Albert H. (Dick) Brown of the short-trade Brown packet tribe, later separated. Ruth Bay became Mrs. John Ricketts of Huntington. May Bay married Harlow Mauk, Proctorville. Willie was twice married; first she was Mrs. Comstock of Huntington, and then Mrs. Miller, Huntington. She today is a widow.

Jim Wallen remembers that Minnie Bay Mauk went to Huntington high school, daughter of May Bay (Mrs. Harlow Mauk). Afterwards she got in the newspaper game, and today, a widow, is editor of the Ironton, O. "Tribune."

Capt. George W. Bay died on February 6, 1916 and is buried at Ironton. His brother William Bay, with whom he was associated in packet operations many years, passed away the following year, sometime in latter December, 1917, at Ironton. Best published source of information about their steamboat days is recounted in Capt. Ellis C. Mace's book "River Steamboats and Steamboat Men," The Hobson Book Press, Cynthiana, Ky., 1944.

Most of the seven Bay girls married husbands who prospered. Of course there was tragedy, and some of it bad tragedy. There were many good things, too. Tracing the Bays against the background of a growing mid-continent America would excite the pen of Kathleen Norris. That talented novelist did such a book, "Certain People of Importance," with a diagram tipped in to aid the reader keeping track of the multitude.

## GREENE LINE'S 75th

Greene Line Steamers, Inc. is the plural corporate title of the one-boat firm in Cincinnati running the DELTA QUEEN. Just how far back in history this Greene Line Steamers, Inc. goes is an unsettled question. Greene Line Steamers (without the Inc.) was used on freight bills after 1904 when Capt. Gordon C. Greene commenced operating the Cincinnati, Pomeroy and Charleston trade, although the boats of the fleet were owned by several companies, all in control of the Greene family. Greene Line per se may be said in truth to commence when Capt. Gordon C. Greene started operations with his first packet.

The DELTA QUEEN people claim just that. An attractive 1965 calendar boasts the seventy-fifth anniversary of Greene Line, complete with photographs of 28 steamers dating from the H. K. BEDFORD of 1890 to the D.Q. Betty Blake Simcox, Greene Line's young p.r. gal, who must stretch her imagination to tell the story of 27 of these 28 boats, has turned out by research a fine story of the Greene fleet and of its people.

Such digging and delving has unearthed the fact that Capt. Gordon C. Greene did not buy his first steamboat solo but, rather, in full partnership with Capt. J. Mack Gamble, father of S&D board chairman J. Mack Gamble who lives



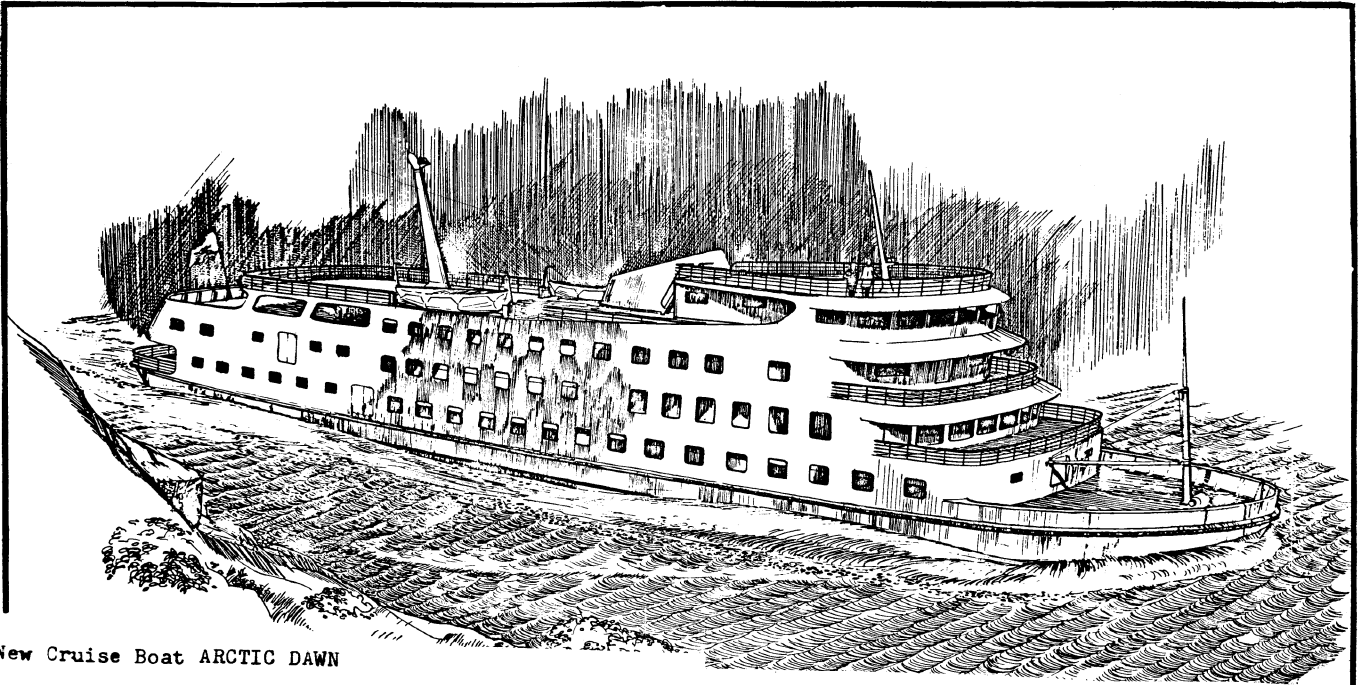
Capt. J. Mack Gamble

today in the homestead built and occupied by the Gamble family in 1868.

Capt. J. Mack, older in years and wiser in experience than Capt. Gordon C. Greene, in 1890 was running his sternwheel packet COURIER between Wheeling and Parkersburg. He had no connection for Pittsburgh, a sad lack brought on by the disappearance of the long-time regular C. W. BATCHELOR from that run. Gamble & Greene decided to fill the gap and the H. K. BEDFORD was brought in, owned in cahoots by these two.

The idea was dandy, the result rather limp. Young Gordon Greene pared expenses to the bone, worked like a Trojan, but the cash book had a habit of showing no profit. Capt. J. Mack grew wary and then concerned. He radiated enthusiasm one day when Gordon bought his share of the BEDFORD, paying with cash from the sock of brother-in-law Junius Greenwood.

Times got better. That, coupled with Capt. Gordon's decision to make a change in the BEDFORD's original office force. "I'm not blaming anybody," Capt. Greene said later, "but when that head clerk quit, my boat started showing a profit."



New Cruise Boat ARCTIC DAWN

Our Canadian friends are about to show us a thing or two. The Yellowknife Transportation Co. for some years has been operating a freight service on the Mackenzie River northward from Great Slave Lake to the mouth of the river, approximately 1,000 miles. Destination is a town named Tuktoyaktuk near the Arctic Ocean.

Now through a newly formed offshoot, Arctic Circle Cruises, Inc., Yellowknife is commencing construction of a cruise ship 260 feet long and 45 feet wide. Headquarters will be in Edmonton, Alberta, connected since last year by the Great

Slave Lake Railway (450 miles) to the Mackenzie.

Plans for the new boat were prepared by Wm. R. Brown, naval architect of Vancouver, B.C. and the requirements for draft are quite like the dictates of the Mississippi. The Mackenzie has no improvements---no locks, dams or navigation aids---but does have a balmy summer vacation season. According to D. S. Robinson, secretary-treasurer of Yellowknife, the new craft will be ready for mid-summer 1965 tourist traffic.



20

Sirs: I think you will like this picture. The AUSTEN S. CARGILL is flanking Free Nigger Point on the Mississippi River above Baton Rouge on July 6, 1964 with 40 loads of grain, 57,908 tons of cargo. All the barges are 195 by 35 Jumbos except the leads, which are 200 Series Federal Barge Lines 270 by 50. This is the heaviest tow the river has seen since the SPRAGUE came down with her big one (and correct me if I'm wrong).

Hugh MacMillan,  
Cargo Carriers, Incorporated,  
1200 Northstar Center,  
Minneapolis 2, Minnesota

-History indeed was made. The CARGILL's tow is considerably longer than the SPRAGUE's whopper coal tow of 1907, but not as wide. Although the CARGILL tow shown here is a quarter-mile long plus 300 feet, SPRAGUE still holds the record for tonnage moved in one unit--67,307 tons. -Ed.

### Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.

Return Requested

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