

S&D

REFLECTOR

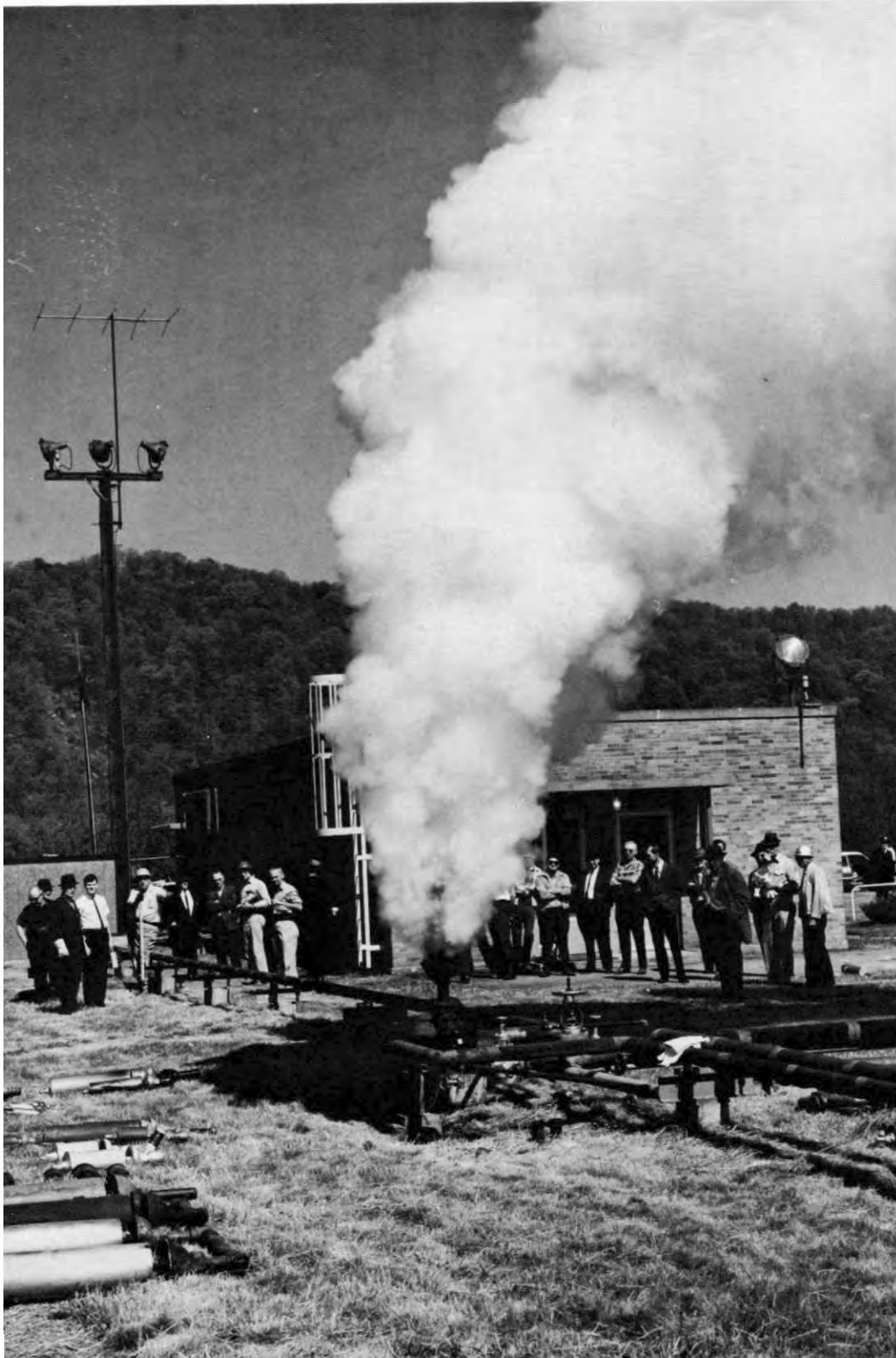
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Marietta, Ohio

September, 1966



-S. Durward Hoag photography

The hills and rills of West Virginia's Tyler County and across the Ohio River in Ohio's Washington County reverberated. Thirty-six steamboat whistles and umpteen other calliope whistles reminded natives of an old-fashioned Fourth of July, complete with an explosion, barking dogs and a population of holiday-mood people.

The Second Annual Steamboat Whistle Tootenanny was a go. The Union Carbide Corporation's Silicones Division at Long Reach, W. Va. set the date for Saturday, May 7, 1966 and invited S&D to trot in their noise-makers. Only a Big Name corporation with a gentle Saint Bernard disposition would have stood for it. Most people like to toot their own whistles. But this was different.

For one thing, it worried a lot of rivermen during the 1965 Whistle Blow that the big three chime whistle of the old steamer QUEEN CITY was voiceless. Instead of a sonorous deep treble, it went ps-s-s-s-tt and fz-z-z-z-zz. In like vein the unpredictable CHAMPION COAL whistle went hm-m-m-mm and ha-a-aw, a cacophony of exasperating disappointment. By jabbers they figured to put a firecracker under these two. The 1966 Blow was inevitable.

Scratched in '65, these two really blew this time following surgery with Stillsons and a bit of fiddling. Both gave forth as of yore, and some said the CHAMPION COAL sounded even better than when in service. Some persons can get mightily excited when such a triumph is achieved, and this crew of pipe-fitters got cheers and an ovation many a concert maestro bleeds for.

Ernest J. Wilde brought along from Cincinnati a real steam calliope complete with boiler (what's a calliope with no steam?) and to cap the climax he had along with him that veteran player of steam music three generations of Cincinnati kids grew up to know, the one-and-only Homer Denny, dating back to 1902 on the first excursion side-wheeler ISLAND QUEEN.

See pages 16 and 17

Sirs: S&D REFLECTOR keeps up to date on latest developments, and I have read the June issue enjoying every word and every picture. On page 12 I don't doubt there are many amongst us who would have preferred having Grant surrender to Lee!

E. Jay Quinby,
30 Blackburn Road,
Summit, N. J.

=Page 12 indeed reports (June issue) that S. J. Reno, Jr. "was an orderly to Gen. U. S. Grant at the time of the surrender to Lee." To keep the record straight this should be read in a mirror. -Ed.

Sirs: To answer my own question posed in the last issue:- Mark Twain in 1882 came from New Orleans to St. Louis aboard the Anchor Line side-wheeler CITY OF BATON ROUGE. Thence he proceeded to Hannibal, Mo. aboard the GEM CITY, where he boarded the Davidson Line steamer MINNEAPOLIS for St. Paul. The columns of the old files of the St. Louis "Globe Democrat" tell the story.

A. Willard Heimbeck, D.D.,
35 Holliday Ave.,
Hannibal, Mo. 63401

Sirs: I am more than glad that the tape recordings for the Second Whistle Blow turned out so nicely. It is just difficult to say how extensive and far-reaching this will be. These recordings will be in demand a quarter-century from now, I predict. It took a lot of work by Walter W. McCoy and our friends.

H. A. Carpenter,
St. Marys, West Va.

Sirs: After reading your editorial about the DELTA QUEEN I wrote the New York Times, my Congressman Farbstein, Senator Javits and the third senator from Massachusetts, young Mr. Kennedy. Long live the DELTA QUEEN!

Richard C. Dill,
108 Charles Street,
New York 14, N.Y.

=This from a young man whose only association, so far, with river affairs was the day he walked across the Ohio on fairly solid ice. Dick couldn't retrace his route homeward bound as a towboat plowed a furrow. -Ed.

Sirs: Here are two pictures I took aboard the DELTA QUEEN in 1965 here at New Martinsville.

Robert L. Bruce,
767 4th St. Box 284,
New Martinsville, W. Va.
26155

=Good photographing, Mayor Bruce! See photographs at right and below. -Ed.

Sirs: My great grandfather James and my grandfather David Hamilton Cree were hotel keepers on the river bank at Newport, Ohio. The hotel was called Eureka House, and the Cree House. I have the register approximately 1862-1872 listing steamboatmen and their boats, when they would come up to the hotel to eat.

James E. Cree,
Box 648,
Utica, Ohio 43080

=Jim Cree's great grandfather Samuel Rea (buried at Rea's Run) ran produce boats to Memphis and New Orleans in the 1840's. -Ed.

S&D MEMBERSHIP PINS at \$3 each available from Mrs. J. W. Rutter. Either pin or button style, and please specify when ordering.



CAPT. ERNEST WAGNER

Skipper of the DELTA QUEEN who recently told a Wheeling news reporter that there was no go-go on the DQ. "Who in the world would swing?" he blurted, estimating that a large majority of his passengers were tipping 60. Cap'n Wagner knows whereof he speaks; he saw plenty of jitter-bugging on the ISLAND QUEEN. He was on her when she went to kingdom-come following the explosion and fire at Pittsburgh, Sept. 9, 1947. He did a deep-six to get away.

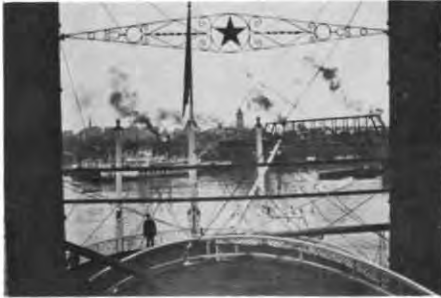


From the left:- CAPT. J. EMORY EDGINGTON, born in 1870 at Manchester, Ohio, son of Capt. George W. Edgington of Adams County, Ohio (yes, he's now 96). His varied river career includes at least one explosion; Cap'n Edgington was skipper of the SAM P. SUIT when her boilers let go near Cincinnati, May 9, 1937. CAPT. JESSE P. HUGHES (center) was born in Washington County, Ohio, in 1876 (yes, he celebrated his 90th birthday last June 7). On the right is CAPT. ALBERT S. KELLY, still active as pilot on the DELTA QUEEN. We're not telling his age, but suffice to say the combined years represented in this picture totals 256.

Sirs: Do you infer that the upside-down star emblem on KANAWHAS spreader-bar (June issue, page 18) was an omen or a hex?

Jim Swartzwelder,
1115 Cochran Road,
Pittsburgh 16, Pa.

=Strange indeed that the same disorder plagued the QUEEN CITY once-upon-a-time. See below. -Ed.



SPREADER BAR ON QUEEN CITY as originally placed in 1897.



UPSIDE DOWN SPREADER on QUEEN CITY after extensive rebuilding and new smokestacks placed at Pt. Pleasant, W. Va. in 1913.



QUEEN CITY downbound on Mardi Gras Cruise, Feb. 17, 1914, sunk on the falls at Louisville.

Sirs: Do you by chance have data or picture of the NECHES BELL that steamed up the Neches River in Texas around 1890?

Jack Brooks,
House of Representatives,
2nd District, Texas,
Washington, D. C.

=No, sir. Where's the Neches River go to? -Ed.



Sirs: Above photo shows my neighbor Tom Graves' 20-foot steam sternwheeler BEATRICE. She's had her waterborne baptism of fire and performs beautifully. Hull is built from plans that appeared in the June, 1903 issue of RUDDER Magazine. The direct connected engines are 2½ x 20 and fabricated from Shelby tubing. Stern-wheel is five feet diameter. Boiler is watertube, built to ASME code by Thermite Boiler Co., and can burn sticks of wood 21 inches long. Actual work on this project started in 1962. Tom was exposed to all kinds of "expert" opinion on what he should do and how he should change everything. Of course, none of these experts had ever worked on river boats.

Jerry Heermans,
13925 SW River Lane,
Tigard, Ore. 97223

=Tigard, Ore. is a hop-skip from Portland. -Ed.

Sirs: My parents made the Chattanooga trip on the DELTA QUEEN and I asked them to send on an old magazine containing a picture of the famed river musician Fate Marable. I'll bet it is the only one that will turn up unless you can get an old program from the Streckfus people.

Last night I went to a library and copied the following paragraph from "The Jazz Story" by Dave Dexter:-

"Young Louis Armstrong was offered the opportunity of playing with Fate Marable's orchestra on the steamer SIDNEY, one of the best of the paddlewheel excursion boats. In the spring of 1920, Armstrong boarded the craft at its berth at the foot of Canal Street in New Orleans. For seven months, and nearly 2,000 miles, Louis plied the river. His reputation spread. Marable regarded

him as a valuable side-man, and Louis broke in his first new horn on that trip. One of the older musicians, David Jones, taught him to perfect his reading of music. The river job was such a happy one for Louis that he signed up again, and in the spring of 1921 made the long trek to St. Paul, arriving just before Labor Day. After that second trip, he tired of the water, and upon his return to New Orleans he quit Marable, divorced his wife, and worked with the famous Tuxedo Marching Band."

I believe these dates are right for this is an authoritative book on the subject. I'm planning to attend the S&D meeting at long last, and am trying to persuade Jack and Betty Simcox to come along.

Clarke ("Doc") Hawley,
Str. DELTA QUEEN

=Never rains but what it pours; see next letter. Meanwhile best wishes to Doc Hawley, recently made vice president and general manager of Greene Line Steamers, owners of DELTA QUEEN. -Ed.

Sirs: "A Pictorial History of Jazz," by Orrin Keepnews and Bill Grauer, Jr., Crown Publishers, New York, carries three pictures in which riverboat musician Fate Marable appears. I have made copies of these and they are enclosed. I can find no copyright notice in the book.

Herschel W. Burford,
138 Strawberry Road,
St. Albans, W. Va. 25177

=Pictures received from Doc Hawley and Herschel Burford are from the same source. The book they are taken from was cheaply done and the pictures unfortunately poor. S&D REFLECTOR is grateful and will continue to search for better photographs. -Ed.

Sirs: That picture of KANAWHA shown on the front page of the June, 1964 issue was taken at Portland, Ohio, looking across at Scull Run. The little white house showing over the KANAWHA's pilothouse was on property owned by my father. It burned in 1904.

Nathan G. Carder,
Murraysville, West Va.

=We guessed Lone Cedar, W. Va. but bow to an expert. -Ed.

If the world situation has you emotionally mixed up, listen to our analyst.

Sirs: The boat pictured on the back cover of the March, 1966 S&D REFLECTOR, the CHASE, was very familiar to me as the LION POWER, her second name. In fact I was a member of her crew for ONE WHOLE DAY.

But first let's talk of the Pure Oil fleet and its predecessor, the Moore Oil Company. Do not ask for exact dates for I never kept a diary for long at a time and I am definitely not a researcher into the past. Moore Oil Co. had the LION POWER and she was named for their brand of gasoline. Moore was a local Cincinnati firm. They were bought out, merged, absorbed or whatever you care to call it by the nationally known Pure Oil Co.

The fleet was:- LION POWER, POCO (Pure Oil Co. initials) and the TIOLENE, named for Pure's lube oil brand name. Whether they had all three at once I cannot remember, but POCO burned at Concord, Ky. She had 50 hp. in a one-cylinder boom, boom, chuckalucka type in that day when 50 was big power and she did SHSHSH-AAAKE and I mean shake.

The TIOLENE may have come out a boom, boom but I can only remember her as a diesel with engine well forward but whether crossways or fore and aft I cannot remember. But Capt. Claude Brown, of whom you spoke, brought her out new.

Today we see the ESSQ PENNSYLVANIA with about 22,000 tons of petroleum products in one tow and going up the river like a freight train so what I am about to say sounds as though it came from the day of the ox cart and the conestoga wagon. The Moore Oil Co. and its successor Pure Oil Co. operated thusly:-

The boats I have already named had power of 30, 50 and the TIOLENE at most 100.

The barges were of the "quarter deck" style, built of wood, and bigger than the one the CHASE is showing in the REFLECTOR picture. They definitely were not over 100 feet long and 20 feet wide. Chances are they were small-

ler, about 80 or 90 by 18 or 20. On the decks of these barges they loaded steel drums like the ones used today to supply City Ice and Fuel and other midstream suppliers; i.e., the usual 50 gallon drums. In these drums was loaded, at the plant, gasoline, kerosene and lube oil. The drums then were hauled to the public landing at Cincinnati and rolled onto the wooden barges. Sometimes the drums were set on end and other times they stayed in the "rolling" position, chocked in place. When set on end they always collected about ½ to 1 inch of rain water so that when they were turned back to the rolling position the man or men handling the drums got very wet feet if not wet from the waist down.

Each boat had one barge and when it was loaded she took off:- POCO for Charleston, W. Va., the LION POWER for Beattyville, Ky. and way points; forget not the way points.

At the way points or more intelligently at the various towns along the river the boat would nose into the bank, get out one line, or maybe two, and then the crew shoved out long, heavy planks. Out came the local order which might be only one drum of gasoline or one of kerosene or maybe several of each. But even a one drum delivery was slow and entailed a lot of work. The boats ran single crew, but a gasboat man's idea of a day was very flexible and there were uncommonly few 12-hour days or even 13-hour days as dictated by law for steamboats running single crew. Of course no single day exceeded 24 hours but other than that there was no fixed limit on what comprised a DAY.

Capt. Elmer Fancher was the first pilot I steered for. He had made a trip up the Kentucky River to Beattyville with Claude Brown on the LION POWER. He talked about it at great length, saying he had a fine time despite the hard work involved. Every Motor Boat Nut in the Cincinnati harbor either had been up the Kentucky River, or was planning to go up there--it was The Cruise To Take. So the bug bit me, as you will soon learn.

A few changes had happened. Claude Brown had left the LION POWER and was on the TIOLENE, and Capt. Marion Ferguson was now on the LION POWER. Ferguson was a captain by courtesy as he had an operator's license (under 15 tons or 65 feet). You know the lic-

ense I mean, the kind steamboaters joked about, calling them Sears-Roebuck or Monkey-Ward. But Ferguson was a good fellow and he was considered a very good gasboat pilot and general all-around gasboat man. Claude Brown introduced us, and Ferguson agreed to give me a job at the next opening on the LION POWER. He knew I had been steersman on packet boats and government towboats, and deckhand on government towboats, so he figured I would be a useful addition to his crew and we could SSSTTTTRETCH the DAY when necessary. Well I got a call to show up on the LION POWER, to leave at daylight. Thank goodness the barge was loaded and the drums in place.

Very, very early in the A.M. I went down to the public landing at Cincinnati to board the LION POWER. Two men were asleep aboard her, I could hear them snoring, but no Ferguson. Besides being mantled in sleep everything was mantled in a Very Heavy Fog. Finally Ferguson showed up and remarked that he had not hurried because of the FOG.

Things now picked up a little. We got the engine going, no small chore, and let it idle to warm it up. Finally the FOG lifted and we turned loose. We had scant open river. The FOG came back just after we got below the bridges, which was the only lucky break all day.

We were at Bromley at that time, and the Captain and the Chief Engineer being one and the same man decided that the engine was about to conk out. We had a Burned rod bearing. Of course on a one-cylinder engine, such as this was, it was THE rod bearing. The fog now was so thick we could not see the head of the tow ONE barge length. We forthwith put on the brakes, which is to say we cast anchor. In passing may I say that this was one of two occasions in some 40-plus years I have seen an anchor used in the towboat category. Then we turned to other things.

The other things started with unshipping the connecting rod. Let me tell you here and now that taking the connecting rod out of a 30 hp. one-cylinder engine is a bit different from taking a rod out of a lawnmower motor or out of an outboard. After we got the rod unshipped and in a position to work on, we discovered:-

Some person or persons unknown had removed all bearing scrapers. The captain said that some fellow

who seemed to have an awful lot of first names which I do not exactly remember but it seemed as though he was either religious (for God was mentioned) or in the kennel business for quite a bit of canine ancestry was mentioned had borrowed the scrapers and not returned them. Then the Chief Engineer mentioned some person with the same first names who might have traded them for moonshine. After the absence of the scrapers had been rather heatedly discussed we turned to that famous Father of Invention, namely Necessity. We had to scrape that bearing.

Several one-gallon jugs were located and, having no contents, they were broken. The larger and better shaped pieces were used to scrape the bearing. And our fingers. And when our tool (a nice sized hunk of glass) broke into useless fragments, some of the remarks would have melted the babbitt if directly applied.

The rod bearing went out twice more during that day's run. Third time around we got landed on the Kentucky side down near the head of Laughrey Island. We tied LION POWER & tow securely with three lines (unusual for a gasboat) for we had no lion power or any other type.

The other deckhand and I, just to keep in shape, took two buckets apiece and climbed the bank, very high and very steep, and got drinking water from a farmhouse up there. On the way back my partner's buckets got ahead of him and by the time he overtook them they had watered the landscape. He made the climb all over again.

Our crew, I should amplify, consisted of the Captain and Chief Engineer (one man), two deckhands and a cook. The latter was a canoeist bound from New York to New Orleans, working his way, which he thought was easier than paddling. He had his canoe on the roof of the LION POWER, much as in the picture in the March REFLECTOR. Were it not for this circumstance, we deckhands would have divided the cook house honors between ourselves. Our other duties nontheless kept us busy. The towboat and barge had to be pumped by hand.

Capt. Ferguson decided to try to get LION POWER now without power towed to Rising Sun, Ind. to a machine shop. But of course that could wait till morning. About nine P.M. we called it a day. Having been up since 5 A.

M. it is understandable that I was a mite weary.

The LION POWER had a sunken cabin just as the REFLECTOR picture shows it. It was built so to keep it low so's not to make a wind catcher of it. This scheme sunk the cabin down into the main deck space leaving just enough room underneath for belts and what-not. She had a nice big deckroom forward of the engine, where I noticed an iron army cot smack-dab in the center. This I learned was for the Captain. The sunken cabin had small but immaculate LOOKING staterooms and also there was a locker full of spotless ironed bed linen from a Cincinnati steam laundry. The captain told me which room to take and to help myself to the clean sweet sheets. I made up my bunk and crawled in. Being young, innocent, full of virtue, and damnation tired I promptly fell into what authors refer to as a "Deep Sleep."

I awoke with a bright moon shining into my tiny stateroom right into my face. How long I had been asleep I could not swear to. Moonlight in your face in bed is supposed to make you nuts or romantic (synonyms?) but I had never heard of it making you burn and itch. My shoulder was all lumpy---my first thought was too much oil, grease and gasoline during the engine repairs. But No:- When I jerked up the pillow two squads of bed bugs deployed as skirmishers.

What to do? I was afraid to wake the Captain for fear we would get into a real brawl. So I abandoned bed, sat on a chair and listened to the others snoring away. I put on my dirty clothes, took up my little grip-sack and departed from the LION POWER by moonlight.

I wandered up a winding road with hound dogs baying and got to the Kentucky side of the Aurora, Ind. ferry. There I found a yawl with oars in it, and heard a steamboat whistling, which I knew was the ANDES upbound for Cincinnati. She would be landing at Aurora, so I appropriated the yawl and rowed over there, told the wharfboat man what I'd done and he explained I'd done right, for the ferry people had the yawl tied for just such purpose, and its rent was 25¢ which I paid.

The clerk on the ANDES looked at me as though he saw something that had just crawled out from under a flat rock. Fortunately I had some money along and after

paying my fare and getting cleaned up a bit he got kind of friendly. Back home I was ushered to the garage and handed a garden hose and instructed to bathe. The grip-sack was not allowed to accompany me into the house.

And now these 40-plus years later I reflect in my own reflector that I never did collect that day's wage which I believe was all of \$2.50.

Lewis B. Reade,
222 Caro Lane,
Marietta, Ohio

Sirs: A group of spiritualists aboard the steamboat CLEOPATRA in 1859 made a trip from Oil City, Pa. on the Allegheny River on down the Ohio to Cincinnati and thence to New Orleans. The leader was former Universalist minister Rev. John M. Spear, under whose leadership a Utopian community had been established at the New York - Pennsylvania border at Kiantone, Pa. about halfway between Jamestown, N.Y. and Warren, Pa.

I would like to make inquiry regarding the CLEOPATRA, in hopes that further details may come to light, and, hopefully, that a photograph may exist of it.

Ernest C. Miller,
Box One,
Warren, Pa.

=That font of so much information the Lytle List does not list this CLEOPATRA. Could it be, we wonder, a non-powered craft, such as a large floating houseboat manned by sweeps? Some years ago William S. Bailey, Jamestown, N.Y., did some researching to disclose that these spiritualists, known as the Kiantone's, departed from Oil Creek on Dec. 2, 1859. They were at Kittanning on Dec. 4 and arrived at Pittsburgh on Dec. 9. They were down the Ohio at Portsmouth, O., Dec. 22, went on to Cincinnati where they made a brief stop-over, and then went to Patriot, Ind. where many settled to raise grapes, getting there on Feb. 10, 1860. Others went on to New Orleans. -Ed.

Sirs: Enclosed is check \$8.00 for the eight issues of Vols. 1 and 2. The new carbon-tape in the June issue is a vast improvement. Keep up the good work.

William F. Sprague,
7785 View Place Drive,
Cincinnati, Ohio 45224

The Monongahela River Consolidated Coal & Coke Company.

TELEGRAPHIC ADDRESS "RIVERCOAL"

By EDWARD H. SCHEIBLER

No other barge line, past or present, owned and operated more floating equipment than did the Pittsburgh colossus coal firm (1900-1916) whose letterhead appears above. At one time River Coal, as it elected to be called for short, had 80 steam towboats and 6,000 barges transporting coal from its mines principally on the Monongahela River to Ohio and Mississippi River customers. Edward H. Scheibler in 1954 wrote a book-length thesis detailing the firm's story, the original of which is deposited at Yale College, unpublished.

The following excerpt investigates the operations of the concern along the lower Ohio and on the Mississippi between St. Louis and New Orleans.

Edward H. Scheibler almost became a riverman. Born and raised at Sewickley, Pa., he got Ohio River mud in his shoes and spent a great deal of time hitch-hiking aboard towboats and taking photographs. He went to Mercersburg Academy about the same time Walter Windsor of Marietta Mfg. Co. was there, then to Yale and Oxford. Sidetracked into the teaching profession, Ed presently is connected with Hebron College in Maine. He has an attractive and talented wife Edell, two sons and a daughter. Ed has been associated with S&D affairs almost since its inception.

The Monongahela River Consolidated Coal and Coke Company was organized at Pittsburgh in October, 1899, with a capital stock of thirty million dollars. It was the outgrowth of the need for a more centered effort in the marketing of coal and in the general conduct of the mining business. After many years of independent shipping, carried on by a myriad of comparatively small companies, with resultant heavy losses caused by holding great coal fleets in the Pittsburgh pools and of excessive losses in transit, together with the difficulty of a number of small companies dealing with miners organized as a unit, the necessity for better organization became apparent. Severe competition between the individual companies forming this combine, in addition to the economic features of production and distribution, caused the consolidation to take place.

The formation of this huge corporation, which will henceforth be referred to as the "Combine," was handled by a syndicate of Pittsburgh financiers and lawyers, led by J. B. Finley, president of the Bank of Monongahela, Pa. Eighty-six small firms entered into an agreement by which they disposed of all their holdings, comprising mines, coal lands, leaseholds, steamboats, tugs, barges, landings, hoists and elevators, fixtures, plants, machinery, contracts for the delivery of coal, "good will," patents, shares of stock, and all other assets then in use and owned by the individual firms. By far the largest



COL. J. B. FINLEY

He organized the biggest river towing concern and became its first president.

number of companies entering the combination were located at Pittsburgh, yet other coal interests from the Monongahela Valley and from the Ohio and Mississippi Valleys joined as well. The Combine, organized the year in which the U.S. for the first time surpassed Great Britain in coal production, was an example of a general tendency toward industrial integration in the U.S. Each company which sold its interests to the Combine agreed to abstain from activity in the coal business for a period of ten years.

The Combine sold coal at many points along the lower Ohio and lower Mississippi Rivers. The most important and most diversified marketing area, however, was New Orleans and the districts immediately nearby. The New Orleans market included customers desiring the product for gas-making, domestic, and steam purposes. The Combine maintained a specially-built collier for use in coaling ocean ships at New Orleans. It consisted of a hoist built on a large wooden hull. Coalboats were moored alongside the hoist, and coal was taken from them by means of a large clamshell bucket. The coal was deposited in a large metal hopper, also attached to the float, and from this it was lifted mechanically to the steamship bunkers operating on the incline principle. Of the approximate 1.2 million tons of coal towed to New Orleans annually before about 1912, when the trade began to fall off, slightly less than half was used for bunkering purposes. The contract to supply fuel to the steamships of the United Fruit Company was held by the Combine for most of the period of its existence (1900-1916).

The second most important group of consumers at New Orleans were the railroads. The largest Combine customers in this field were the Southern Pacific and the Texas and Pacific RR's. About 400,000 tons were sold each year to these customers. Coal also was shipped by railroad from New Orleans to supply the planters in the Teche country of Louisiana, to the west, though this trade



The J. B. FINLEY, named for the first president of the Combine, had a wooden hull 209.8 x 42.8, the third boat built at the Elizabeth (Pa.) Marine Ways Co. First boat built there was the W. S. GRAHAM and the second was J. K. DAVISON. Pittsburgh Transportation Co. built the FINLEY, then took her to Marietta, O. where the machinery was placed by Marietta Manufacturing Co. She got tandem compound condensing engines, 21's, 45's- 9 ft. stroke. Her original name was TRANSPORTER but she never made a trip so named. Sold to the Combine upon completion, she came out in 1900 as the J. B. FINLEY, and a reception and dinner was held aboard at the Pittsburgh wharf in June that year.

In December, 1902, acting on orders from Capt. Max Sebolt, shore boss for the Combine, the FINLEY took over the Falls at Louisville a tow of 24 loaded coalboats and 4 barges, 675,000 bushels, or near 25,000 tons. She did this on 21 feet in the canal and it was heralded as the largest tow ever to run the Falls.

In March, 1903, she arrived at Louisville from New Orleans with seven cases of smallpox aboard, and had to be laid up and fumigated.

This large towboat was built with a shallow hull and once she brought up from Cincinnati to Middleport, O. (June, 1900) 36 empty coalboats and barges

of a 4½-foot stage, piloted by Jim Rowley and Henry Nye.

Her "Big Spill," still talked about on the lower Ohio, happened on Sunday, March 21, 1903 before daylight. She was downbound with an enormous tow of loads (28 coalboats, 11 barges of steel rails and 1 fuel) at Hog Point, Mile 717, Ohio River, when a crank twisted off of her paddlewheel shaft. She drifted in along the Indiana rocks, losing 22 loads of coal and 3 barges of rails. The tow was scattered along the shores down past Tell City to Lewisport. Capt. William Crow was in command.

One of the memorable events at the Elizabeth Marine Ways was in December, 1911, when the FINLEY was hauled out for repairs--she looked mighty big 22½ miles up the Monongahela--and when lowered back into the river there wasn't sufficient stage to float her off the cradles. We've heard tell that splashboards were placed across the stationary dam below there (No. 2) to raise the pool level, and a fleet of towboats joined to pull her free.

After her coal towing days she was chartered and later sold to Aluminum Ore Co. and while they had her hauled on the Paducah, Ky. Marine Ways for hull work she caught fire and burned, August 2, 1918, one of the most spectacular river fires of that area.

gradually declined after 1905. Some coal also was sold to Central and South American interests, a large part of this going to Nicaragua, where it was used by the Nicaragua Railway Co. For a short time the Combine held a contract with the British government for supplying transports engaged in carrying mules and horses to South Africa during and immediately after the Boer War, but this arrangement was of short duration. An important contract was that with the American Sugar Refining Co. at New Orleans, where the coal was

used for preparing molasses and commercial sugar at the several plants of the firm.

The Combine also sold to sugar and rice planters in the vicinity of New Orleans as well as along the "Coast" between New Orleans and Baton Rouge. Apparently the Combine felt some uncertainty about extending credit to these individuals, and a number of the contracts were terminated soon after 1899. Coal was also sold to dealers and small manufacturing concerns at the Crescent City as well as to gas companies.



TOWBOATS PULLING J. B. FINLEY from the Marine Ways at Elizabeth, Pa. as described elsewhere in this story. Photo thanks to Jack Reed and Steve Mackinack. Towboat at right is the ROVER.

Because of the warmer climate, however, much less was marketed for domestic heating there than, for instance, at Cincinnati or Louisville, but some was sold for this purpose.

The equipment of the Combine and the number of subsidiaries and agents located at New Orleans were very great. In 1900, the company had at least eight agents at this point to carry on its extensive trade. These included Jung and Sons, the Ascension Coal Co.; A. L. Monnot Coal Co.; Wood, Bodley and Co.; and several others. The largest agent at that time, however, was Whann, Jutte and Co. This firm maintained elaborate equipment at New Orleans and across the river at Algiers, La., for handling the product from coalboat to shore for domestic consumption and retail sales in the city. For the trade with the American Sugar Refining Co., this agency operated 16 railroad gondola cars running between the No. 6 hoist of the agents and the sugar refinery. This agency also owned two hoists, one a floating hoist and the other a stationary hoist located on the river bank. Hoist No. 1 was a revolving derrick on a barge 80' x 30'. It was towed around the New Orleans harbor by tugboats and was employed for transferring coal from the craft to railroad cars or to the various Combine stock piles. A coalboat was placed alongside the hoist and unloaded by a "digger" into railroad cars operated by automatic cables. These cars, in turn, were dumped into railroad gondolas. A pumpboat was usually moored alongside the coalboat while it was being unloaded to keep it from sinking, as the clamshells often damaged the gunwales and the bottom and occasionally caused coalboats to sink while the operation was going on.

River coal, however, was by no means devoid of rail competition at New Orleans. Large quantities of it were brought by rail from Alabama mines. The 1900 rail rate to transport a ton of coal from Alabama to New Orleans was \$1.75. Estimating the price of a ton of Alabama coal at the mines as being about \$1.50, this would give a total cost of \$3.25 delivered at New Orleans. The river product at New Orleans was sold for from \$3.50 to \$4.50 or more a ton, including the coalboat. This differential continued to increase in favor of Alabama coal, and, by 1912, that district was seriously threatening the river coal

trade at New Orleans and became a major factor in the discontinuance of the trade in 1916. Other competing coals at New Orleans included that brought there by the Illinois Central RR. In 1907, a small quantity of anthracite was being received at New Orleans, brought there by schooner from the Atlantic seaboard. It seems that this was experimental, however, and the excessive cost of that form of transport soon proved disadvantageous and was soon given up.

The entrance of fuel oil as a substitute for coal was just beginning to be realized by about 1907. The oil came from the fields of Texas and Oklahoma, what is today called the Mid-Continent Field. In 1908, a river towing firm, the St. Louis Steel Barge Co., was handling fuel oil in bulk and was delivering it to plantations and landings on the Mississippi River between New Orleans and Baton Rouge. The firm was very small and owned only one steel barge and a single towboat, yet it marked the beginning of the end for the coal trade from Pittsburgh to New Orleans.

Besides the coal yards, landings, hoists, colliers, and other equipment owned by the Combine at New Orleans, the firm also maintained a boat repair-station at Algiers. This, together with other dry-docking facilities, was made necessary by the length of the round trip between Louisville and New Orleans, which usually took from 30 to 40 days. Large fleets of coal were also maintained there, though they were not as large as those moored along the Mississippi at several points above New Orleans. The largest and most important of these coal harbors was located at Donaldsonville, La., about 75 miles upriver from New Orleans. Another was situated at Willow Grove, La.; a third was termed Coalport Landing and was located some 20 miles above the Crescent City. The purpose of maintaining these fleets was that there was a more or less sheltered harbor at each and also because there was not sufficient harboring room at New Orleans to hold the many coal craft which were destined for that market. At times, the Combine held coalboats in these upper harbors awaiting higher prices at New Orleans and would tow them to the Crescent City



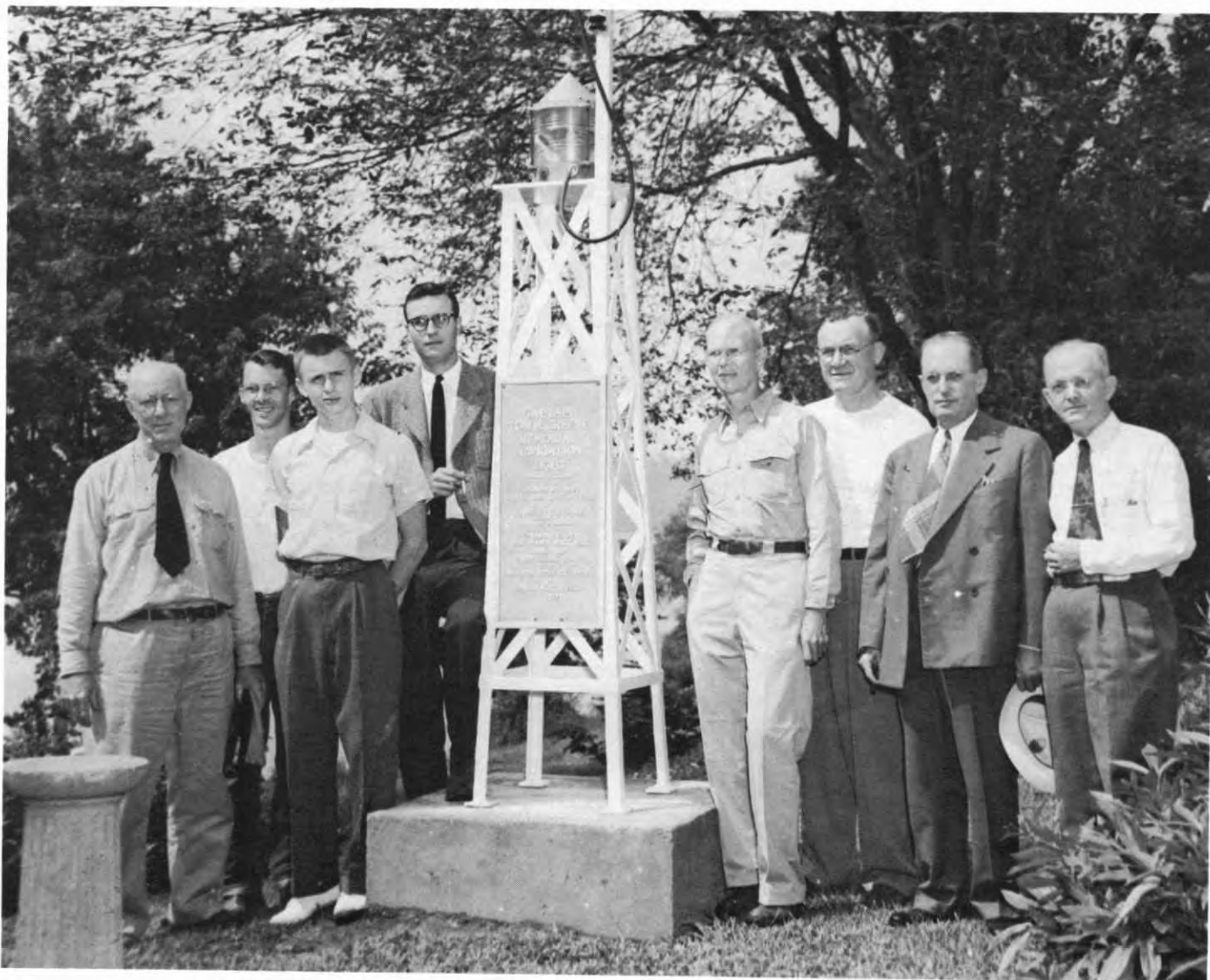
FIRE CONSUMED THE J. B. FINLEY on the Paducah Marine Ways and thanks to Dick Halvorsen for this picture.

when the price was such that a sizable profit could be realized.

New Orleans, however, was not the only lower river market for river coal during these years. Sizable fleets were also kept at Helena, Memphis, Greenville, Vicksburg, Natchez, Bayou Sara and Baton Rouge. The harbor at Baton Rouge, besides supplying the domestic and commercial needs of that city, was also used as a landing to hold the coal craft for later distribution to planters and sugar mills in that section of the river. Deliveries were made from there by river as far as Simmesport and Melville, La. Some of this river coal was shipped by rail from Baton Rouge, occasional carloads being sent to Alexandria, La. and Port Gibson, Miss. River coal at Baton Rouge met rail competition from mines in Illinois and western Kentucky, which coal was sold in carload

lots throughout western Mississippi and at Baton Rouge.

The river product received at Vicksburg was chiefly used locally; a small portion of it was unloaded at Delta, La., opposite Vicksburg, and there was used by the Vicksburg, Shreveport and Pacific RR. Each year a few carloads were shipped from this port to Port Gibson and Yazoo City, Miss., where the coal was found excellent for blacksmithing purposes. It was also sold at Vicksburg and at other Lower Mississippi landings to the packet boats which operated in that area, one of the largest customers being the Lee Line, one of the last large packet companies to operate on the lower Mississippi River. From Natchez, occasional trips were made by Combine towboats up the Red River, towing several coalboats to levee contractors or to plantations. When this was



TAKEN IN 1952 SHOWING EDWARD H. SCHEIBLER, author of the accompanying documentary on the Combine. From the left:- Cmdr. Arthur J. Schletker USCG, James C. Way, H. Chase Putnam, Jr., Edward Harris Scheibler, F. Way, Jr., John W. Zenn, Harold C. Putnam and, at extreme right, H. M. Putnam of Port Arthur, Texas. The CAPTAIN TOM GREENE MEMORIAL NAVIGATION LIGHT had recently been placed along the riverfront at the Motor Hotel Lafayette, Marietta, honoring Captain

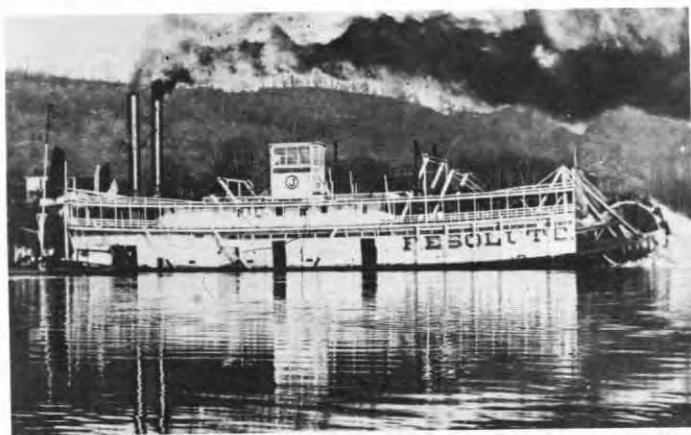
Greene, who had died July 10, 1950 at Evansville, Ind. after removal from the DELTA QUEEN.

Ed Scheibler, Jim Way and his Dad were returning home after having descended the Kentucky River by motorboat for its full length in company with C. W. Stoll and with a big assist from "Sandbar" Zenn. The Putnams were returning to Warren, Pa. after having cruised aboard the DELTA QUEEN. The government light still operates with S. Durward Hoag as official lighthouse keeper.

done, steamers upbound from New Orleans picked up several loaded coalboats, which they had left at Natchez on the down trip, and took them up the Red. This side trip usually took about 30 hours to make and was undertaken with extreme caution, as the Red River was even more dangerous to navigate than was the Mississippi.

At Greenville, Miss. a coal tippie was erected in 1895 to be used by boats owned by the Southern Railway Co. to tow coal mined in Alabama and transhipped to river at Greenville, then transported to New Orleans and plantations. In 1904, the Combine purchased the river franchise of this company, which included two towboats and the right to carry on the trade as before. The purpose of this purchase was two-fold. First, it meant a temporary victory over the Alabama interests; second, it assured the Combine of a supply of coal for the Mississippi River markets at all seasons of the year, as the river between Greenville and New Orleans was little affected by droughts because of its great size and the volume of water carried. Very little of the river coal brought to Greenville from Pittsburgh was transhipped from there by rail; most of it was used for local purposes.

The tradeto Memphis was an important one, probably second in importance to New Orleans as a lower river market. This was true because of the extensive rail shipments of this product from Memphis, transhipped there from coalboat to railroad car. The territory in which the product was thus distributed was marked out as follows: Caruthersville and Springfield, Mo.; Bald Knob, Little Rock, Hot Springs, and Pine Bluff, Ark.; Jackson and Byhalia, Miss.; Jackson, Grand Junction, Hollow Rock, and Humboldt, Tenn.; and Fulton, Ky. Coal was shipped in carload lots, although not more than three or four carloads were sent annually to some of the places mentioned above. Rail competition both at Memphis and in this transshipping trade was considerable. This form of competition came from southern Illinois,



SOUTHERN RAILROAD operated this towboat as part of their Alabama Coal Co., transporting Alabama coal from Greenville to New Orleans. The operation was bought out in 1904 by the Combine, including towboat BIRMINGHAM. Capt. Wilbur Callihan was master of RESOLUTE for the SP, and his pilots in 1899 were Charles R. Nadal and Tom Martin. The Combine took her to the "boneyard" at Elizabeth, Pa. in 1904 where she lay around do-less for years; finally she was scrapped.

western Kentucky, eastern Tennessee, eastern Kentucky, and northern Alabama. In Arkansas, competition from mines producing relatively low-grade product mined at Russellville was encountered. In 1906, 200,000 tons of river coal were received at Memphis, virtually all of it being Combine.

In the Combine period, no coal was transported on the Upper Mississippi above St. Louis. That city, however, was the northern terminus of a considerable and specialized trade controlled entirely by the Combine. In 1906, this company shipped 165,000 tons to St. Louis. The river receipts of this city, however, constituted only a very small portion of the total coal receipts. In 1911, this trade amounted to only 1/80 of all the coal received at this point, the most of it coming to the city from mines in Illinois. A large amount of the rail product was unloaded at East St. Louis and hauled to St. Louis in carts. The coal which the Combine shipped to St. Louis was used solely for gas-making purposes and was sold to the Laclede Gas Co., a firm which had long used Pittsburgh coal for the manufacture of its product. One of the chief characteristics of coal from the Monongahela Valley was its excellent gas-making quality, a factor which was widely recognized throughout the areas served by river transportation. The Combine usually kept two or three of their most powerful steamboats in this trade, steamers such as the BOAZ and the J. B. FINLEY. An abundance of power and maneuverability were necessary to stem the currents of the Mississippi with loaded tows. Specially-built coalboats were employed in this trade, boats with long rakes which would not "run under" while being pushed against the powerful currents which characterize the Mississippi.

The Combine sold coal to three cities along the Lower Ohio below Louisville; Paducah, Ky., Evansville, Ind. and Cairo, Ill. All of these markets were minor, however, and in no case were more than 50,000 tons shipped to each of them annually. No Combine coal appears to have been shipped from these points by rail, such as was the case at Memphis and at other ports of call. At Evansville and several small towns in that area the Pittsburgh product came in competition with coal from the Green River area. The Combine owned certain lands along that river, which is situated in the West Kentucky coal fields, but it never opened a mine there. The company owned a mine at DeKoven, Ky., and maintained several landings near that point, the largest being those at Sellers Landing, Ill. This mine was a very old one and had been operated during the Civil War. One or two company tugs were kept at DeKoven, or nearby at Caseyville, Ky., and these would bring coalboats to the company towboats which were enroute down the Ohio. The mine had a capacity operation of about 1,200 tons a day but was only operated at full capacity when the Upper Ohio was so low that coal could not be boated down from Pittsburgh to supply the Lower River markets. Capt. Robert Eberhart was manager of operations at this point and supervised all of the river activities connected with the DeKoven mine.

The Lower River trade, while constituting only about one-fifth of the Combine's total river

Continued on page 13

Once a River



CAPT. AND MRS. POLLOCK photographed this peculiar viaduct located across the Little Kanawha about midway between old Lock 5 and Creston. The road crossing it is not indicated on usual road maps. The bridge, as you see, is uniquely designed to discourage all types of river traffic, including canoes or rowboats. Any boat passing here must be portaged. When the river gets up, of course the highway becomes impassable. The size of this Swiss-cheese obstruction may be appreciated by discovering Mrs. Pollock standing at Hole #4 from the right.

Capt. William S. Pollock of the Mississippi Valley Barge Line, together with Mrs. Pollock, did some exploring during latter June along the abandoned Little Kanawha River in West Virginia. Five fixed dams provided with locks once took traffic (minimum 4 ft.) from Parkersburg to Creston. Four of these dams date back to 1867, and No. 5 (closest to Creston) was opened in 1891. The dams all were timber cribs filled with stone, and lock walls were cut stone. Lock gates were the miter type, of wood, hand operated. The four older ones had gate valves, and No. 5 had wall valves. Slackwater mileage was 48.0.

About 10 or 15 years ago the U. S. Engineers declared the Little Kanawha "an abandoned river."



THIS SHOWS THE CELL DAM at the site of old Dam No. 3, Little Kanawha, at Elizabeth, W. Va. The outside lock wall of the old dam, built 1867, is in the left foreground, and the dam abutment is directly opposite on yon shore. The modern cell dam has been jumped by commercial boats, on occasion, during high water. The original crib dam has disintegrated.

Traffic of all types became impossible due to the ruins left behind. Local interests subsequently have built two new dams in the stream, at Viscose near the mouth and at Elizabeth, Mile 25.5. Neither has a lock; both are barriers.

Commercial traffic during the Little Kanawha hey-day penetrated far beyond and above the lower improved 48 miles. One-lunger sternwheel gas-boats chugged to Grantsville on every "mud rise" (Mile 78) and occasionally to Glenville (Mile 103.4) where a gasboat was built as late as 1921: --And boats have been to Burnsville, Mile 121.

The entire former improvement was on Lilliputian scale. The locks were the smallest on any Western river, 22 x 125, although the lifts were formidable compared to the Ohio River, ranging from 10 ft. (No. 2) to 15.73 ft. (No. 1).

No.'s 1-4 were built by a private corporation, located at Shacktown, Leaches, Wells and Palestine. No. 5, built by the U.S., was at Burning Springs.



RUINS OF OLD LOCK AND DAM NO. 4, Little Kanawha, viewed from the Palestine, W. Va. side. Old lock walls stand virtually intact, and the original crib dam has completely washed away. The old stone arches at extreme left are on the downstream side, in the original guide wall.

LIGHTS! ACTION!

This issue of the S&D REFLECTOR is coming to you before the details of the Annual Meeting at Marietta, O. are completed. Ginger and spice of these meetings is the unexpected. As we go to press word comes to us from James V. Swift, business manager of The Waterways Journal, that he "may be able to get to the meeting this year." He adds that he "has always been interested in the fact that Commodore Rollingpin is buried at Marietta" and offers to say a few words about that celebrity's life and books. So, let's hear from Jimmy Swift, Mr. Chairman!

And more. Jimmy Swift hints: "H. N. (Ray) Spencer, Jr., publisher of The Waterways Journal, might be there too, if his present schedule holds up."

Another great event, if all works well, will be the initial appearance of Capt. "Doc" Hawley at the September 17 meeting. At last reports he has been persuading Jack and Betty Blake Simcox to come along.

THE HIP-BONES CONNECTED TO THE WISH-BONE

By ALAN L. BATES

12

The western rivers steamboat was designed to operate within some of the most exacting disciplines of any structure. The boat builders evolved a flat-bottomed, slab-sided hull of very great buoyancy. It was long and slender with the ends modelled for an easy entry and run. The boat that could run a week earlier and continue a week longer was a winner at the cash box. Such light boats were faster, too, due to fewer groundings rather than speed advantage; more trips per season--the profit motive.

The end result was a hull structure from six to nine times as long as it was wide and forty to fifty times as long as it was deep. Such a beam is as limber as a piece of string and is more or less equivalent to a plank across a wide ditch. To stiffen this flexible raft the hogchain system of bracing was developed.

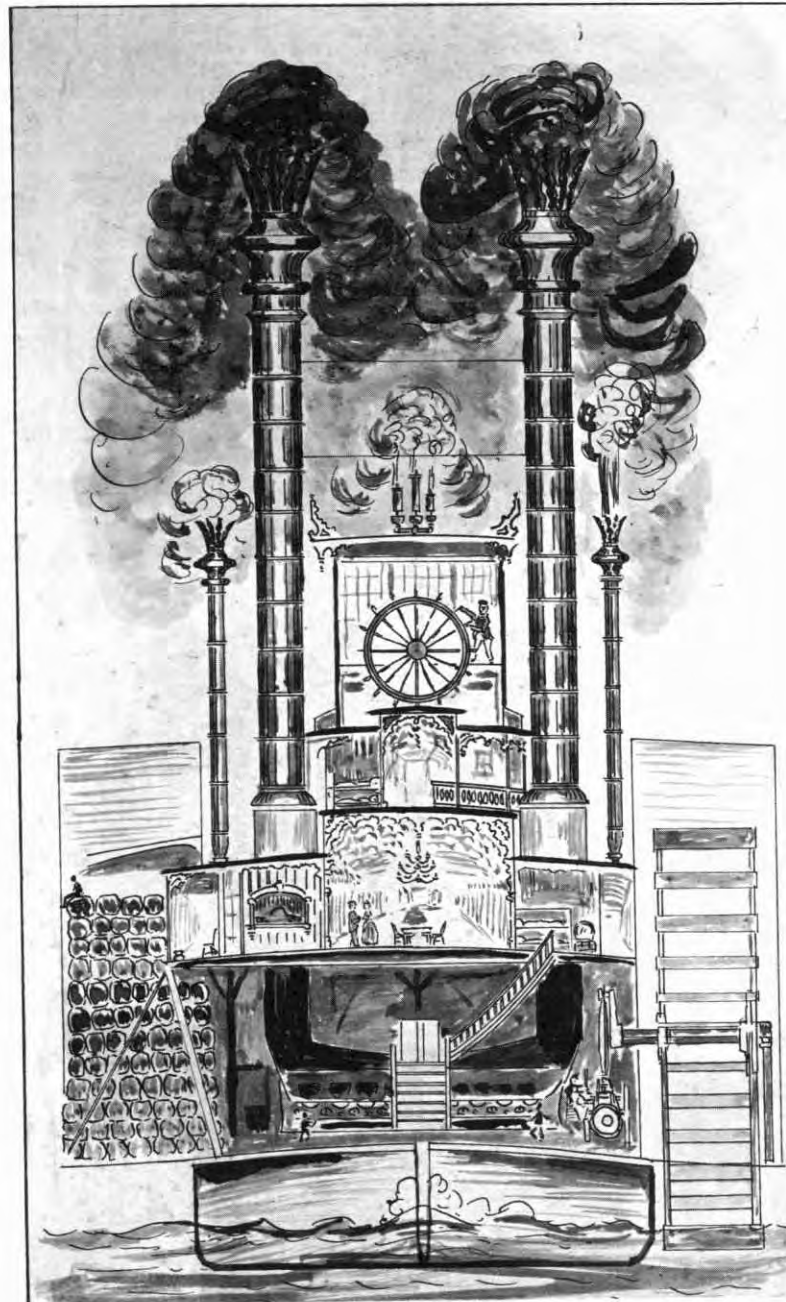
Hogchains were wrought iron rods firmly fitted into the keelsons at the forward and after ends of the hull and led up and over tall timber posts called braces. These were footed amidship on the same keelsons. The effect achieved by this bracing system was to push the center of the boat down and lift the ends. Stated simply, it was a truss in which the hull itself and the braces form the compression members and tension was resisted by the wrought-iron rods. The framing was light, strong, efficient; it served its purposes with an efficiency seldom achieved since.

Commencing in the 1840's the steamboat was an engine on a raft surrounded by a freight warehouse covered by a hotel.

Those boats were as lean and athletic as an Olympic sprinter. The usual packet in the 1840-1850 period was innocent of superfluous exterior ostentation of plumes and frills; she was a utility vehicle in a track suit. I challenge any critic to find one, just one, unnecessary component on a steamboat of that era. There were none at all. Speed was the keynote those days, and such buff-stripped boats commonly ran eleven to twelve miles an hour upstream, outdistancing stagecoach schedules twenty-fold.

Let us examine the construction of the cabins built upon those bean-pole boats. The first deck above the main deck (the boiler deck, so called) was made of very thin tongue and groove flooring, generally from 5/8" to 3/4" thick, nailed to small carlings spaced as far apart as the builder dared. The entire space below this deck was wide open. Freight was stored in every inch of this space not occupied by boilers and machinery. Bullrails, made of 2" x 6" planks fitted into slots in the stanchions to prevent two or four footed cattle from getting overboard. These rails could be removed at landings to facilitate the handling of cargo.

The passenger cabin rested on the boiler



deck. It consisted of a long center hall with a high ceiling flanked by tiny staterooms on each side (about eight feet wide, or less, by six feet in length). Each stateroom had two berths, a washstand, a mirror, a few coathooks, basin and pitcher, and chamber pot. That's all, brother, for even an oil lamp was too risky in there. You can see that luxury started and ended in the center hall.

The cabin was framed exactly like a barn with widely spaced studs. The spacing was pretty much like this:- A 3" x 3" stud was located two feet from its nearest neighbor and the space between was filled by a stateroom door. Next stud was four feet away, the intervening space holding a 3/8" panelling. This is all there was between the passengers and all outdoors. This wide-and-narrow spacing was repeated the entire length of the cabin. There was a row of narrow transoms above doors and panels to admit air and light to the staterooms. The stateroom ceiling was the

underside of the hurricane roof, the crunch of footsteps up above was TV thunder.

The main cabin (euphemistically spoken of as the "grand saloon") was between these diminutive staterooms and ran nearly the full length of the boat. This center hall was Mark Twain's "long, resplendent tunnel" and it was the principal concourse of the boat. Here is where the meals were served, the romance budded, and the gamblers swindled the gullible farm boys going home with the year's cash in pockets and pokes.

Here, too, is the only place where Victorian imagination was allowed free rein. The ceiling, several feet higher than the stateroom ceilings, was supported by fret-sawed arches with molded and gilded undersides (called soffits), adorned by turned drops in white, gold and red. The ceiling itself might be painted and stencilled with fanciful designs created by noted artists of the valley, sometimes imported from Bavaria or Italy. Each door was decorated with its own oil painted landscape. The floor was made of inlaid light and dark woods in patterns designed to accentuate the enormous length of the hallway. The after half (called the "ladies' cabin;" woe unto the unattached male venturing there!) was carpeted in Persian or Brussels, buttonholed at the edges for removal at cleaning time. A gigantic mirror of imported plate framed in heavy gilded carved wood reflected the glories of all of this, doubling the apparent length. Just under the ceiling was a row of transoms opening to the hurricane roof, called the skylight, the glass decorated or stained.

A broad sheltered promenade surrounded the cabin and staterooms, featuring a fancy balustrade of jig-saw palings, the stanchions being extremely slender posts ornamented with fret-sawed brackets at the eaves.

There was a lot of practicality here despite this gaudiness. The fret-sawed arches did support the cabin ceiling. The stained glass transoms did make a light and airy room of the saloon or cabin. The brackets and the railings did reduce the unbraced length of the stanchions. The brackets did serve to reduce the span of the eaves framing. All of these gew-gaws, which were added to the steamboat exterior circa 1855-1860, doubled for utility and decoration, stiffening the entire structure.

The total steamboat was unified in design by some subtleties that architects of today could well emulate. The sheer curve, that graceful rise in the decks at bow and stern designed to prevent waves from washing aboard, repeated all the way to the highest roof. The exact design of this curve was a jealously guarded secret in the mold loft of each shipyard. It was the built-in sex appeal. These female contours varied in ideals, and the birthplace of any particular steamboat could be told at a glance by eyeing the sheer.

And there you have it; a far cry from today's build-'em-now-and-knock-'em-down-tomorrow edifices of porcelain-enamel strapped with extruded aluminum. Modern architects are apt to patron-

ize and smirk, and they have a word for it: Steamboat Gothic. Oh yes, the sleek steamboat was structured like an Amazon and costumed in valentine lace. Maybe she was solidified syrup, corny as Karo. By modern standards she didn't draw much water. Indeed she didn't. But she was afloat and in business on less draft than it takes to wet a modern architect's belly button --and we mean a short architect.

THE SIDE-WHEELER ON OPPOSITE PAGE

The innards of a Mississippi cotton boat looked not unlike this souped-up drawing. No particular steamboat was selected, but she's a lot like the J. M. WHITE built in 1878 or the ED RICHARDSON of the same date. Maybe this will help explain once and for all how come steamboats had two smokestacks. There were two advantages: 1) so the pilot could see where he was steering, and 2) so that the cabin or "grand saloon" was unimpeded. And it looked sort of good. The pilot is paw-hauling the pilotwheel around by hand, and now you see why those old-timers stood at one side or the other, and never in the center. This wheel went down through a slot in the floor where the pilot is standing, and all he saw of it was the upper half. Under the pilothouse is the texas deck, this one very fancy with skylights (must be the J. M. WHITE for sure) where the crew lived. Under that is the "resplendent tunnel" cabin with its wooden Luray Caverns stalactites and swaying chandeliers. The staterooms open to the sides, and the picture shows one at the right and the office at the left.

Down on the main deck the boilers take up an unconscionable lot of space. The engines driving the paddlewheels are independent of one another, at the sides (one shows only, at the right) and the rest of the deck is pretty much freight space. We've loaded the starboard guard with cotton bales, and the modern architect Alan Bates talks about will about jump out the window hearing that these guards overhang the hull by 22½ feet if this is the J. M. WHITE. Any slide rule will tell you that 22½ feet overhang with absolutely no support under it is too much leverage for a couple of thousand bales of cotton to ride upon (they weigh 500# each). But they did.

Concluded from page 10

operations, required more equipment and manpower than any two of the other trades put together. One of these added expenses was the maintenance of a large number of "diggers." These diggers were employed to recover coal which was sunk in the Mississippi because of accidents to tows and as the result of storms, which were very frequent and often devastating to the frail river craft. Several men were employed on each digger, which would be moored at a point where a large quantity of coal was sunk and would try to salvage what it could. The effectiveness of this procedure was, however, open to doubt, as the swift currents of that river often swept the lost coal away as soon as the accident occurred.

CARNEGIE - - U. S. STEEL TOWBOATS

	TYPE	NAME	YEARS	CHANGES
1.	Stw. wood h.	DUQUESNE	1917-1929	Orig. MAMIE BARRETT b. 1913 Sold, ren. DONALD BIRMINGHAM
2.	Stw. wood h.	M. D. WAYMAN	1918-1923	Orig. b. 1891 Sold, ren. BOYD C. TAYLOR
3.	Stw. wood h.	MONITOR	1918-1925	Orig. W. H. FLINT b. 1907 Sunk by LA BELLE, Lock 3, Monon R.
4.	Steam pro.	CLAIRTON	1918-1919	Ren. KANAWHA and sold
5.	Stw.	W. H. CLINGERMAN	1918-1938	Ren. J. L. PERRY
6.	Stw.	CLAIRTON	1919-1952	
7.	Stw.	H. D. WILLIAMS	1919-1933	Ren. I. LAMONT HUGHES
8.	Stw.	WILLIAM WHIGHAM	1919-1952	
9.	Stw.	EDGAR THOMSON	1919-1953	
10.	Stw.	HOMESTEAD	1919-1945	Ren. A-1, then W. H. COLVIN, JR.
11.	Gas pro.	UNA	1919-1945	Sold
12.	Gas pro.	CS-1	1919-1950	
13.	Gas pro.	CS-2	1921-1943	
14.	Stw.	WILLIAM G. CLYDE	1922-1938	Ren. JAMES E. LOSE
15.	Stw.	A. O. ACKARD	1922-1945	Ren. HOMESTEAD
16.	Gas pro.	PATTIE T.	1923-1946	Sold
17.	Stw.	CITY OF PITTSBURGH	1925-1926	Ren. D. R. WELLER
18.	Gas pro.	CS-3	1925-1958	Ren. SHERYL ANN when sold
19.	Stw.	CITY OF PITTSBURGH	1926-1951	
20.	Stw.	ISTHMIAN	1926-1936	Ren. THOMAS MOSES
21.	Stw.	YOUGHIOGHENY	1927-1935	Ren. B. F. FAIRLESS
22.	Stw.	DONORA	1927-1951	
23.	Stw.	ALLEGHENY	1927-1945	Ren. J. L. PERRY
24.	Stw.	MONONGAHELA	1927-1956	
25.	Stw.	DUQUESNE	1929-1964	
26.	Stw.	I. LAMONT HUGHES	1933-1950	Did not run 1938-1940 Ren. ALLEGHENY
27.	Stw.	B. F. FAIRLESS	1935-1952	Ren. CLAIRTON
28.	Stw.	THOMAS MOSES	1936-1957	Orig. ISTHMIAN b. 1926
29.	Stw.	J. L. PERRY	1938-1945	Orig. W. H. CLINGERMAN b. 1918 Ren. A-2, sold, ren. W. P. SNYDER, JR.
30.	Stw.	JAMES E. LOSE	1938-1948	Ren. CHARLES R. COX
31.	Diesel prop	CIS-4	1940-	
32.	Diesel prop	CIS-5	1940-	
33.	Stw.	J. L. PERRY	1945-1957	Orig. ALLEGHENY b. 1927
34.	Stw.	HOMESTEAD	1945-1961	Orig. A. O. ACKARD b. 1922
35.	Stw.	CHARLES R. COX	1948-1961	Orig. WILLIAM G. CLYDE b. 1922
36.	Diesel prop	CIS-6	1948-	
37.	DPC	*PITTSBURGHER	1949-1965	Orig. BOU ARADA b. 1943
38.	DPC	*ORLEANIAN	1949-1965	Orig. BATAAN b. 1943
39.	Diesel prop	*OBL-EXPEDITER	1951-	
40.	Diesel prop	B. F. FAIRLESS	1951-	
41.	Stw.	CLAIRTON	1952-1965	Orig. YOUGHIOGHENY b. 1927
42.	Diesel prop	C. F. HOOD	1952-	
43.	Diesel prop	JAMES E. LOSE	1952-	
44.	DPC	*LUNGA POINT	1954-1966	Orig. b. 1943
45.	DPC	*GONA	1955-1965	Orig. b. 1944
46.	Diesel prop	USS-1	1957-	
47.	Diesel prop	H. B. JORDAN	1958-1958	Ren. HARVEY JORDAN
48.	Diesel prop	HARVEY JORDAN	1958-	
49.	Diesel prop	USS-2	1958-	
50.	Diesel prop	S. M. JENKS	1958-	
51.	Diesel prop	*CORTEN	1958-	Orig. b. 1938
52.	Diesel prop	JOHN H. ELLIOTT	1959-	
53.	Diesel prop	*STEEL RANGER	1965-	
54.	Diesel prop	*STEEL TRADER	1965-	
55.	Diesel prop	*STEEL EXPRESS	1966-	
56.	Diesel prop	*(unnamed)	1966-	On order, Dravo, July 1966.

Abbreviations: Stw., sternwheel, pro. and prop, propeller, Orig., originally, Ren., renamed, *Owned and operated by subsidiary Ohio Barge Line Co. Dates left blank indicate the boat still operates for U. S. Steel or OBL. DPC, steam propeller towboat built by Defense Plant Corporation.

James T. Swartzwelder, better known to his friends as "Jimmy," has handed us a run-down of the many boats owned and operated by Big Steel on the rivers from the time they bought their first boat in 1917 (see opposite page). These boats were in the fleets of Carnegie Steel, Carnegie-Illinois Steel, United States Steel and subsidiary Ohio Barge Line.



JAMES T. SWARTZWELDER

These thumb-nail sketches are timely. This year U.S. Steel is retiring its last steam towboat, the LUNGA POINT.

An introduction of Jim Swartzwelder also is timely. His participation in the forthcoming S&D meeting is announced elsewhere in this issue.

Ye Editor was honored by a visit from Jim back in 1953, and one year later he had come to know Russell M. Lintner, Capt. Ernie Wagner, Capt. J. Emory Edgington and others, and he joined S&D. In 1955 he saw the W. P. SNYDER, JR. take off on her final cruise for Marietta, built a model of her and with it won a School Science Fair Award. One year later Jim built a model of Dravo's LTI-2194, won Dravo's blue ribbon award and a cash prize (\$25). He helped cut the ribbon when their Research Center was opened on Neville Island. In July, 1961, Jim joined the AVALON on a cruise to New Orleans.

Since 1962 he has been familiar in the services of the Gateway Clipper operations at Pittsburgh. Jim's ambition is to attain a full-scale pilot and master's license.

Cinecraft, Inc., a Cleveland, O. firm, is making two river movies sponsored by Standard Oil (Ohio) to be titled "Heritage of the River" and "Towboats of the Ohio." The scripts were prepared by Frank Siedel, president of Storycraft, Inc. also of Cleveland, who did the "Ohio Story" series well known to Ohio t.v. watchers.

A camera crew boarded the DELTA QUEEN at Pittsburgh on Sunday, June 19, but changed their minds and went by auto to Dashields Locks and then to Montgomery Locks to get shoreside shots of the big tourist boat under way. They boarded the boat at Montgomery and went on to Marietta. A good bit of the filming was done in the River Museum, requiring several days. Also a sequence was taken aboard the towboat W. P. SNYDER, JR. with skipper Clarence ("Smitty") Smith as chief actor.

Directing the field operations was Ray Culey, Cleveland, who commenced his movie career in 1929 directing Hoot Gibson westerns. No novice to the Ohio River, as a young man he and companions went over the wickets at Dam 28 in a canoe one night, capsized, floated to Ironton, O., and were rescued as the sun came up by an early-riser motorboater.

The films will be released late this fall for showing on educational t.v. and in Ohio school programs.



Anybody who remembers the VALLEY BELLE towing Billy Bryant's showboat will recognize her in this picture.

Only this isn't the VALLEY BELLE. Look again.

John L. Fryant, Arlington, Va., built this surprisingly lifelike model, set her afloat, and took the picture.

This model, among other adventures, a couple of years ago had the honor of floating in a bathtub at the residence of Capt. and Mrs. C. W. Stoll. The demonstration was staged at the urging of Bub Crain, down from Pittsburgh, and Ben Selig, down from Indianapolis. The hour was late, no swimming pool was handy, so VALLEY BELLE romped in ankle-deep spigot water and did a good show. Bub said she really ought to shove a tow and looked around hopefully for a couple of beer bottles. But that got into timberhead problems.

The real-life VALLEY BELLE looked just like this model in the 1930's. Billy Bryant sold her to Ben Raika of Kanauga, O. where she sank in 1943.

WHISTLE BLOW NO



1



2



4

1. CHARLES MONTA one of the many w brother Roland in paddlewheel LUCY

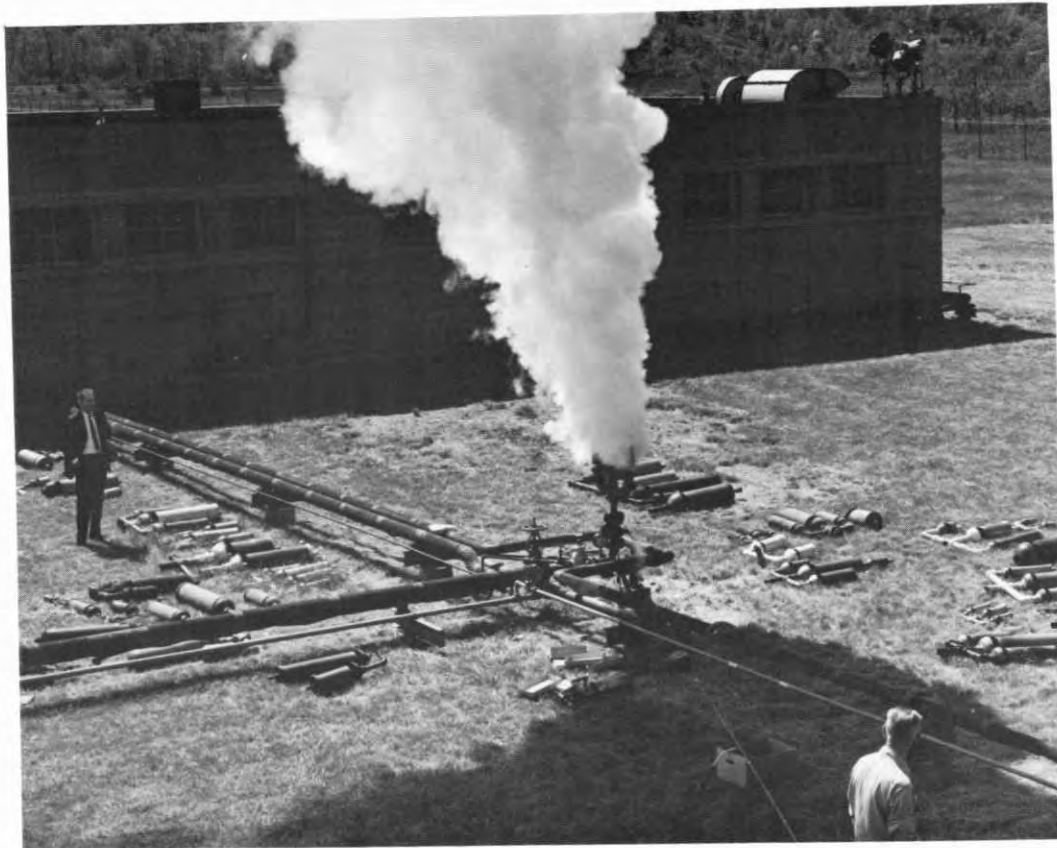
2. HOMER DENNY o proval of the mob by Ernest J. Wild

3. WALTER W. McC Blow staged Satur to turn around portrait, but he shadow for himsel

4. ROBERT H. McC and maybe you ca rities who did so successful.

5. BEHOLDERS in bide parking area Va. Silicones pla know? Sarah Mc sons during the d

THESE PHOTOGRA by S. Durward Ho house keeper and



3

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S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 3, No. 3

MARIETTA, OHIO

SEPTEMBER, 1966

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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 this issue are available for 75¢ each. Back issues are \$1 each. Send your order to Capt. Way.

FORMAL NOTICE

The Board of Governors will meet in the Lafayette at 9:30 Saturday morning. No changes in Board appointments---if last year you were on the Board you still are on the Board. Members are cordially invited.

**SAVE YOUR
VACATION
TILL
SEPT 17**



Members of the Sons and Daughters of Pioneer Rivermen are cordially invited to attend the Annual Meeting to be held at Marietta, Ohio, on Saturday, September 17, 1966.

Headquarters will be at the Motor Hotel Lafayette, fernix the junction of the Ohio and Muskingum Rivers. For advance room reservations at the hotel, phone 614-373-5522 and identify yourself as an S&D member. Many delegates come on Friday and make a week-end of it, although no formal program is slated on the 16th.

You may make dinner ticket reservations while getting your room, just so's you pick up and pay for your tickets by 4 o'clock p.m. on Saturday. These are for the Annual Dinner held in the Riverview Room at the Lafayette at 6:30 p.m. Saturday, Sept. 17. The banquet usually spills into the adjoining Rufus Putnam Room. In case both rooms are filled, arrange your own meal in the Gun Room where you will find plenty of river associates.

The first get-together of the Saturday program is a buffet luncheon to be held at the Marietta Boat Club, at 12:30 p.m. This is close-by the old towboat W. P. SNYDER, JR. on the bank of the Muskingum. A nominal charge is made and there will be a registration of delegates.

The so-called "business meeting" follows the luncheon, also at the Boat Club and be sure to attend. New members are introduced and presiding over the ceremonies will be J. Mack Gamble, our Board chairman. Mack, by popular acclaim, has filled this niche since S&D started. This out-of-doors program concludes in ample time for everybody to repair back to the hotel to get ready for supper.

The program arranged to follow the banquet will be delayed until seating is provided in the Riverview Room for as many as possible.

One of the outstanding features of the evening will be a trip from Cincinnati to St. Paul aboard the Greene Line steamer DELTA QUEEN, with superb color photography and comment by Jim Swartzwelder.

OVER THE RIVER



Capt. Volney E. White (left) steering the packet TOM GREENE with Capt. Tom R. Greene looking on. This was taken about 1925. Our thanks to Bob Kennedy for the picture.

Capt. Stogie White died on Tuesday, July 26, 1966, and had he lived a few more weeks he would have been 65. There were many people who didn't know his name was Volney. One time the Greene Line named a barge for him (hull of the old OUACHITA) and it was christened STOGIE WHITE. Stogie was about the same age as the late Capt. Chris Greene but his good friend was Tom Greene who was a couple of years younger. Stogie and Tom had their own dance band in High School days at Cincinnati. They boated together on the TOM GREENE, and the day came when Tom was captain on the TOM and Stogie was captain on the CHRIS GREENE (2nd).. When the packet trade vanished, Stogie quit the river and finally hooked up with the old stand-by insurance firm, Neare, Gibbs and Company----and most of the modern generation think of him in that capacity. He built wooden model railroad trains in his own cellar workshop and sent them to literally hundreds of his friends who had children. But somehow or other Stogie always was a packet-boat man at heart, and he pinch-hit on occasion as master of the DELTA QUEEN. Stogie White was one of the first members of S&D. Once (was it 1962?) he was the featured speaker at the annual meeting. He talked about the Greene Line and about the Greene family. Nobody could have done better, for Stogie was as close to being a Greene as anybody can come, not being a blood relation. When Stogie was just a kid he once played the trap drums on the first ISLAND QUEEN. Now that he's safely Over the River maybe he'll be allowed to repeat that thrill.



BUILT AT TIDIOUTE

This odd-looking greyhound was the brainchild of Capt. Amasa Dingley of Warren County, Pa. He built the hull and installed the engines along the bank of the Allegheny River at Tidioute, Pa. and the completed craft was enrolled at the Pittsburgh Custom House on October 20, 1865. It was described as "the fastest and lightest steambot of this region." The machinery had come from Erie, Pa. and was used formerly on a lake boat.

The Allegheny River above East Brady, Pa. in 1865 was extremely shallow for its full length about seven months a year, navigated only during rainy seasons and when not obstructed by ice. The commerce carried in times of "good water" was as fascinating and diversified as that of the Missouri. The Allegheny's current above East Brady (Mile 70) was extremely rapid in spots, just as today, and a steamboat had to be light draft and powerful to get along, and then only at the hands of a special splinter-head breed of daring-do pilots. Capt. Amasa Dingley created a long, slim-jim hull for his TIDIOUTE, glaringly apparent in this photograph. What a pity we do not have the actual dimensions at hand! Just what practical use Capt. Dingley put his craft to is not apparent, but he could run her on rowboat stages; she drew 8 inches (repeat inches) light. There is testimony that in June, 1866, the packet IDA REES upbound for Oil City couldn't climb the

low water riffle at Patterson Shoals, and Capt. Amasa's TIDIOUTE was sent down to successfully transport the freight and passengers to destination.

In 1867 TIDIOUTE was sold to the U.S. Coast Survey and her name changed to MAJOR SANDERS, in honor of Major John Sanders, U.S. Topographical Engineer in charge of the Ohio River 1837-1844. She was clear out to Cairo, Ill. in June, 1871 and then was in charge of Capt. George W. Rowley. That summer, under Captain Rowley's direction, snags were removed at Deadmans Island (where Dashields Locks and Dam now is located) and a dike built behind Brunots Island, closing old "Rowley's Chute" and providing 4 to 5 more inches of channel water in Glasshouse Riffle, in the main channel. Later that fall the boat was taken to Wheeling and Captain Rowley reported 17 inches in the main channel in Sisters Islands, with navigation suspended.

The boat's name is not painted on her, but she is clearly marked U.S. ENGINEERS, indication that the Coast Survey transferred her, and so this picture becomes one of the earliest showing a U.S. Engineer steamboat on the inland rivers.

We are indebted to Edward A. Mueller, 6321 Merle Place, Alexandria, Virginia, for the fine 8x10 print from which the above picture was made. It was undoubtedly taken in the Pittsburgh area.



U. K. RIGGS (left) and CITY OF LITTLE ROCK at Little Rock, Arkansas.

THE PICTURE STORY OF DAVIS ISLAND DAM in the June, 1966 issue brings a comment from Tom Redman of 7009 Flaccus Road, Ben Avon, Pa. Seems Tom's grandfather was U. Kidd Riggs, long the lockmaster at Davis Island. Grandpa U. K. Riggs was born at Wade, Ohio, and resided in Bellevue, Pa. while he was lockmaster. Tom's great-grandfather, James Riggs, also was at Davis Island and may have been the first lockmaster appointed to that position on the Ohio River.

U. K. Riggs had a steamboat named for him. The river contractors, Hulings Brothers, bought the steamer GENERAL DAWES and renamed her U. K. RIGGS to honor the Davis Island lockmaster. This boat was built in 1883 at Marietta, O. and first was named for the father of U.S. vice president Charles Dawes. Builder was Capt. Charles Leavitt of Belleville, W. Va., a Civil War vet. He ran her Marietta-Middleport, and among her clerks those days were Charles Barringer, H. L. ("Lon") Ritchie, Will Chapman and Frank L. Sibley. Hulings Bros. got the boat in the 1890's and used her for job towing, but soon sold her to the Arkansas River, where she ran until dismantled. Former lockmaster U. K. Riggs died, 78, in December, 1943. He was an uncle of the late W. H. Rea of Marietta, long active in S&D affairs.

LUTHER C. CHAPMAN, SR., builder of steamboat whistles, lives at 1923 High Street, Portsmouth, Ohio, aged 76. The Portsmouth TIMES, on Thursday, July 14, 1966, ran a feature story about Mr. Chapman and his whistle hobby. Capt. W. C. Dugan, of Vanceburg, Ky., sent us a copy. Luther Chapman came from Glenhayes, W. Va. on Tug Fork of the Big Sandy River, nine miles above Louisa, Ky. The first whistle he took interest in was that of the bat-wing THEALKA. Later on he got it and then presented it to the citizens of Louisa. It was brought to Long Reach, W. Va. in 1965 and recorded by S&D. Although Mr. Chapman spent most of his career being a "railroader" with the N&W at Portsmouth, O., he started building steamboat whistles. Most famed, perhaps, were his several duplicates of the ST. LAWRENCE chimes, used on the GREENLAND, CHRIS GREENE (1st), TOM GREENE, GEORGE M. VERITY and others. One of these with Mr. Chapman's nameplate on it, is in the River Museum at Marietta.

Our Norris, Tenn. friend Earl Olson has sent along a clipping from the New York TIMES dated Sunday, July 17, 1966. Edna Ferber recalls how she came to write the perennial favorite of all times, "Show Boat." In 1924 an expert and stage-struck Massachusetts aristocrat, Winthrop Ames, casually mentioned something about Mississippi River showboats. Miss Ferber asked, "What's a showboat?"

Several weeks later Miss Ferber was off to discover if showboats still existed. She found one playing on the Pamlico River in North Carolina. It's name was the James Adams Floating Palace Theater.

"It was on this gay and hospitable caravel that I spent a few enchanted days as guest of the fascinating company; sleeping on the boat, eating with the players, taking tickets at the box office, wandering the streets of the little river towns, applauding the red-coated brass band as it paraded the main street drumming up an audience, after which effort they dashed back to the boat, tore off their red coats, dashed into their costumes, went onstage and gave the show."

"So," concludes Miss Ferber, "in the next year or two, the novel 'Show Boat' was written and published and the musical play by Jerome Kern and Oscar Hammerstein was produced at the Ziegfeld Theater, New York."



BLUE BIRD AT MIDDLEPORT ON THE ERIE CANAL

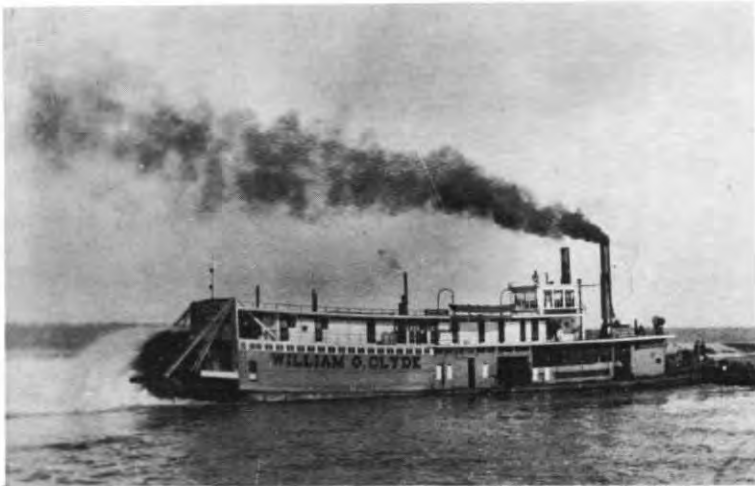
Sam E. Herrington has named his new side-wheeler BLUE BIRD. He was ready to launch her on June 18 but waited until June 22 inasmuch as river engineer Charles F. Deitz and his wife Claudia were due in the area. BLUE BIRD was trailered from her building site at Akron, N.Y. to Middleport, N.Y. on the Erie Canal. Charlie Dietz brought along a bottle for the christening labeled "Ohio River water from Louisville, Ky."

"She went in nicely and floated well," reports Joe Goold, who later took her out as pilot on the trial trip. Also on hand was Charles Erler, an engineer on the N.Y.C. who between runs on the railroad welded BLUE BIRD's steel hull and frame.

BLUE BIRD was dunked without benefit of pilot-house, omitted because of highway hazards, and Sam Herrington decided later to steer her from the main deck. Two days later Sam loaded her back on a trailer and took her 17 miles back to a lake near her building place. There she'll be based for the present. Said Sam to Joe Goold: "I want to build a sternwheeler now, so how about getting some plans ready?"

FIRST PITTSBURGH-NEW ORLEANS TOW OF STEEL IN
STEEL BARGES AND HANDLED BY AN ALL-STEEL TOWBOAT

From the diary of Capt. Ben D. Stout who stood pilot's watch Louisville to New Orleans and return. He notes that Capt. Cal L. Blazier was master, standing pilot's watch also; and that Capt. Eph McCann was aboard posting up.



The towboat WILLIAM G. CLYDE which took the first Carnegie Steel tow to New Orleans, where she arrived January 21, 1923. Built at the American Bridge Co., Ambridge, Pa. (hull) and completed at the Carnegie Marine Ways, Coal Valley, Pa. in 1922, she had compound condensing engines, 15's, 30's- 7 ft. stroke and four Western type boilers. Following a boiler explosion on March 4, 1936, she was rebuilt and renamed JAMES E. LOSE, and in 1948 was again renamed to become the CHARLES R. COX.

THURSDAY, JANUARY 4, 1923: Left the foot of the locks at Louisville-Portland Canal at 12 noon with 10 barges 170 x 26 and 2 fuel boats, total 8,650 tons of steel. 6 p.m. below Tobacco Landing. Landed above the creek at Buck Creek at 6:45 p.m.

FRIDAY, JAN. 5: River rose 8 inches. Turned out 6:45 a.m. Fog shut down just after we got out. Floated until 10 a.m. to Amsterdam. Came off at noon in the head of Leavenworth Bend. 6 p.m. in the bend above Stephensport. Landed under the point at 6:30 p.m.

SATURDAY, JAN. 6: Turned out 6:30 a.m. Dinner below Anderson Hill. 6 p.m. foot of French Island. Landed head willow below Yankton 6:30 p.m.

SUNDAY, JAN. 7: Turned out 6:30 a.m. Boat in so couldn't land below Water Works at Evansville. Floated down below the wharfboat looking for a landing. Went down under point below Howell' Landing 11 a.m. Took 3 barges back to Evansville. Left at 11:45 a.m. Dinner below Howell Rocks. Landed at elevator foot Evansville wharf at 12:30 p.m. Placed barges and left for tow at 1:25 p.m. Got to tow at 1:45 p.m. Left at 2 p.m. with 7 barges in two lengths. Rain and very hazy. 6 p.m. West Franklin. Landed below Mount Vernon on left 8:25 p.m. Rain.

MONDAY, JAN. 8: Cal turned out at 6:30 a.m. River rose 4 inches in 8 hours. Dinner Cincinnati Towhead. Landed at Empire at 6 p.m.

TUESDAY, JAN. 9: Turned out at 6 a.m. Landed below Lou Lida Point at 11 a.m. North wind. Let go at 4:30 p.m. Went on watch. 6 p.m. Paducah and at 11 p.m. below Caledonia. Landed below

ways at Mound City, midnight.

WEDNESDAY, JAN. 10: Cal turned out 6 a.m. Landed Cairo Point 7:15 a.m. Took three barges and fuel up to Gov. Terminal. Left barges and took fuel to Barrett's fleet, then to wharf for stores then landed at Barrett's fleet to let Capt. Barrett and others inspect the boat. Down to fleet at 11:30 a.m. Left Cairo Point at 12:15 p.m. with 4 barges steel and one fuel barge. Landed off head of Island 8 at 6 p.m.

THURSDAY, JAN. 11: Cal turned out 5 a.m. 6 a.m. lower L #8 Bend, very windy all morning. Dinner at Tiptonville Towhead, very windy. Landed above Caruthersville at 5:10 p.m.

FRIDAY, JAN. 12: Cal turned out 6:15 a.m. Dinner at Forked Deer L. Landed above Blue Ditch 5:30 p.m., went in on 15½ ft.

SATURDAY, JAN. 13: Turned out 6 a.m. Stopped at Memphis 11:30 a.m. to send messages and mail. 12 noon at bridges. 6 p.m. foot of Peters Towhead. Landed Fox Burns 6:15 p.m.

SUNDAY, JAN. 14: Very warm. Cal turned out 6:11 a.m., hard rain and wind and fog at Trotters. Dinner just below Helena. Met the ST. LOUIS there. Landed at Mayflower field 5:30 p.m.

MONDAY, JAN. 15: Turned out 6 a.m. Dinner at Malones L. Sent mail out at Rosedale. Most beautiful day. 6 p.m. Eunice L. Landed above Moss Lake L at 8:25 p.m.

TUESDAY, JAN. 16: Cal turned out 6:20 a.m. A little fog, fine day. Dinner at Refuge Crossing. 6 p.m. Vista. Landed below Lake Providence 7:15 p.m. Tied at foot of willows above gauge.

WEDNESDAY, JAN. 17: Turned out 6 a.m. Dinner at Marshalls Point. Met CONTROL. Met MEMPHIS at Youngs Point. Beautiful day. Landed at Ship Bayou L 7:30 p.m.

THURSDAY, JAN. 18: Cal turned out 6 a.m. Dinner at Hole In The Wall. Very windy. 6 p.m. at Greens Store. Landed below Ashland L at 7 p.m. Beautiful day.

FRIDAY, JAN. 19: Turned out 6 a.m. Dinner at Miles L. Very pretty day. 6 p.m. below False River Landing. Landed below Gold Point Landing at 12:15 midnight.

SATURDAY, JAN. 20: Cal turned out 6 a.m. Very pretty morn. Got very windy before noon. Dinner on White Hall Point. 6 p.m. on 31 Mile Point. Landed on Nine Mile Point at nine p.m.

SUNDAY, JAN. 21: Cal got boat out just before breakfast. Stopped at Peters Point for orders. Tugboat JOHN I. BRADY met us with the officials aboard. Landed at Southern Pacific Dock at Gretna 8 a.m. Lay there five days.



The initial Carnegie tow arriving at the lock in the Louisville-Portland Canal, early January, 1923.

LOST LOCOMOTIVE?

Somewhere along French Islands, above Evansville, in the Ohio River lies the wreck of a nice little steam locomotive. When shipped from Cincinnati in the spring of 1852 it had vermilion drivers and a Russia-iron jacket, and was to be the first engine on the Memphis & Charleston RR. It was built in the shops of Harkness, Moore & Co., Cincinnati, and brought down the wharf on a temporary wooden railroad from Broadway to Main. There it was loaded on the Cincinnati-Memphis side-wheeler CHICKASAW for delivery to Memphis. Quite a freight item--it weighed 16 tons.

At French Islands the CHICKASAW collided fatally with the W. B. CLIFTON (April 26, 1852) in such a catastrophe that the CHICKASAW went down like a rock, taking the locomotive and twenty people with it.

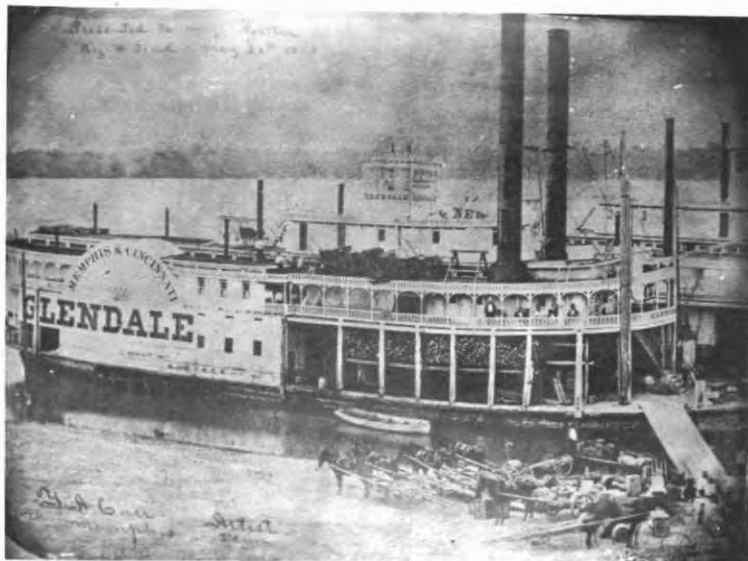
A replacement locomotive was immediately ordered, and was shipped from Cincinnati on June 11, 1852 aboard the side-wheel MEMPHIS, and was duly delivered without untoward incident. Hence the Memphis & Charleston RR. was a trifle late getting started.

Among those lost on CHICKASAW was Thomas Todd, father of the boat's engineer Huston Todd. Huston had married Sarah Ann Bugher, sister to Capt. John W. Bugher who owned in various of the side-wheelers plying the Cincinnati-Memphis trade (SILVER MOON, GLENDALE, JEWESS, etc.). Recently some of the Bugher heirlooms were acquired by William Stinson, West Elizabeth, Pa., including a photograph of the GLENDALE built in 1853. This packet probably looked a good bit like the ill-fated CHICKASAW (of which no picture is known) and is shown here. Huston Todd, who may have saved this picture, long lived in McKeesport, Pa. and died about 1909, aged 73.

The loss of the locomotive was brought to the attention of S&D REFLECTOR by rail-fan W. B. Fletcher, 12081 Smallwood, Downey, Calif. Says Bill Fletcher hopefully: "If the wreck of the locomotive could be located, perhaps RL&HS and S&D jointly would be interested in salvaging it, as was done down on the Yazoo with the Civil War gunboat CAIRO." To this idea Bill has received an encouraging comment from John H. White, Jr., Curator of Land Transportation, Smithsonian Institution. "An exciting prospect and one I thought of but have never actually pursued," says Mr. White.

Note to scuba divers:- There is no guarantee that the 1852 locomotive still is buried in the French Islands vicinity. It may be; it may NOT be there. Let it be said, though, that no researcher to our knowledge has happened on any account of its recovery. Take it from there.

S&D MEMBERSHIP PINS with the pilotwheel emblem are available at \$3.00 each from Mrs. J. W. Rutter, 89 Park Street, Canal Winchester, Ohio 43110 in both button and pin styles. Be sure to specify which you desire when ordering.



BUILT TO FIT THE LOUISVILLE-PORTLAND CANAL LOCKS, the Cincinnati-Memphis packet GLENDALE was originally owned and operated by Capt. John W. Bugher. Built in Cincinnati in 1853, she was used during the Civil War as a hospital ship during the Tennessee and Cumberland River campaigns, and was retired in 1864. William Stinson, West Elizabeth, Pa., owns the original picture from which this was made. The side-wheeler showing at the right is the INGOMAR built at Louisville, Ky., 1854, a 275-footer which spent most of her career in the Memphis-New Orleans trade. When the War Between the States broke out, her skipper Capt. Joe D. Clarke joined up with the Rebs and came through unscathed in '65. The INGOMAR was dismantled at New Orleans and her big engines (28's- 7 ft. stroke) went to a Reb gunboat, the LOUISIANA. This little glimpse of her is the only surviving photograph known. Which also is true of GLENDALE.

BR'ER FOX



A BOY AND A FOX is the title of a good story in the July 9, 1966 issue of The Waterways Journal, authored by Joe Goold. He tells how he and river engineer Charles F. Deitz watched the fast speedboat BR'ER FOX built by the Fox brothers at Newport, Ky. Well, gentlemen, here she is. The above photograph was taken of BR'ER FOX at the Huntington, W. Va. wharfboat. Maybe she's the BR'ER FOX II. The photograph is from the collection of the late R. K. Wells, recently sent to S&D by Alfred S. Patrick, Charleston, W. Va.

Ohio River Bridges



Graceful in tracery they hang,
 Those long suspension bridges,
 Swinging high above the river
 In sweeping symmetry.
 Arching against the sky,
 Huge cables hang
 In catenary curves,
 To which appended
 Their floors remind
 Of giant scaffolding
 Swung high to paint the sky.
 Green like the hills
 On either side,
 Their etching harmonizes
 With the landscape lush,
 As in the limpid water
 They clear reflections cast;
 Or, when the wind doth stir
 The river's face
 In laughing wrinkles,
 It gives back wavy semblance
 Of the taut, smooth lines above.

When gales are high
 They gently sway
 With movements which themselves
 Denote great strength:
 As wrestlers sway
 To test opponents' muscle.
 In summer's torrid heat,
 And frigid winter's grasp,
 They stretch and contract
 Flexing their own sinews,
 As it were,
 To show their pliability.

Again at night,
 Shadowed against
 Star-spangled sky, or,
 In Stygian darkness shrouded,
 Their presence can be
 Rather felt than seen,
 As on the river's glassy pool,
 Their navigation lights
 Of red and green,
 Guide the wary boatman
 To channel's course.

So many man-made
 Towering, ugly piles
 Have marred the valley
 And the river's beauty;
 Unlike the bridges,
 Perfection of whose lines
 Soar aloft and doth proclaim
 That man is capable
 Of lovely works also.
 So, when you see
 The discord he hath wrought
 This fact is good to know.

Oh would that man
 Would concentrate the more
 On works of beauty,
 Grandly conceived,
 Though some utilitarian be;
 For 'tis through such as these,
 He builds a bridge across the chasm,
 And ties the world
 To all eternity.

-Joseph E. Goold

INTERNAL COMBUSTION BOATS...BUILT IN KENTUCKY...ENROLLED IN THE YEAR OF 1925

Name	Where Built	Date	Owner and Address, 1925
A. A. BRAME	Louisville	1920	River Sand & Gravel Co., Owensboro, Ky.
ACAYWEH	Bowling Green	1915	Acayweh Club, Bowling Green, Ky.
ANNA B	Paducah	1924	Albert S. McKee, Paducah, Ky.
ASHLAND CITY ...	Paducah	1924	J. M. Smith, Jr., Ashland City, Tenn.
B. V. D.	Burnside	1922	Burnside Veneer Co., Burnside, Ky.
BEAVER	Ashbyburg	1923	Z. V. Nelson, Ashbyburg, Ky.
BEULAH G	Livermore	1917	John Woods, Rochester, Ky.
BOAS	Bowling Green	1923	F. L. Hellenbrook, Bowling Green, Ky.
C. H. KING	Paducah	1921	A. N. Lewis, Dover, Tenn.
C & T FERRY	Cloverport	1925	C. D. Lyons, Cloverport, Ky.
CALHOUN	Calhoun	1917	John W. Watters, Calhoun, Ky.
CHESTER	Tyrone	1912	A. J. Nawlin, Red House, Ky.
CITY OF HENDERSON	Henderson	1922	Henderson Ferry Co., Henderson, Ky.
CLYDE	Smithland	1914	Standard Oil (Ky.), Livermore, Ky.
CLYDE B	Livermore	1922	Earnest S. Kirtly, Livermore, Ky.
DAISY	Paradise	1920	Erasmus Smith, Paradise, Ky.
DISPATCH	Owensboro	1914	W. E. Brandon, Cumberland City, Tenn.
DIXIE B	Cloverport	1916	Henderson Ferry Co., Henderson, Ky.
DOROTHY	Newport	1922	William H. Stow, Louisville, Ky.
DOROTHY T	Paducah	1923	George W. Igert, Paducah, Ky.
EDMOND	Petersburg	1921	Charles E. Witham, Petersburg, Ky.
EL CAPITAN II ..	Paducah	1925	S. B. McNeely, Natchez, Miss.
ELLA B	Wolf Creek	1922	Eugene Greer, Battletown, Ky.
ELLA BELLE	Bowling Green	1916	J. Arch Wilkens, Bowling Green, Ky.
ESTEL II	Newport	1916	O. F. Shearer, Winchester, Ky.
ESTHER WOODS ...	Frankfort	1919	North Vernon Lumber Mills, Dyersburg, Tenn.
FRANCIS	Louisville	1915	James E. Black, Louisville, Ky.
FRED M	West Irvine	1920	Noble Hyden Lumber Co., West Irvine, Ky.
GOLDEN TOAD	Louisville	1921	Fred M. Sheldon, Louisville, Ky.
HARRY H	Tyrone	1910	H. W. Hart, Covington, Ky.
HARTFORD	Hartford	1921	Rufus K. Oliver, Bowling Green, Ky.
HELEN	Carrsville	1913	J. J. Harman, Carrsville, Ky.
HENRY B	Rumsey	1912	Bond Bros., Elizabethtown, Ky.
HOBO BILL	Paducah	1916	William M. Hale, Shawneetown, Ill.
INQUIRER	Owensboro	1908	Crescent Navigation Co., Evansville, Ind.
IRAWANNA	Paducah	1920	F. J. Schmitt, Paducah, Ky.
IVY	Frankfort	1922	Kentucky Power Co., Augusta, Ky.
JAMES O	Rochester	1915	United Service Corp., Cave In Rock, Ill.
JANE E	Frankfort	1914	Arthur Webb, Irvine, Ky.
JEWEL CITY	Rome	1916	Clark Manufacturing Co., Ashbyburg, Ky.
JIGGS	Irvine	1921	Ky. River Coal & Feed Co., Irvine, Ky.
JOE EMMETT	Wolf Creek	1922	John H. Daily, Wolf Creek, Ky.
JOE McDONALD ...	Rockport	1923	Mrs. Sarah S. McDonald, Curdsville, Ky.
JOHN H. KNIGHT .	Paducah	1923	John H. Knight, Paducah, Ky.
JOLLY TOM	Livermore	1910	River Sand & Gravel Co., Owensboro, Ky.
KATHERINE M	Calhoun	1922	Owensboro-Rockport Ferry Co., Owensboro, Ky.
LIBERTY	Louisville	1918	Rose Island Co., Louisville, Ky.
LIBERTY	Wolf Creek	1917	Clarence Bitzer, Louisville, Ky.
MAE BELLE	Cloverport	1909	Henry Harrod, Louisville, Ky.
MAGGIE & JIGGS ..	Frankfort	1921	Charles Whitehead, Frankfort, Ky.
MARANATHA	Paducah	1923	William Cross, Paducah, Ky.
MARGARET	Owensboro	1922	F. T. Rounds, Owensboro, Ky.
MARY H	High Bridge	1913	Harry Pounds, Beattyville, Ky.
MESSENGER	Owensboro	1905	Crescent Navigation Co., Evansville, Ind.
MILBURN B	Spottsville	1922	W. G. Bennett, Spottsville, Ky.
MILL BOY	Wolf Creek	1922	John H. Daily, Wolf Creek, Ky.
MOHAWK	Smithland	1924	A. J. Bills, Paducah, Ky.
MOLLIE HILDRETH	Paducah	1924	L. Tyree, Paducah, Ky.
MONITOR	Brownsville	1922	Paul Damrath, Paducah, Ky.
MORGANTOWN	Morgantown	1918	Harry Eherman, Morgantown, Ky.
NANCY L	Combs Ferry	1916	J. W. Littral, Lexington, Ky.
NANELLA	Sebree	1916	Rose Island Co., Louisville, Ky.
NELSON C	Irvine	1912	William Eversole, Beattyville, Ky.
OHIO	Hartford	1909	Florida Short Route, Henderson, Ky.
(formerly HARTFORD, then ENARCO			
OHIO BELLE	Bowling Green	1916	Turner-Day & Woolworth Handle Co.
OIL KING	Creelsboro	1921	Creelsboro Oil Rfg. Co., Creelsboro, Ky.
OVERSTREET	Brownsville	1924	Henry Stevens, Brownsville, Ky.
PATTIE T	Frankfort	1923	Thomas R. Thomasson, Frankfort, Ky.
PILOT	Maysville	1916	Portsmouth Sand & Gravel Co., Ohio
PRINCESS	Rochester	1924	W. C. Brown, Rochester, Ky.

Name	Where Built	Date	Owner and Address, 1925
RAMBLER	Rumsey	1918	Murray R. Hughes, Henderson, Ky.
RANGER	Wolf Creek	1922	M. C. Thompson, Wolf Creek, Ky.
RESCUE	Columbus	1912	William H. Craig, Leavenworth, Ind.
REX	Louisville	1916	W. A. Lippett, Cairo, Ill.
RICHARD RHEA ...	Wolf Creek	1912	John George Phillips
ROUGH RIVER SCOUT	Hartford	1922	Henry D. Estes, Hartford, Ky.
ROYAL	Paducah	1923	Rock Asphalt Co.
RUTH	Milton	1912	Grant Dean, Frankfort, Ky.
RUTH	Brownsville	1924	J. W. Stephens, Brownsville, Ky.
SANDY	Frankfort	1914	J. B. Blanton Co., Frankfort, Ky.
SANDY VALLEY ...	Catlettsburg	1917	Floyd L. Ross, Cold Springs, Ky.
SHAMROCK	Cloverport	1918	J. W. Pate, Cloverport, Ky.
SOPHIA A	Cloverport	1916	Wilson Arthur, Grantsville, W. Va.
SQUIRE BILL	Livermore	1921	William Hamilton, Cromwell, Ky.
SURE	Hawesville	1919	Delaware Coal Co., Delaware, Ky.
THOMAS, JR.	Bowling Green	1914	James F. Hope, Morgantown, Ky.
THOMAS T	Calhoun	1923	Florida Short Route, Henderson, Ky.
THOMAS EDWARD H	Paducah	1922	Scott Tie Co., Paducah, Ky.
TITANIC	Louisville	1925	G. T. Johnston, Louisville, Ky.
TRAIL	Livermore	1922	Martin E. Doyd, Livermore, Ky.
VICTORIA	Livermore	1925	Ernest E. Kirtley, Livermore, Ky.
W. W.	Paducah	1921	R. H. Noble, Paducah, Ky.
W. L. RITCHIE ..	Paducah	1919	P. W. Ritchie, Paducah, Ky.
WALTER, JR.	Calhoun	1924	Walter G. Hougland, Evansville, Ind.
WALTON	Willow	1912	John Kephart, Louisville, Ky.
WILD GOOSE	Rowena	1921	Cumberland County Refinery, Burkesville, Ky.
WILLIE B	Wise's Landing	1924	Edward H. Mullikin, Bedford, Ky.



STANDARD OIL (KENTUCKY) operated a primitive distribution service for their product similar to the Moore Oil Co. of Cincinnati, as described in this issue by Capt. Lewis B. Reade. The CLYDE in this picture has a sign aft of the pilothouse, USE FIREPROOF OIL. Picture taken on Green River.



This photo of SANDY VALLEY was taken at Pittsburgh, Pa. by Capt. William S. Pollock about 1921. Apparently she was built for Big Sandy River, but facts about her are obscure.



INQUIRER STILL EXISTS, now owned by Wolf River Transportation Co., Memphis. Built with a steel hull she originally had a gasoline engine, one of a fleet operated by the Rounds Brothers of Owensboro to connect at Rockport, Ind. with an interurban street car line between Evansville and Grandview. Boats in the line at various times:- MARIE, MARGARET R, BEN R, MESSENGER and INQUIRER. The latter two were named for newspapers at Owensboro. INQUIRER had a hull 89 x 17'8". Capt. Frank T. Rounds operated steam excursion boat GOLDEN GIRL, and when she burned at Owensboro he bought the W.W. to replace her.



The packet TELL CITY downbound at Edgeworth, Pa., photo taken in the summer of 1916. This was before Dashields Locks and Dam, when the channel at that place ran close to the right shore to avoid Deadman's Island. Ohio River Dam No. 4 at Legionville, Pa. backed water then to Osborne, Pa. Taken about 7:45 p.m. on 1/25.

From the hurricane roof looking aft at Texas and the pilothouse of the TELL CITY. The rack in left foreground holds wooden life floats. The door is to the captain's room.



New colors, old treasures

by the Editor

The first time my parents permitted me to go unchaperoned for a lengthy steamboat ride was in June, 1916. A friend of mine, Ralph Book, decided to go along and both of us were 15. We had a few dollars saved for the project and both of us had new cameras. Mine was a Brownie folding 122 3A using post card size roll film, and Bookie had a 2½ by 4½ job. At home, both of us did our own developing and printing, and now we planned to take along chemicals and Azo printing paper, and process our pictures enroute. I'm sure our finances were helped by parents, for the round trip fare was a stunning \$12 each, meals and berth included. We had about \$6 each in spending money, and the photographic outlay must have topped \$4 each additional. To come to such momentous decision a boy has to be careless about his future security, and be prepared to blow his wad and accept charity. Despite preachings and teachings to the contrary I did it then, and am prepared these fifty years later to immediately go into voluntary bankruptcy should opportunity so grand again knock. But it won't, I don't think. Such a phenomenon as the steamer TELL CITY in the Pittsburgh-Charleston trade will not recur this year or next.

The TELL CITY was the biggest and grandest steam packet operating out of Pittsburgh in 1916, and she had come as the result of a staggering succession of disasters which had wiped away the KANAWHA, OHIO and LORENA. She was the property of the Ohio & Kanawha River Transportation Co., formed just that spring by Capts. Fred Hornbrook and Harry Donnelly.

My mother had reservations--mental, that is --about allowing her 15-year-old son expose himself to these rough rivermen. The only one she knew had two daughters who swore and a reprobate son who had no table manners; she had heard, I must confess she heard accurately, that this son dished mashed potatoes from bowl to plate by using his bare hands only. The offense of this was bad enough, but the unspeakable crime, to her imagination (for she never saw him do it), was that he licked his fingers brazenly after the deed was done. It is sad to have so active an imagination that the mere thought causes severe shock, but my mother could call this scene to mind, time and again, and shatter herself without diminishment. She explained rape and arson as misfortunes of human chemistry, but ignorance of table manners was something from the bottomless pit, or amongst rivermen.

I don't know how it came I was allowed to go on that boat at all, come to think of it. This was no mere overnight excursion. We, Bookie and I, were to go aboard on Tuesday afternoon and remain aboard until the following Monday. Ample time for the devil to get the hindmost, and especially two vulnerable boys amply provided with the devil's best contrived tool--idleness.

Of course we didn't get off so scot-free either, for mother contrived a "going away party" and escorted us to the boat in Pittsburgh. The day was unseasonably hot and the TELL CITY was parked at the big P&C wharfboat, foot of Wood Street in the Monongahela, riding at ease in a horrible slush of sewer water. I think the main city sewer emptied there. The clerk, a tall, disconnected man with celluloid collar and no tie accepted our fare, registered Bookie and me, and the name "Sewickley" prompted him to exhibit instant deference. He put us together in a big aft

room, starboard side, in the ladies' cabin. Mother asked him, "Do you have bed bugs on here?" and he said blandly, "No, Madam," and there was one crawling on his collar. There is no deceit about a dark red bed bug on a white celluloid collar. Mothers are odd; by some miracle she did not see this. I thought best not to trouble her with the matter.

Most of the navigation risks happened right there at Pittsburgh before the bell rang. On a tour of the roof, one of the Texas room doors was ajar and in there, stretched plumb naked, was one of the off-duty crewmen, a scene straight out of Dante's Inferno. The temperature in that small room, topped with a stinking hot tarpaper roof, must have been 110; yet the man was sound asleep with his mouth agape. Fortunately mother was juking a hogchain to save her hat feathers. Then she elected to keep cool seated in a cane chair on the boiler deck exposed to a slight breeze. She could have looked down to contemplate the sewer broilings with frequent eruptions of used-up grapefruit and the rinds of revelry, but, instead, she happily was talking with the other passengers. Two ladies went on at a great rate why they hadn't taken the B&O to Mason City, and were riding the boat down instead. Why they needed to justify riding the TELL CITY was more than I could fathom or cared to.

I think what saved the day was the appearance of the steward, Charles McNichols. He took the trouble to seek us out, and promised mother he'd see Bookie and I got into no mischief. His home was in Racine, Ohio, he said, and he knew who we were because Red Lott and wife worked for my Dad on his sand digger at Baden, and both Red and Mrs. Lott thought my Dad was just about it. Mrs. Red Lott was the cook on the digger, and she was most famous for baking huge loaves of bread in a coal stove oven, about twice as big as any you ever saw. Well, mother knew about these bread loaves, for Dad had brought one home from time to time, so all of this talk interested her. Then, miracle of miracles, the boat was ready to leave when the schedule said it would, at two o'clock, and the bell rang, and I heaved a great big sigh of relief and we saw mother out to the cobblestones. Bookie and I were on our own.

Of course the camera already was clicking. The B. F. JONES, JR. came by, from down the Monongahela. Capt. Orville Noll's oil-burner packet REVONAH came in from Brownsville with some re-shipping and Orville was busy adding a little cabin aft of her pilothouse, yet unpainted. The new towboat ACTIVE was in the harbor, fresh from the builder. Once under way, the ferry-towboat STEEL QUEEN posed prettily at McKees Rocks and so on, always taking care to roll the film--for a double exposure was two boats wasted and 14 cents down the drain. To anticipate a little, that night I mixed developer and "fix" in bowls that Charlie McNichols provided, set up shop in our stateroom and hand-developed the exposed film. There was no way to cool the solutions, and river water was the thinning agent and rinse--good enough to drink, so why not for photography? The proof of the pudding comes now, fifty years later, and I assert that those films are still unspoiled and make excellent prints. I did this every night thereafter. I made contact prints by exposing to the 10-watt stateroom light bulb.



Ferry CHAMPION NO. 3 plying between Pomeroy and Mason City. Photographed in June, 1916 from packet TELL CITY on a rainy day. Negative was developed using river water to mix Eastman 5-E-7 for six minute tray handling.

These photo prints coming nightly from the stateroom were the Polaroid sensation of 1916 on board the steamer TELL CITY. Why, bless YES, it was RAINING when that one of the ferry CHAMPION NO. 3 was made at Pomeroy---yet how GOOD it is! The boat's orchestra leader---oh my yes, the TELL CITY had an orchestra!---wished a group view of himself and two daughters, and paid 5c each for a dozen prints. Mr. Brothers of Gallipolis, and these two daughters played at meal time, and were very uncommunicative otherwise. All three of them occupied the front Texas room, and how this was managed puzzled me. Mr. B. played violin, one daughter cornet, and the other piano. It was corny but I doubt if the wages were much more than bed and board, such as was. At the crew's table a cornet at ten paces nullified the art of conversation. There were perhaps twenty-odd passengers at tables scattered down through the cabin, better situated to hear what one another said. Charlie McNichols had placed Bookie and me up forward with the crew, first asking us if we would mind. We were honored.

In such a way, Bookie and I got on terms with the TELL CITY's crew, most at least, for all ate there save three roustabouts and two firemen. She was running "short handed" because the U.S. was splurging in a War Boom although Woodrow Wilson was talking peace at any price with sublime indifference to the torpedoing of the LUSITANIA (1,198 lost of which 124 were Americans). Colored packet roustabouts were working in mills, and packets were being loaded and unloaded enroute by the clerks, mates and the captain, mostly. Once in a while local labor was recruited, especially at farm landings, getting aboard crates of chickens and cases of eggs.

The clerk with the celluloid collar turned out to be Ed Dunaway who then lived at Spencer, W. Va., on a B&O branch line in the wildwood inland a few counties from Ravenswood. Ed those days was more apt to be second clerk than not, for he occasionally kicked over the traces. But in harness aboard the TELL CITY he was a hard worker more often h'isting freight than circling discharge books. Head of the office department was slight-built Fred Hoyt of Marietta, who almost danced when he walked and when standing still he raised and lowered his heels continually



Loading pigs aboard the TELL CITY at Long Bottom, Ohio, in June, 1916. The man in the white shirt is Capt. Charles H. Ellsworth. They are using a "hog seine" made of canvas with upright poles sewed in to grab hold of. The pigs think they are in a pen but a moment later one of the crew slipped off the side of the stageplank. The pigs escaped (see next view).



Oink! Oink! Pigs scatter and next job is to catch them. This is not so easy. In this case they were persuaded under the porch of the building (upper left) and once more seined aboard the boat. This required most of the male population of Long Bottom about 25 minutes to accomplish; freight revenue came to \$3.25.

and discoursed in distinct enunciation. It was this Fred Hoyt who led Bookie and me to the rail at Dam 19 (it was down and we sailed over the pass) to relate to us the sinking of the steamer KANAWHA a year and a few months prior. Fred had been aboard and was one of the last persons removed from the bottoms-up hull in the middle of that cold January night. His accurate choice of words and his splendid invective against the pilot on watch's "wild maneuvers" that night of the disaster held us spellbound.

Although Capts. Fred Hornbrook and Harry Donnelly owned the TELL CITY, neither was aboard. The skipper in charge was Capt. Charles H. Ellsworth who had come up from Evansville to take the job, although he was raised at Grandview, O. Here was an exceptional man, and in every sense a man, battle-scarred and gentle. My photographic exploits won his admiration, and he helped blank the inside stateroom transoms for better darkness and offered to pay for one print of every picture taken. Between times he was knee-deep in shore mud handling a hog seine or laying hand to what

had to be done. Even two 15-year 'teen ager boys soon came to realize that packetboating was 50% ghastly hard work, 50% loss of needed sleep and 100% joy. Charlie Ellsworth gave me a view of the late-lamented steamer ABIGAIL, built from the old LUCILLE NOWLAND and named for Capt. Hornbrook's wife. He only had the one print. I was eager to have it. I knew he was eager to have it, too. But he gave it. There isn't much wrong in a man who gives what he treasures to a boy. If you would be remembered by posterity skimp on your tombstone expense and give a post card to a boy who really wants it.

The TELL CITY's chief engineer was George Knox, who needs scant introduction here. (His picture and some of his story appears in the Sept. '65 issue, pages 1 and 4). His partner was an affable young man, George McElhose, of Marietta, who also had been through the KANAWHA escapade clad in underwear and one shoe. Also George was veteran of the sinking of the H. K. BEDFORD which went to an icy grave not far above Marietta in 1912. In 1928 he was killed in line of duty aboard the SENATOR CORDILL when her main throttle valve exploded. George's idea of perfection on Earth was a shiny, clean engine room, the brightwork burred and gleaming, the floor red-painted and gray pathways going where persons walk. He had the TELL CITY looking better back amongst her engines than anywhere's else, and he had a monster full color naked lady framed near the footbox. I dared not look at it, yet how could I help looking. My mother probably would have condoned George's taste in art if he had properly handled mashed potatoes with a fork, or even a spoon. Which he did.

The mate was a breezy individual from Sistersville, Charlie Justice. Charlie's weakness (we've all got 'em) was dogs, and he was bartering for a dog at every landing place, or talking about the merits of beagles. Steamboating for him was a side-line, a vehicle from which he discovered new dogs. Charlie's tongue was always on the go. He liked his toddy as well as the next. Today--1966--he is the sole survivor I know about of that TELL CITY crew of 1916. Just a couple of years ago I again shook hands with Charlie Justice as we stood on the brick grade at Sistersville, W. Va. Charlie is in his '90's and has lost none of the verve of 1916.

Up there in the pilothouse Capt. Charlie Ellsworth shared watches with Dan Patchell. Dan was rather short and stubby, swarthy complexioned and watery-eyed, one of the few individuals I ever met who avoided looking a person straight in the eye. He was sociable and good natured nonetheless, a resident of Buffalo, W. Va., a town which never got on the map until these latter years when the DELTA QUEEN commenced making it a port of side-entry on her annual Pittsburgh tours. This pilothouse was an ample one, uncluttered by gear now so indispensable. She had a maple pilotwheel turned in natural wood, hand steered.

Dan Patchell looked part-Indian, but maybe he wasn't, I don't know. At Buffalo his entire family flocked aboard for the ride to Charleston and back; Seph Patchell, his father; Mrs. Patchell and the twin boys Joe and Jesse. They moved as a herd, where one went all went, and when Dan was on watch his Dad, who also was a pilot, would

Concluded from page 28

sit back on the bench. "You're out a little wide here, Danny; better get her over, Danny," he'd admonish. Danny'd say "Yes, I know, Pa," and "All right, Pa" until about the twenty-first time when he'd let Pa have it. Then Danny'd say "Oh poop, Pa." At Charleston they all trailed up the hill single-file with Pa in the lead going to see the picture show. Pa and Danny had on their pilot caps, which they greatly admired, and kept them on in the show. Maybe they were part Indian. Some of the best pilots are---or were; Dayton Randolph, Ed Maurer, to name a couple. Dan was good, too; he never hurt a steamboat.

Now I've said that Charlie Justice is the sole survivor in 1966 of that TELL CITY crew. But I've reckoned without Ray Levezey (I think that's the spelling) also from Buffalo, W. Va. who was the mud clerk and perhaps 16. Ray was slow motion and even-keel, ingredients to longevity and he may still exist somewhere on dry land. He didn't make it afloat, on fresh water, at least.

The accompanying pictures describe the TELL CITY fairly well. She was a Howard-built boat from Jeffersonville, Ind. and came to Tell City on her maiden trip one week before the Johnstown Flood in 1889. When I was aboard, 27 years later, she still enjoyed good health. The Williams boys had taken off her whistle (lateer that one turned up on the SOUTHLAND) and Capt. Hornbrook had concocted one for her using salvaged parts from the burned LORENA and some other odds and ends. The result was somewhat soprano, mel-low and plaintive, a happy bit of luck.

Almost any young man who has made a boat trip on his own knows the feeling of coming home with his suitcase stuffed with dirty duds, film, pictures, a few souvenirs and a toothpaste tube still pretty full. He is in a void and a trance. The people who inhabit dry land are suddenly stupid and dull. They don't understand anything. What's the use of trying to explain to them? My mother's initial remark was to ask how long since I'd had a bath. There's a sample I thought to myself; she doesn't even know there is no bathtub on a packet. "Tell me what you and Bookie did?" she asked. A 'teen ager is an inexcusable heathen. Brat that I was, I said to her: "We really enjoyed it, really." Then clammed up.

All the king's horses couldn't have dragged from my lips an admission that the name TELL CITY and towns like Pomeroy, Point Pleasant, Long Bottom and Racine had become poetry to me. Nor that I had sat on the hurricane roof on a cozy moonlight night looking aft and up at two black smokestacks pouring a trail of beautiful rich smoke; red and green signal lanterns reflecting in the shiny stack paint. Moonlight caressed the blue-domed pilothouse-top, and the fancy palings were blue-white and pretty in a backdrop of stars. The deck shook gently, and the stacks were purring in basso cadence, whooo, whooo, whoo and whooo. For the moment angels sang; I was in the presence of truth and beauty; and I wept in sheer joy. Afterwards I was vastly lonesome, for it seemed to me that nobody else had such sensations, and that therefor I was goofy. This is what I had bought for \$12, and I wasn't about to admit to the thing.



The tombstone pictured above is in a cemetery at Hawesville, Ky. Bert Fenn happened to see it and took the picture. A normal curiosity persuaded Bert to do some researching. For who, including Bert, could believe that a real steamboat is buried in a cemetery?

So the record shows, the 252-foot-long packet REINDEER downbound from Louisville to St. Louis, exploded her starboard boiler at Cannelton, Ind. at 10 p.m. the night of March 13, 1854. The Steamboat Inspector's Report certified the life loss at 38. The upbound EUROPA landed the crippled craft a short distance below the Boyd's wharfboat along the Indiana shore. Toward morning the MAGNOLIA took the REINDEER across to Hawesville "where on the following day the bodies of the deceased were given reverent interment in one large grave."

A few weeks later the REINDEER was sold to the Chicago & Mississippi Railroad Co., Alton, Ill. Ultimately the boat was snagged fatally at Wood River, Ill., November 17, 1857.

Let Bert Fenn tell the rest of it:-

"Well, that brings us down to Walter P. McDonald of Hawesville," he writes. "He was one of the last few who knew where that grave was. He was getting on in years, and in 1959 he started a campaign and personally collected money to erect a monument to those poor souls lost on the REINDEER in 1854. It was done, and the stone was dedicated on March 13, 1959."

The REINDEER was side-wheel, built at New Albany, Ind., 1851, 409 tons. The EUROPA was a "canal-size" side-wheeler 182 feet long built at Cincinnati, 1850. The MAGNOLIA was a small-fry sternwheeler built at Freedom, Pa., 1853.

It isn't usual for a historical magazine to plug a bar room. But if you are in Marietta, O. be sure to visit the new CAPTAIN'S LOUNGE in the Motor Hotel Lafayette. Steve Hoag describes it as "the nicest thing around these parts, neat and maybe a little gaudy in the Victorian sense--but that's the way they did back in 1875." Chief attractions are original oil paintings of steamboats by S&D member William E. Reed. In such respect this new liquor emporium becomes a worthy annex to the River Museum.

Sirs: Enclosed is information on another feathering paddlewheel experiment that I just came across. I have never seen a photograph of the SILVER CRESCENT with this type of wheel, but one may show up someday. Looks like quite a little experimenting was done on the Upper Mississippi.

William L. Talbot,
226 High Street,
Keokuk, Iowa 52632

=The article:-

-from The Daily Gate City,
Keokuk, Iowa, Oct. 11, 1889.

-A dispatch from Dubuque, Ia., says: The steamer Silver Crescent made her trial trip to-day with a new feathering stern wheel invented by J. W. Pelton, of Muscatine, Ia. The trial was entirely satisfactory. With only 140 pounds of steam pressure the boat made eighteen miles an hour against the current, the wheel revolving only twenty-three times a minute. Instead of the sixteen paddles or buckets usual on river steamers this wheel has only ten. By an ingenious system of cog wheel gearing these paddles always strike the water vertically and pass through it horizontally, leaving it again in a vertical position. The old wheels, with stationary paddles, enter the water with the buckets at an angle of forty-five degrees, striking the surface with a force that jars the whole boat. With the new wheel there was no perceptible jar when the boat was running fifteen miles. The paddles on the old wheels also leave the water at an angle, carrying a great bulk of water up with them. With the new wheel there is no power lost in this way. A large party of prominent men were on board the Crescent on her trial trip. It is estimated that the new wheel will save one-third of the total power now necessary to run a boat.

Sirs: The June issue is the very best. I passed most of those gasboats listed as built in Ohio, and did some gasboating myself. Was on a very good one named GIPSY for Logan Noll and B. B. Putnam of the Marietta Sand Co. She had on her a converted natural gas engine built by Joseph Reid of Oil City, a 2-cycle job, and the first oil burner in the Marietta area. We had the GIPSY out running, upbound, the day the KANAWHA came down on her fateful and final voyage. The wind had blown us ashore at Congress Creek just above the B&O bridge at the upper end of Belpre. I can still hear Capt. Jim Henderson remarking, "I hope they keep that boat tied in at Parkersburg," meaning the KANAWHA. The story of the accident written by Fred Hoyt was perfect.

Louis I. Sesher,
537 Conrad Ave.,
North Charleroi, Pa.

Sirs: Just took a 150-mile ride on the Hudson River Day Line's ALEXANDER HAMILTON. She has those new-fangled feathering paddlewheels; at 35 rpm. she does 16 mph. and goes whuff whuff whuff. Real smooth!

John L. Fryant,
4160 South 36th St.,
Arlington, Va. 22206

=The LADY GRACE revs 35, sometimes 40, but no whuff whuff whuff, and her standard paddlewheel goes ptt ptt ptt. -Ed.

Sirs: Here are two new members for S&D, Mr. and Mrs. Chapin S. Newhard, 46 Kingsbury Place, St. Louis, Mo. 63112.

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63114

=Welcome to the Newhards who were instrumental in building the fine sternwheeler GOLDEN ARROW, based at St. Louis, in 1964. -Ed.

Sirs: Anent the article "An American Classic," (June issue, page 2) I would like to think and suspect that I had something to do with getting this project under way, though unwittingly. It has something to do with the difference in the basic philosophies or motivation of Capt. Gordon W. Cooper, and those of your humble servant.

Captain Cooper is a most handsome and courtly gentleman. His manners are impeccable, his speech and use of the language worthy of a cultured pedagogue. When I first met him he was marine manager of the West Kentucky Coal Co., and I called on him regularly, professionally, and also saw him at the conventions of MVA and OVIA. My wife insists he is one of the most elegant gentlemen she has ever met.

On the wall of his office on Ohio Street, in Paducah, was a large picture of the JOSEPH B. WILLIAMS, because one of the pilothouse giants under whom he trained was a regular on this famed boat.

When the Sept. '65 issue of the S&D REFLECTOR came out, with the article on the JOS. B. WILLIAMS on pages 10-11, my immediate reaction was that Captain Cooper would love this, besides he ought to belong to S&D anyway, and maybe this would be an incentive for him to fork over the

necessary three bucks. On page 5 of the same issue is a letter from Patricia Neild concerning the proposed raft trip down the Mississippi. I read the letter, and the Editor's flip comments, and promptly dismissed them from my mind. But I sent the Editor the cash to send Captain Cooper a copy of the issue.

Meanwhile Captain Cooper had retired, but was living in the Irvin Cobb in Paducah and I invariably make it a point to try and visit with my friend on each business trip I make to Paducah. The next time I walked into the lobby of the Cobb to register, Gordon met me and said, "Well, I got your magazine, and I have written that young lady and plans for the raft are under way." I didn't realize what he was talking about. But he soon explained. I thought he would be interested in the JOS. B. WILLIAMS, but, as usual, he had on his mind MORE IMPORTANT THINGS, which, as I implied above, is one of the keys to the success of Capt. Gordon W. Cooper, who, I salute.

C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

= C.W. indeed passed us the cash that chased the cat that built the raft that ate the cheese and everybody landed right-side-up at New Orleans tickled pink. -Ed.



"Caliope Rag" was published in 1912 by Jos. Krolage Publishing Co., Cincinnati, and shows Homer Denny aboard the first ISLAND QUEEN. The original sheet music was presented to S&D by Dale Flick.

Sirs: Looks as though we have something pretty fine here for the River Museum. It is a nickel steel engine indicator in the best of condition, the parts stowed in a wooden carrying case. I had Phil Elsey explain it to me; most of it is there, except for one connecting joint and valve and, of course, the long pieces that would extend the length of the cylinder. Phil describes it as a cardiograph for steamboat engines.

The donor, Mrs. Gordon R. Messick, 2599 Fourth Avenue, Huntington, is presenting it in behalf of her husband who died January 11, 1965. Raised near Pt. Pleasant he was an engineer most of his life; many years with Island Creek, then with Semet-Solvay in diesel work, then back to steam with Armco. He was second engineer with Armco for a number of years. Because of a heart condition he was subsequently given an easier job on their wharfbat at the foot of First Street here, and that's what he was doing at the time of retirement. Phil remembered all of this, too.

I'll take this instrument up to Marietta sometime during my vacation this summer.

James A. Wallen,
111 Eleventh Ave.,
Huntington 1, West Va.

=S&D is grateful to Mrs. Messick for presenting this specialized instrument in behalf of her husband. This ingenious instrument does exactly as Phil Elsey says: - It records on paper a cardiogram of a steamboat's cylinder pressure both on outgoing and on the return stroke. The last one we saw was presented by Jim Burns to Capt. Tom Greene, at Antioch, Calif. Maybe it is still owned by Greene Line, and maybe not. -Ed.

Sirs: You seem to raise a quizzical eyebrow at the HENRY MARQUAND serving as a passenger ferry (June issue, page 30) after her career as a railroad transfer. Well, she WAS a passenger ferry for I SEEN and HEERD her in the winter of 1923 AD. When she backed out and twisted around her 'scapes could have been heard in Mound City. At that time she was definitely a ferry and NOT a rail transfer boat.

Lewis B. Reade,
222 Caro Lane,
Marietta, Ohio



Sirs: Have you ever wondered what an acorn factory looks like? Well, wonder no more. Depicted is an exclusive of Larry Walker's Acorn Works.

Dorothy Frye,
520 Probasco Ave.,
Cincinnati 20, Ohio



=The tall oak growing acorns is Lawrence E. Walker, 10442 Breeds-hill Drive, Cincinnati 31, Ohio. Larry has two of these ornaments on the DELTA QUEEN, one on the mast and one on the roof bell. He supplied one for the boom pole on BELLE OF LOUISVILLE, and four for the pilothouse corners on Bill Patterson's BELLE OF RICHMOND. These acorns with gold-leafed berry and bright red enamel pod were the security symbol on old-time steamboats, fruit of the oak tree which supplied staunch timber for hulls. -Ed.

Sirs: I have recently returned from Florence, Ala., Savannah, Tenn. and Clifton where I gathered information for my projected book about the St. Louis & Tennessee River Packet Co. If I'd only settle down and stop gadding so much the writing of it could soon be rounded out. I love it all and that's why I keep doing it. I have looked high and low for a letterhead of this company and here, spread out before me, in the June issue of S&D REFLECTOR, here it is (page 14). How do I go about getting a copy of that? Also would say that your new carbon-tape electric typewriter gives a very sharp, clear and readable page. It is GOOD and an improvement over previous issues.

Frank L. Teuton,
9102 Riverside Drive,
Washington, D. C. 20022

=Quick way to get reproductions of any line drawing is by Xerox or photo reproducing. -Ed.

Sirs: About that photograph of the towboat D. T. LANE in the June issue (page 31): I'm sorry I did not know you were publishing that one or I would have sent the formal invitation (in script) of her launching, sent out by Capt. E. A. Burnside. Looks like him on the boiler deck and that certainly is Capt. Albert ("Bear") Martin standing between the stacks.

Joseph E. Goold,
4189 South Harris Hill Road,
Williamsville, N.Y. 14221

Mr. E. Hardin Ellis, Resident Vice President of the Marine Office of America in Houston, Texas, has sent us the following "definitions" for "Used Boats" submitted to him by a surveyor friend of his:

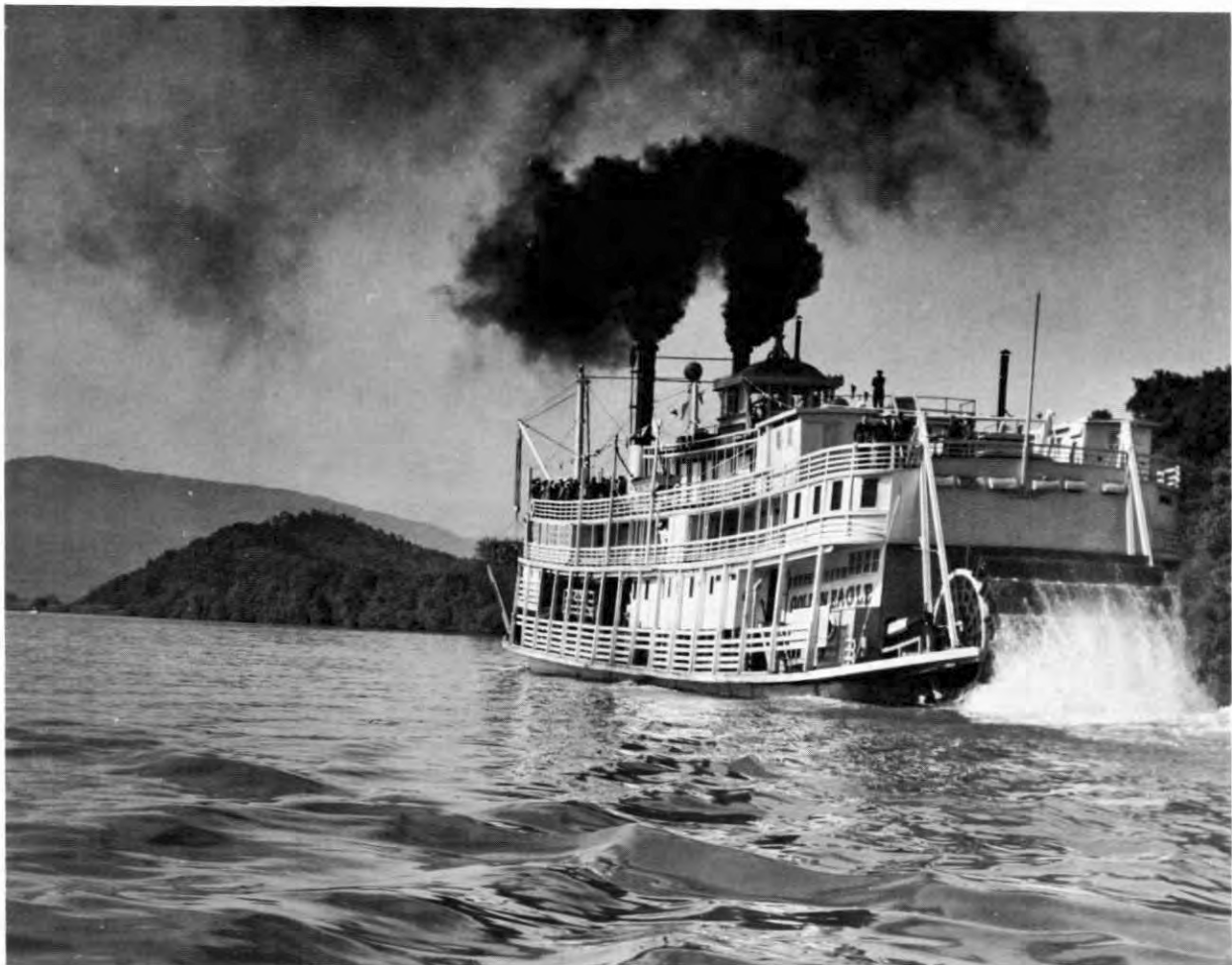
"Fully equipped" -	Three life preservers, searchlight and a pair of oars.
"Well equipped" -	Two Mae Wests, a Scout flashlight and a paddle.
"All necessary equipment" -	Sofa cushion, box of matches, extra floorboard.
"Owner leaving state" -	After you see the boat you'll know why.
"Completely refinished" -	One gallon of housepaint applied with a broom.
"Never launched" -	Something cracked when it fell off the trailer.
"Very little running time" -	Motor has always given trouble.
"Excellent condition" -	Water never rises above the ankles.
"Perfect condition" -	Leaks slowly.
"Good condition" -	A fast man with a pump can keep it afloat.
"Serviceable condition" -	Would make fine underwater base for skin divers.

-from The Compass, Spring 1966 Issue.

Sirs: That photograph of the Cincinnati landing in 1866 (March issue, page 26) is a marvel. It aroused many questions in my mind and to solve a few I jumped the iron fence barring the closed-up walk of the suspension bridge and sneaked out past the first river pier to snap a few illicit views. How did the 1866 photographer get such a comprehensive view? He was not perched on top of the Ohio side pier. More likely he was atop of the iron work toward the center, or on the Kentucky side pier. My bet is he was on the iron work or the cables. Some of those century-old buildings appear to be still standing.

Dale Flick,
6122 Glade Avenue,
Cincinnati, Ohio 45230

=Upstream sidewalk on Cincinnati suspension bridge is permanently closed due to an approach alteration. Downstream side may be used, fare free. -Ed.



This is a scene relatively few rivermen have gazed upon, classed as one of the outstanding natural wonders of the U.S. The tourist steamer GOLDEN EAGLE is wending her way up the Tennessee River, approaching Chattanooga, with breath-taking Lookout Mountain ahead.

This photo was taken on May 16, 1940, a day of some excitement, for there were many youngsters up there who never had seen a passenger packet paddle up through the curve of Moccasin Bend to blow for the landing at Chattanooga.

The GOLDEN EAGLE became a tourist boat in 1935, operated by Eagle Packet Co. of St. Louis, which that spring had sold their flagship CAPE GIRARDEAU to the Greene Line (see page 1, Dec. '65 issue). Two "dog houses" were added aft of the texas on the roof. These clearly show. One of them contained the private quarters of Capt. "Buck" Leyhe and the other became the quarters of the boat's colored maids.

Greene Line commenced running tourist trips to Chattanooga in 1942. Their GORDON C. GREENE (ex-CAPE GIRARDEAU) was the right size to pass through the small Hales Bar lock (60 x 265). In 1949 the GORDON twice went on up the Tennessee to Knoxville (182 miles above Chattanooga) and once again in 1950.

The modern DELTA QUEEN advertises tours to Chattanooga but actually doesn't go there. She's too big for Hales Bar Lock, 33 river miles below that city. But when the new Nickajack Lock and Dam replaces Hales Bar, the DQ might one day get clear to Knoxville, barring bridge problems.

The excursion steamer AVALON (now BELLE OF LOUISVILLE) was at both Chattanooga and Knoxville in 1960. In 1961 a lockwall at Wheeler Dam collapsed and the Tennessee River was closed to through traffic for a full year. So to the AVALON belongs the honor of being the latest, if not the last, steam passenger packet to Knoxville, 646.6 miles up the Tennessee.

Our thanks to Earl Olson, Box 390, Norris, Tenn. for this photograph. A double thank you, really, for also he presented an enlargement for inclusion in the River Museum, Marietta.

Sons and Daughters of Pioneer Rivermen

89 Park St., Canal Winchester, Ohio 43110



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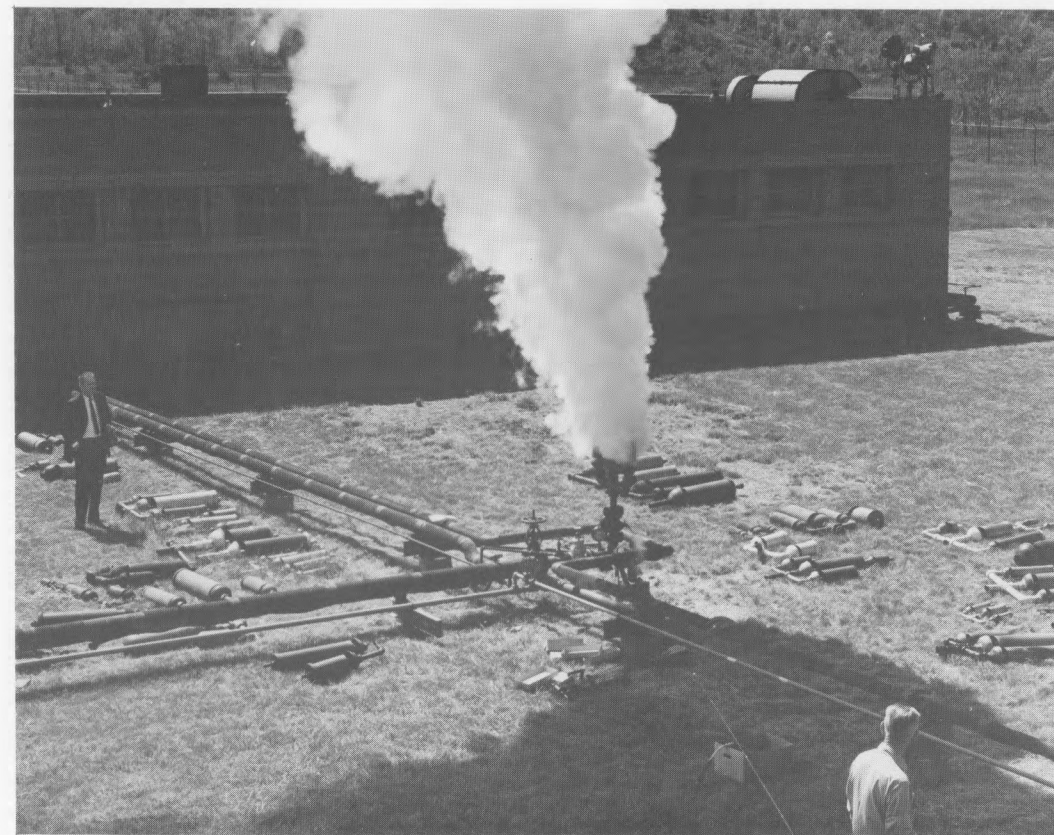
WHISTLE BLOW NO. 2



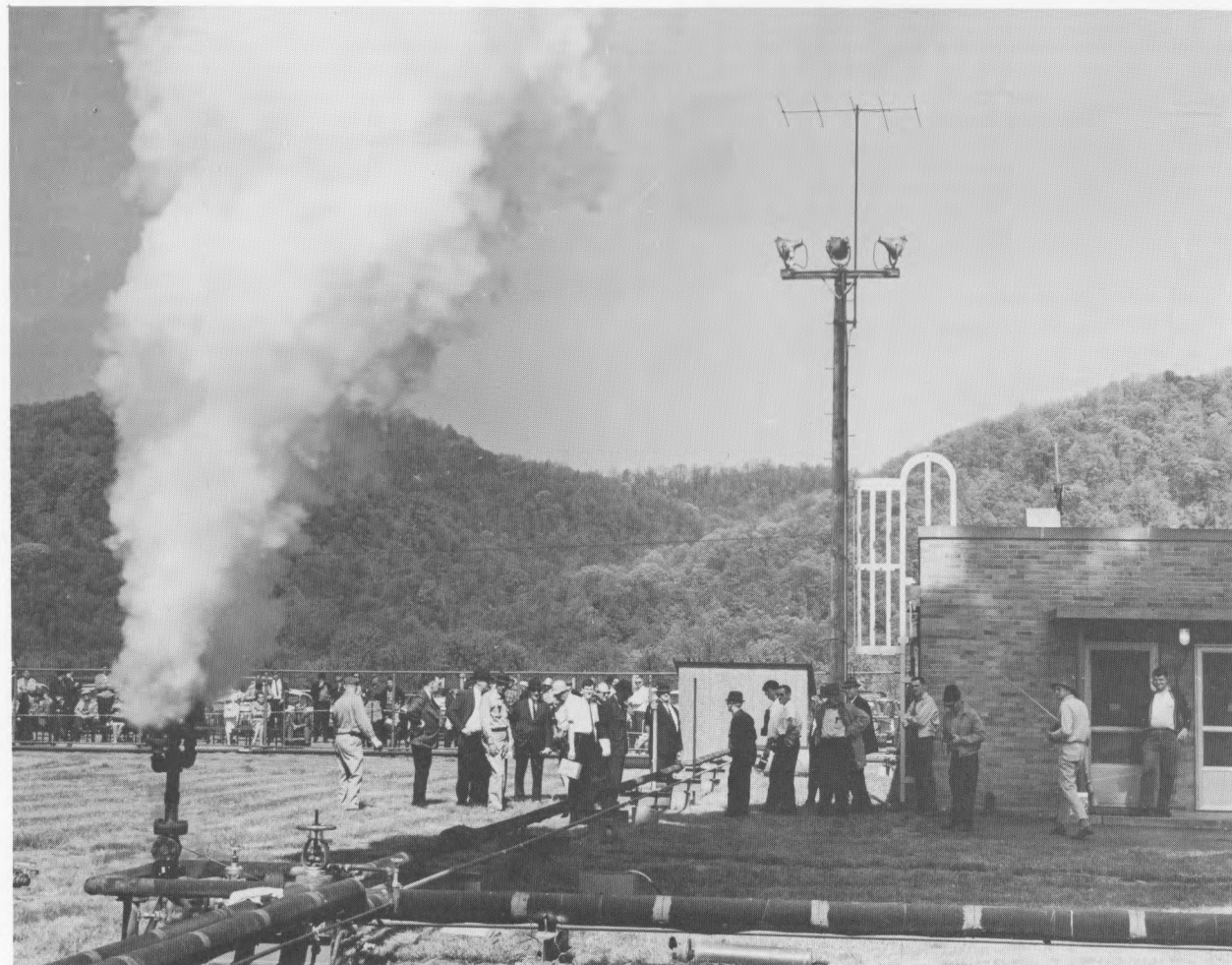
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1. CHARLES MONTAGUE, Ashland, Ky., was one of the many whistle blowers. He and brother Roland in 1959 built steam stern paddlewheel LUCY COLES, now motorized.

2. HOMER DENNY of Cincinnati smiles approval of the mobile steam calliope made by Ernest J. Wilde (right).

3. WALTER W. McCOY, chairman of the Big Blow staged Saturday, May 7, is too busy to turn around (lower right) for his portrait, but he's making a fine steam shadow for himself plus a lot of noise.

4. ROBERT H. McCANN is blowing this one and maybe you can make out other celebrities who did so much to make the event so successful.

5. BEHOLDERS in the copious Union Carbide parking area at the Long Reach, W. Va. Silicones plant. How many do you know? Sarah McCoy registered 447 persons during the day's activities.

THESE PHOTOGRAPHS taken and processed by S. Durward Hoag, innkeeper, light-house keeper and Board member of S&D.