

S & D

REFLECTOR

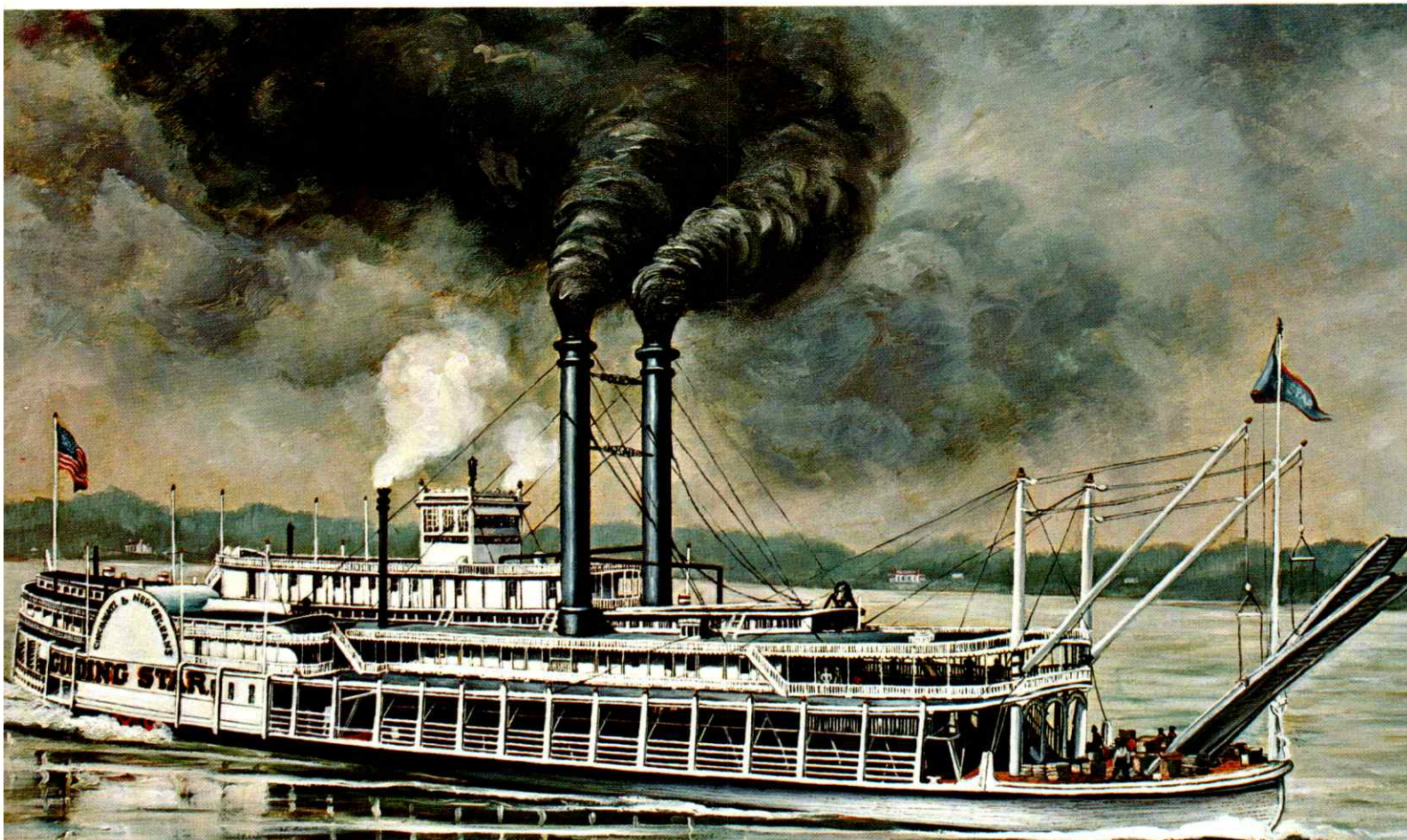
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of Pioneer Rivermen



3
Vol. 4, No. 4

Marietta, Ohio

December, 1966



-From an oil painting by William E. Reed.

The GUIDING STAR, built in 1878, got its name from the Star of Bethlehem. The man who built the boat, Captain William Bainbridge Miller, had been clerk and captain on Ohio and Mississippi packets for a quarter-century without being involved in a sinking or explosion, a miracle for those times. He felt strongly that he had been born also under the influence of a propitious star.

Captain Miller was a college graduate versed in Greek and Latin, raised in the Grand River valley near Ashtabula, Ohio, at Austinburg. He became the town's postmaster, itched for adventure, pulled up stakes, climbed on a canalboat and rode to Rochester, Pa. on the Ohio River with intention of going to sea. The side-wheel packet HIBERNIA NO. 2 came to the landing, bound for Cincinnati. He went aboard, paid passage, and became one of the leading rivermen of Cincinnati.

The GUIDING STAR was his last boat, and the only one he built. He lost his boat in 1881 not

from violence of snag or fire, but through the mundane humiliation of not being able to meet his debts. A U. S. Marshal sold her to Capt. J. D. Hegler who continued her in the Cincinnati-New Orleans trade until she was lost in ice in 1893. One of her pilots at that time was the late Capt. Harry Doss who spent most of his piloting years on the Coney Island excursion steamers ISLAND QUEEN (1st and 2nd).

Capt. Jesse P. Hughes tells in this issue how he once saw the GUIDING STAR at Cincinnati. Capt. Gordon C. Greene declared she was the most beautiful specimen of marine architecture he ever beheld. Her 1800-pound roof bell, cast by Vanduzen & Tift, later did duty on the HOMER SMITH. A life-like model of the GUIDING STAR, built by Bob Thomas, is on display in the River Museum at Marietta.

In his waning years, Captain Miller returned to his native haunts at Austinburg, where he was known for his ready wit. Frequently he was called upon to tell stories of his river life. One such is featured in this issue (see Page 8).

live letters

Sirs: You dont no me but I remember you alrite. In my time I was layed off, paid off, kicked off and throed off most of the old packets both stern and side-wheel. I was a frate dispatcher (I hate them names deckhand and rouster). Mebbe you kicked me off'n the BETSY ANN two!

Now what I'm writin you about, Cap, is them new Green Line boats showed in that Waterways paper from St. Louis. Jus drawins they was, not photygrafs. What they show is a step in the rite direkshin as the rouster says when he started up the hill for the nearest saloon.

But Cap put a ruler on her and see. She aint got no sheer honest to gospel. Like a flat chest gal in a strate smock down to her ankles. Now Cap I ast you where is her hogchains? Who do they think they is to defie the laws of gravity. I aint no navel ark-iteckt but you gotta have hogchains like the ol QUEEN CITY and the VIRGINIA.

Them smokestacks in too high and should straddle the texas and there aint no screwjacks---how is they going to get them down? The pilothouse is squashed down into the texas like a man's head with no neck, and if they cant lower the stacks why skooch the pilot-house?

They got the mast built like a gin pole and where's the spars? Not a one do I see, and no water barrels and no fire buckets and no lifeboats, no bell, no wissel, no Carlyle & Fink searchlight This is makin progress backward.

Somebody ott to tell them of these things Cap. Tell them to try to make the seckond new boat to look older.

Say Cap how come they got a MD for a gen. mgr. Didnt he have no practice? How can they afford him? I say more power to him and to Mrs. Tom Green and to that cowboy fella that plays the steam pianny. From Texas aint he?

Now Ill quit Cap. I had to tell somewon.

Cobb L. Stonelevy,
On the Erie Canal.

=Mr. Stonelevy in his late 90's drifted north years ago, now has

a small farm overlooking the Erie Canal where he peers up & down, grousing the absence of steam-boats. He handed the above letter to Joe Goold with instruction to "improve" it before mailing. Joe couldn't, or wouldn't, take the challenge. -Ed.

Sirs: All in all, I think they (Greene Line) are on the right track and more power to 'em. As U.S. population increases I feel sure there is room for a year-round St. Louis and New Orleans passenger steamer. The old steamboat days probably will get to be the fashion.

Roy L. Barkhau,
3155 S. Jefferson,
St. Louis, Mo. 63118

=Roy Barkhau lives in the old Ferd Herold homestead; there is a Cherokee Indian over the door. -Ed.

Sirs: I have planned for several years to take a light boat or canoe trip down the Coal River in West Virginia from Peytona, just to see what remains of the old system of locks. This past summer I did follow the river down in a car, as close as possible, and there wasn't enough water in spots to float a canoe. Really unbelievable that steamboats once went to Peytona. Perhaps I'll make the trip next summer.

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

=Please file application, sir, for one foot passenger to walk alongside your canoe. Herschel Burford has our thanks for assist in preparing the Coal River story in this issue. He furnished a copy of the ELLA VAN HORN handbill and the St. Albans centennial booklet mentioned. -Ed.

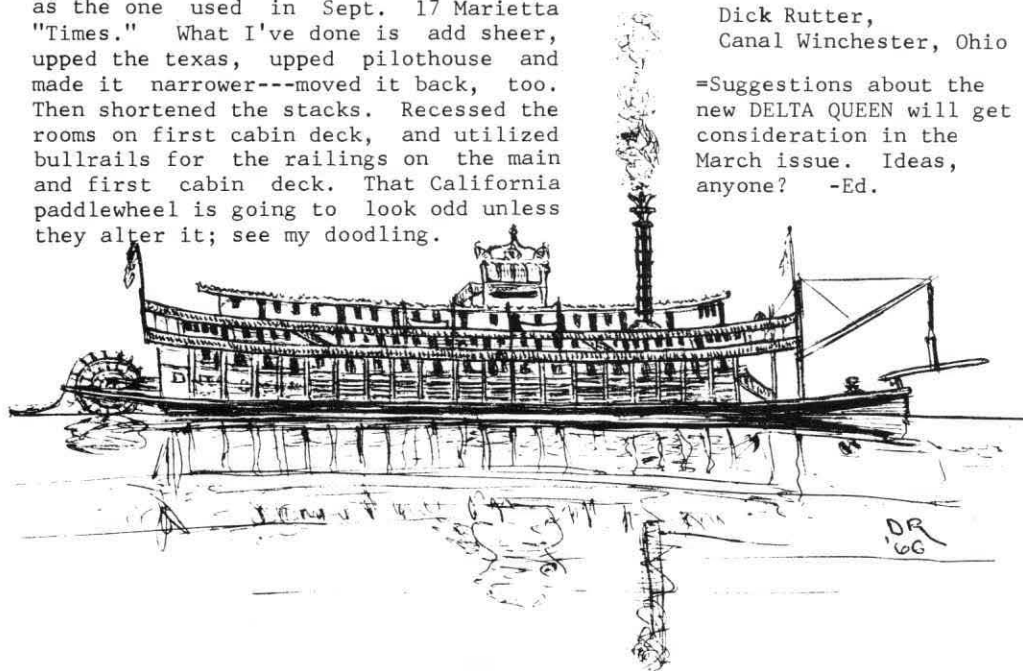


ARCHITECT'S PRELIMINARY DRAWING of DELTA QUEEN's new profile. Plans for restyling the boat were announced at S&D meeting, Marietta, Sept. 17. Bids for complete construction of new upper works may be taken as early as March, 1967. Dick Simonton's presentation of Greene Line's future became the highlight of the afternoon "business meeting" and S&D's talked of little else the balance of the day. Opinion samples appear in our letters pages.

Sirs: This drawing is made same scale as the one used in Sept. 17 Marietta "Times." What I've done is add sheer, upped the texas, upped pilothouse and made it narrower---moved it back, too. Then shortened the stacks. Recessed the rooms on first cabin deck, and utilized bullrails for the railings on the main and first cabin deck. That California paddlewheel is going to look odd unless they alter it; see my doodling.

Dick Rutter,
Canal Winchester, Ohio

=Suggestions about the new DELTA QUEEN will get consideration in the March issue. Ideas, anyone? -Ed.



Sirs: In the Sept. '65 issue is mention of the GEN. JOHN NEWTON. This boat is here in Minneapolis still intact!! The theater and arts group from the University of Minnesota is using it for a show-boat. Carolyn and I have been on it twice for plays and really enjoyed ourselves. The boat is based at the campus on the river. It also goes to Stillwater, Minn. on the St. Croix River every summer. They've filled the boilers with cement so a diesel tug has the honor of towing it.

Robert Niemeyer,
846 Pierce Butler Road,
Apartment 15,
St. Paul, Minn. 55104

Sirs: I saw a picture of the proposed conversion of the DELTA QUEEN in the Cincinnati Enquirer. It's a mess. Why can't the Greene Line let well enough alone or if they must ruin her they could call in Hollywood. Too bad Capt. J. Frank Ellison, designer of HUDSON, VIRGINIA, QUEEN CITY isn't around to help them do an exciting job of it. Wonder what he would come up with in 1966?

Midshipman 4th Class,
Miami University

=Author of above has asked to remain anonymous, in this case granted. Ellison (1855--1924) had an uncanny knack of choosing the most attractive marine fashions and combining them; his boats were 20 years ahead of the times. Our guess is that Ellison would lengthen the DQ hull to 300 feet, scrap the sternwheel, power her with twin sinusoidal vertical axis blades side-wheel style, now in practical use in Germany. This erases the paddlebox bugaboo, and the new DQ's diningroom could be amidships on the main deck same as now, with bars, stands, etc. on deck above. Net result would be combination of Hudson River styling with Mississippi decor; see sketch. -Ed.

Sirs: The 10'6" pilotwheel used on Carnegie Steel's towboat WM. G. CLYDE (Sept. issue, page 21) was built, I believe, by an unusual method. It was turned on a lathe.

The usual scheme of building those large diameter wheels was to first construct a platform about 2 feet off the floor some larger than the wheel. The hub was turned and slotted, then put on the table in the center of the lay-out. The spokes, turned and secured to their proper positions were placed next. Then the fillers and the rim, bandsawed to size, nosed on a shaper, were assembled. That's the way we did it at the Elizabeth (Pa.) Marine Ways where many pilotwheels were made and repaired.

When the WM. G. CLYDE was delivered to the Carnegie Marine Ways at Coal Valley, Pa. I was the shop foreman of the Clairton Coke Works, Clairton, Pa. I went to the Master Mechanic and got permission to build the CLYDE's pilotwheel in the pattern shop.

My proposal was that the wheel be built much as above described, save that it be assembled rough (rim and fillers unfinished) and then completed on a wood lathe.

To do the job, we made a large face plate, attaching the rough wheel to it. One item that gave concern:- This wood lathe, as all lathes then built, had a step-cone pulley for speed control and this 10½ feet outside diameter was too big to cope with. The plant electrician, Bill Mountain, got two barrels close-by filled with water, and ran his power line from the motor into these barrels. The power lines had big hunks of lead attached, and by raising or lowering them in the water we had ourselves a rheostat suitable for speed control.

So, to make a long story short to my knowledge the WM. G. CLYDE, first all steel towboat to take a tow of all steel barges loaded with an all steel cargo from Pittsburgh to New Orleans had the

only turned pilotwheel on the river.

N. Dean Reed,
Route 4,
Mechanicsburg, Pa.

Sirs: In the late 1920s while driving up along the Ohio River we stopped for a coke and there, at the store, met Capt. Sam Williamson. Ever since I've been trying to figure out where that store was. No purpose will be served by knowing the answer but all the same it bugs me.

John J. Rous,
1500 Carter Ave.,
Ashland, Ky. 41101

=Across the river from Clarington, O., a place variously called Welcome, Kent, and Clarington, W. Va. is where Capt. Williamson operated his store and gas station says J. Mack Gamble. -Ed.

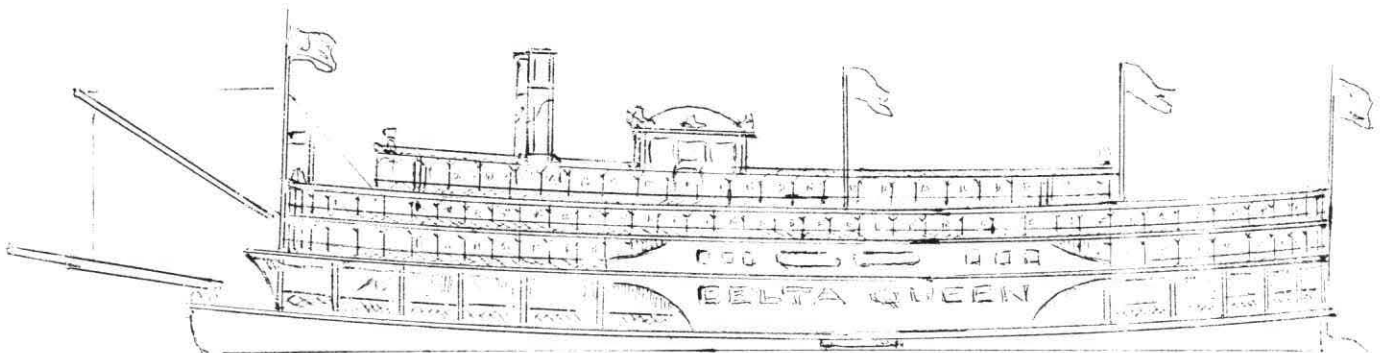
Sirs: Each time I look at a view of the LADY GRACE I looks way back into the Pass, when we was together on the dearest Ship that I ever work on, the DELTA QUEEN.

General McCowan,
202 North Adams St.,
Vicksburg, Miss. 39180

=See page 34 for sad news of the LADY GRACE. -Ed.

Sirs: Received the application for membership to S&D but sorry to say I would rather subscribe to The Waterways Journal. I am 81 and going strong but have never subscribed to it. My good friend Ernest J. Wilde who makes the steam calliopes gets the S&D REFLECTOR and I get to read it. I must say I appreciate everything the S&D boys have done for me.

Homer Denney,
6700 Dawson Road, Kenwood,
Cincinnati, O. 45243





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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at \$1.25 each. Send your order to Captain Way.

Some things just naturally go with high-performance

The kick-off for building the one billion twenty five million Lake Erie and Ohio River Canal was discreetly buried on page 19 of the October 4, 1966 issue of the Pittsburgh "Press." Although the leading editorial in the same issue was headlined 'Pork Barrel' Disgrace. That's how Pittsburgh is taking it. The S&D REFLECTOR ran a background story of the original canal linking Pittsburgh and Lake Erie (1841-1871) in the June, 1965 issue, page 26. Our hunch then was that Rep. Michael J. Kirwan (D, Ohio) was on the high road to the victory he won on October 4 last.

There has been canal talk around these parts since Hector was a pup. In June, 1915, your Editor, wearing his first pair of blue-serge 'long' pants, declaimed on the subject THE LAKE ERIE AND OHIO RIVER SHIP CANAL before an enthralled audience, 8th Grade graduation exercises, Edgeworth Public School. It looked then like we were going to get that canal. Even when my Dad was High School age there was talk of one. In 1889 the Pennsylvania legislature appropriated \$10,000 for a survey of feasibility. Back in that day, and until some later, there was a good bit of agitation to run such a canal via the Allegheny River to Franklin and up French Creek; also via the Muskingum from Marietta to Cleveland; the Scioto route, from Portsmouth to Cleveland; and the Miami route, from Cincinnati to Toledo.

These alternate routes were found impractical because of excessive distance, too many locks involved, etc. As example the distance from Pittsburgh to Franklin, via the Allegheny, is the same as from Rochester, Pa. to Ashtabula, O., and when you've got to Franklin you're nowhere near started. No, you've got to start lakeward at

Rochester, and that's precisely where Mike Kirwan will commence. Furthermore, and conveniently, this takes the canal via Youngstown, Mike's home bailiwick.

In case you haven't heard, Hon. Mike Kirwan pushed through a half-million "planning item" in Washington, D.C. which now is approved in the Senate, and that about clinches the deal. Once an initial appropriation is made, the rest falls into place. Said Mr. Kirwan: "This is going to be the greatest canal in the history of mankind." And well it may be so.

The S&D REFLECTOR isn't called upon to make a statement of this canal's feasibility, which is as yet unwritten history. But we would point out the sober-faced fact that Mike Kirwan dropped out of school after the third grade. Now, isn't that something? How can it be, we ponder, that in the same newspaper announcing Kirwan's victory is also big news of a super-railroad triumph, the merger of the Pennsylvania RR. and the New York Central, engineered without a shade of doubt by James M. Symes of the Pennsy who was a High School drop-out here in Sewickley, Pa. Now that coincidence is real history as she is not taught in the best colleges.

Opinion Page

The Marietta Times, Monday Evening, September 19, 1966

Rivers Keeping Queenly Attraction

Aside from good roads that here and there afford suitable stopping places from which to view it, nothing can do more to promote the Ohio River as a major tourist attraction than the assuring of continued opportunity to catch a view of a majestic steamboat gliding sedately on its broad surface.

For many years Greene Line Steamers, Inc., has provided not only a unique vacation experience with its cruises in a plush floating "hotel," it has at the same time given a thrill to the tourists who, to quote any number of them, were "lucky" enough to be driving along the river at the right time to see the unforgettable picture of an "out of this modern world" steamboat coming 'round a bend.

To the uninitiated, a view of a towboat herding its large flotilla of barges up or down the river is something to note on a postcard mailed from Marietta or one of the other river cities. But this work-a-day scene is not to be compared with the romantic, story-book sight of a sternwheel packetboat under steam.

We doubt if any queen in history has spelled romance for a greater number of admirers than the Delta Queen. The luckier ones have had the pleasure of being passengers. A greater number have been the landlubbers who viewed and photographed her from vantage points ashore, and kept her queenly charms in memory's treasury chest.

It was wonderful news brought to the Sons & Daughters of Pioneer Rivermen at Marietta Saturday that there will be a new "old" Delta Queen to succeed the reigning monarch of the inland waterways.

The Delta Queen, herself, was brought to the Mississippi-Ohio tourist market from California—by way of the Pacific Ocean, Panama Canal,

Caribbean Sea and Gulf of Mexico. Capt. Frederick Way Jr., president of the Sons & Daughters of Pioneer Rivermen, supervised that strange transfer for the Greene family in 1947 and later wrote a delightful book about this modern Odyssey.

Thanks to a mid-20th century pioneer riverman, Richard C. Simonton, who came from California to Marietta by a more direct trip to break the news this past weekend, the Delta Queen is still in business and will continue to be as a renovated river-cruising craft that meets all new standards while retaining historic steamboat glamor.

With no apologies in this case for quoting out of context, The Times is sticking in here the the final paragraph of "The Saga of the Delta Queen," copyrighted by Captain Way in 1951:

"Meanwhile the Delta Queen blows for her landings and paddles around the bends under new direction. The whole story will not be understood accurately until later, maybe a great while later."

Now we know that the whole story couldn't have been written at that time. Within a few years there will be another chapter, or more likely another book, to be added to the "Saga," and we hope Captain Way writes it. Meanwhile, Ohio and every other state bordering a river from which the Queen blows for a landing and pipes her inimitable calliope music have a tourist attraction that can't be beat.

Pilotwheel emblem pins either button or pin style at \$3 each are available. Write S&D secretary Mrs. J. W. Rutter, 89 Park St., Canal Winchester, O. 43110.

TELL CITY Wreck Exposed

Traffic on the Ohio River these days flows normally until something gets jimmied up. All it takes is one lock gate. On Tuesday afternoon, last August 9th, the lower gate at Dam 20 went out of commission. Traffic was stalled on both sides. One of the pat advantages of a movable dam is that it can be manipulated to give relief. The wickets were lowered, dropping the pool to a temporary extreme low stage. The wreck of the packet TELL CITY came out for air, making possible the two photographs shown at the left. This packet wreck has reposed there almost 50 years, and a thumbnail review of the accident follows:-

An accident to the lower lock gate at Ohio River Dam 20, Belleville, W. Va., required the lowering of the wickets. This was accomplished on the morning of August 10 last. Star photographer Jerry Brown of the Parkersburg "News" was told that "the bottom of the river had dropped out." He hurried to Little Hocking, Ohio, just under Dam 19, and there discovered the bones of the old packet TELL CITY, sunk 50 years ago. Also inspecting the ruins was lockmaster Arthur Hetzer (on the right in photo) and his assistant Warren Randolph, (left) both from Dam 19. The hull appears to have turned almost completely around; the keelsons, bottom timbers and strakes are mostly there. The lockmen are holding an old snatchblock.

After the KANAWHA sank at Dam 19, Ohio River, rivermen were apt to get the jitters when within gun-shot of the place. (See June issue, page 18 et seq.) One year and three months later, on the early morning of April 6, 1917, the KANAWHA's successor, a packet named TELL CITY, discharged freight at Little Hocking, O., same as KANAWHA had done. This time there was very little wind and the river stage was fairly normal for April:- Dam 19 was down and all the walls showed plainly. Moments later the TELL CITY was smashed and sunk and two persons were dead in one of the most incredible accidents of record.

On watch in the pilothouse was veteran Capt. Mike Davis. When the freight was discharged he decided, for reasons best known to only Mike Davis, to back the TELL CITY down through the weir of Dam 19. And he did. After all, there was a clearance of 304 feet from beartrap pier to the Ohio shore abutment. The 190-foot-hull boat veered sharply. Her head swung riverward and rubbed the beartrap pier in passing. Clark DeWolfe, the watchman, was on the forecastle and the impact threw him off balance. He recovered, dove for the forward hatch, and saw water running into the hull. He turned on the siphon but it was of no avail.

This impact, judged by some crew members as fairly "tame," snapped taut nerves of others. A cry went up, "Get her landed; she's sinking!" At this point Captain Davis rang for full-ahead and pointed the boat for the jagged rock shore just below the beartrap on the Ohio side. The boat gained headway and struck the solid bluff with impact sufficient to knock down both smokestacks. Mr. H. Taylor of East Liverpool, O., a passenger, was crushed when the stacks fell.

What well may have been a minor hull-bruise from a beartrap encounter turned into a full-scale catastrophe. The TELL CITY became a complete wreck in moments.

Two of the crew, at least, were veterans of the KANAWHA disaster at the same location. Dan Patchell, off-watch pilot, and George McElhose, second engineer, for the second time in little more than one year were on a doomed boat. Fred Hoyt missed the TELL CITY affair by an eyelash;



Lockmaster Hetzer (right) and lockman Randolph are squatted on an ancient TELL CITY timber pondering the age of a bottle they've picked up. It was later identified as an Anchor Hocking bottle, vintage 1957. The machinery with two gear wheels (man poking into it is unidentified) is the forecastle capstan engine turned on its side. Lock and Dam No. 19, Ohio River, shows in the background. Much of the recoverable iron from engines and boilers was removed during a scrap drive at time of World War II. The original freight cargo was taken off soon after the accident happened in 1917. This photograph also taken by Jerry Brown, who sent the originals to S. Durward Hoag who, in turn, supplied us with these prints.

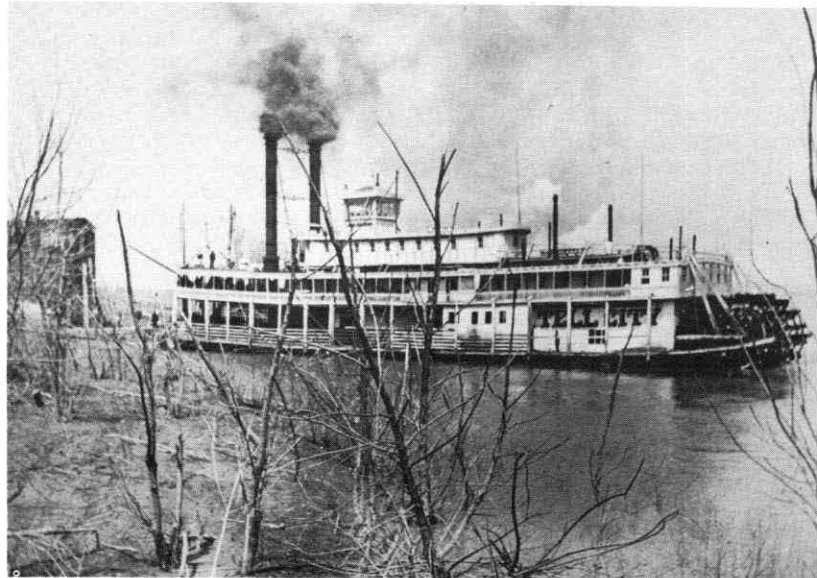


THE PILOTHOUSE OF TELL CITY became a summerhouse and still stands, 1966, on the Ohio bluff below Dam 19. It was rescued from the wreck in the spring of 1917 by Mr. and Mrs. Clarence Bent whose home overlooked the scene. This photograph was taken on August 30, 1953 by S. Durward Hoag. The Bent family declined a few years ago to allow the removal of their pilothouse-summerhouse to Tell City, Ind. where public spirited citizens wanted to place it in a public park. Mrs. Bent consented when asked by S&D to allow the removal of one of the nameboards to the River Museum, Marietta, where it is exhibited. Noted muralist Dean Cornwell, who often rode the TELL CITY in his boyhood at Louisville, once asked for one of the other nameboards, but was politely told he couldn't have it.

he had resigned as purser some weeks before to take a job in Akron, Ohio. Capt. Charles H. Ellsworth was master of the TELL CITY at the time of the loss. Chief engineer was George Knox. The steward Charles McNichols was reported missing in the first published accounts of the accident, but later turned up safe. One of the deckhands, Joe Cabray, was not accounted for.



NOT LONG AFTER THIS PHOTO was taken the texas fell down through the cabin skylight as the wreck broke up. The paddlewheel shaft complete with cranks and flanges was taken to Pt. Pleasant, W. Va. and in 1925 was put on the BETSY ANN, where it served for the balance of that packet's career.



PACKET TELL CITY at the upper landing, Rockport, Ind., in the early 1900's. Photo by Jack Killian, courtesy of Bert Fenn, Tell City, Ind.

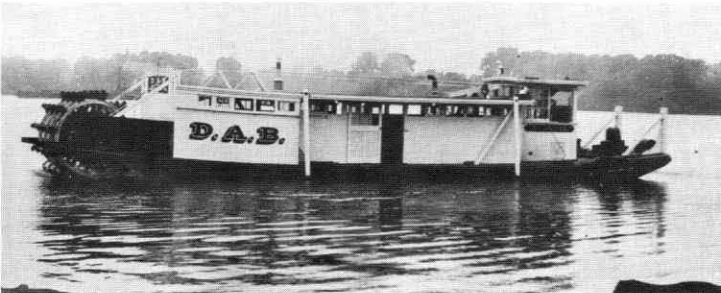
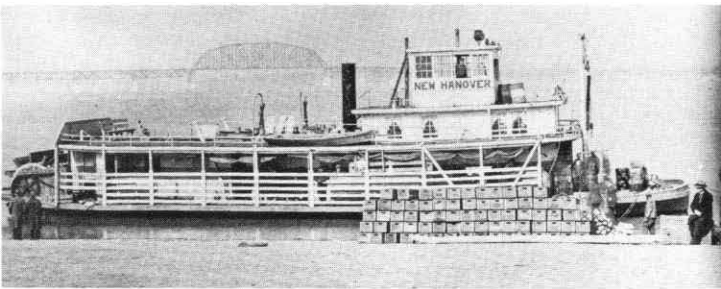
Tulane University in New Orleans recently acquired from Mrs. Donald T. Wright of Webster Groves, Missouri, the fabled collection of steamboat photographs, books, maps, pamphlets, freight bills, cards, folders, etc. collected by her late husband who was editor-owner of The Waterways Journal until his death on Thanksgiving, 1965. The material was forwarded in seventy-seven boxes 24 by 18 by 12 inches, and later on additional shipments were made. Leonard V. Huber of New Orleans and his wife Audrey assisted with the sorting and packing for shipment. The Waterways Journal is operating without this backlog of material which in past years has supplied endless historical articles and old-time photographs in its columns. The consideration Tulane paid for this acquisition is undisclosed but is believed to top any transaction to date for river research material.



THIS PICTURE OF TELL CITY WRECK was taken shortly after the disaster in 1917 on a fairly high stage of water. The towboat MAGGIE MAY came to the scene with a barge, later, and removed the freight. Nobody seems to remember where the boat's whistle disappeared to.

INTERNAL COMBUSTION BOATS...BUILT IN INDIANA...ENROLLED IN THE YEAR 1925

Name	Where Built	Date	Owner and Address, 1925
B. M. WHITE.....	Jeffersonville	1917	C. C. Mengel & Bro. Co. (Kentucky)
BEDFORD	Jeffersonville	1913	John H. Street, Paducah, Ky.
BELLE C. EDGINGTON	Indianapolis	1910	Portsmouth Sand & Gravel Co.
BEULAH RAY	Vincennes	1905	W. F. Rapier, Owensboro, Ky.
CAROLYN	Madison	1907	Sam Woodford, Savannah, Tenn.
CAROLYN W.	Madison	1910	Leland G. Banning, Cincinnati, O.
CATHERINE	Madison	1922	Freeman Brooks, Dayton, O.
CIRCLE A	Madison	1908	Joseph C. Rider, Evansville, Ind.
D.A.B.	Jeffersonville	1921	Consumers Mining Co., Pittsburgh, Pa.
D.S. & W.	Newburgh	1924	Cypress Beach Ferry Co., Newburgh, Ind.
DOT	Madison	1922	Leonard P. Mason, Madison, Ind.
ELK	Rockport	1915	John Staser, Newburgh, Ind.
ETTA BELLE	Aurora	1923	Frank J. Klapp, Petersburg, Ky.
FAIRY BELLE	Terre Haute	1911	E. L. Porterer, Marianna, Ark.
FLESHER NO. 1	Mount Vernon	1918	Mount Vernon Ferry Co.
FLORITA H	Evansville	1914	MacArthur-Hanger Co., Evansville, Ind.
FROMAN M. COOTS ..	Jeffersonville	1912	Falls City Ferry & Transportation Co.
(formerly W. S. McCHESENEY, JR.)			
GREYHOUND	Rising Sun	1910	J. W. Whitlock & Co., Rising Sun, Ind.
HUB	Tell City	1908	O. Frank Shearer, Winchester, Ky.
IDA J	Madison	1923	Willard Jenkins, Madison, Ind.
ISLAND QUEEN	Evansville	1913	William Elliott, Henderson, Ky.
LEADER	Madison	1921	Charles Jenkins, Madison, Ind.
LILLIAN M	Evansville	1916	Henry H. Mann, Evansville, Ind.
LOTTIE S	Hazelton	1922	Hazelton Gravel Co., Hazelton, Ind.
LOUISE	Madison	1924	H. F. Lindsey, Frankfort, Ky.
MARIE	Cannelton	1901	Charles Hertzmann, Garden City, La.
MARY JO	Vevay	1914	Mary Jo Ferry Co., Carrollton, Ky.
MILDRED	Rising Sun	1922	J. W. Whitlock, Rising Sun, Ind.
MT. VERNON	Mount Vernon	1923	William Merritt, New Haven, Ill.
MYRTLE W.	Evansville	1912	Julian Byers, Shawneetown, Ill.
NEW HANOVER	Madison	1924	Sanford B. Smith, Bethlehem, Ind.
OHIO	Tell City	1911	Henry Kreisle, Tell City, Ind.
R. T. HOUK III ...	Leavenworth	1912	R. T. Houk, Dayton, O.
RAINBOW	Terre Haute	1916	Mamie Large, Terre Haute, Ind.
RELIANCE NO. 2 ...	Terre Haute	1914	Frank Graham, Terre Haute, Ind.
ROSA R	New Harmony	1908	Kansas City Bridge Co., Kansas City, Mo.
TIOLENE	Madison	1924	Moore Oil Refining Co., Cincinnati, O.
TRAIL	Evansville	1914	J. C. Willis, Metropolis, Ill.
UNCLE DICK	Evansville	1923	William Clemens, Louisville, Ky.
VICTOR	New Amsterdam	1919	Omer T. Price, Corydon, Ind.
WANDERER	Evansville	1919	Hazelton Gravel Co., Hazelton, Ind.
WILDWOOD	Bethlehem	1918	W. P. Hall, Memphis, Tenn.
WINNER	Terre Haute	1909	Raymond T. Brown, Terre Haute, Ind.



NEW HANOVER (upper left) had wood hull 87 x 16; was powered with 60 hp. F-M diesel. D.A.B. (lower left) still runs, now named AUNT POLLY, converted to prop. BEDFORD had wood hull 97.9 x 18 and ran Paducah-Dycusburg in her latter days.



Capt. William B. Miller
Photograph made 1914

ADDRESS OF CAPT. WILLIAM B. MILLER AT THE
NOONDAY LUNCHEON OF THE ASHTABULA, OHIO, CHAMBER
OF COMMERCE, MONDAY, MARCH 15, 1915.

Gentlemen:- I have long made it a rule in my life never to navigate a place until I get to it. Whether I've 'got to it' today is rather a question. When some of my good friends among you asked if I would come up here and tell you stories of the Mississippi I said 'Sure.' I thought it would be easy to swap yarns with you. A few days after accepting I read in the newspaper of the controversy among you; that there should be at your meetings "more business and less speech." Now it occurs to me I had better make this trip under slow bells.

Among my confreres in Cincinnati, away back in the old river days, was little old Captain Pat Rogers. He grew up from the decks; saved his money; grew rich; retired from the river and became a gentleman of leisure. Captain Rogers enjoyed a little nip occasionally; and he likewise took one occasionally. The price of a drink of whiskey in Cincinnati from time immemorial had been five cents. But the saloon-keepers got together and upped the price to ten cents. No one knew this better than Captain Rogers. The first day the new rate was effective he sauntered into Lew Bowman's Globe saloon, lay his little silver five cent piece on the counter and said, "I will have a little whiskey if you please, Mr. Barkeeper." The barkeep produced the decanter and the glass, remarking, "We have no five cent whiskey today, Captain Rogers." "Oh well," said the old man, "that being the case give me a little of your three cent."

Perhaps I can today give you a little of my three cent. When you ask me to tell you of the Mississippi, you map out a task too great to be covered in an after-luncheon talk.

The stranger's first glimpse of the Mississippi is always disappointing. Instead of the broad expanse his imagination has supplied to him, a colorful stream whose shorelines are a panorama of stately mansions, hanging moss, field upon field of cotton, calico-clad darkies jiggling to the banjo; instead of this, I say, the stranger sees a muddy stream flanked by endless sandbars, cottonwoods and desolation. But as his steamboat carries him onward, day after day, around bend after bend, down through the island chutes opening into vast reaches; as he leaves St. Louis amid floating ice, and savors the scent of blooming roses ere New Orleans is attained, the Mississippi River casts its spell.

In thirty years on the Mississippi I have never seen it twice alike; it is ever new, and in such respect is a Wonder of the World. The valley through which it meanders, forty miles wide, is confined between the Chickasaw Bluffs and the Ozarks. Geologists prove it was once an arm of the sea from Cairo to the Gulf.

The Mississippi should interest everybody, including the inhabitants of Ashtabula. It is responsible for a large slice of your taxes that annually find their way into the national pork barrel. The government tries to confine the river between levees. But I say to you, gentlemen, that so far as permanent control of it can be had by this method, you might as well take your money down here to Ashtabula harbor and throw it in the lake. Perhaps we should learn from the ancient Mound Builders. They by necessity compromised. During times of high water they moved their families and flocks and herds to the higher lands and waited it out. The Mississippi those days sought its natural outlets, the floodwaters draining through swamps and bayous. I say the river goes where it listeth; it cannot be confined.

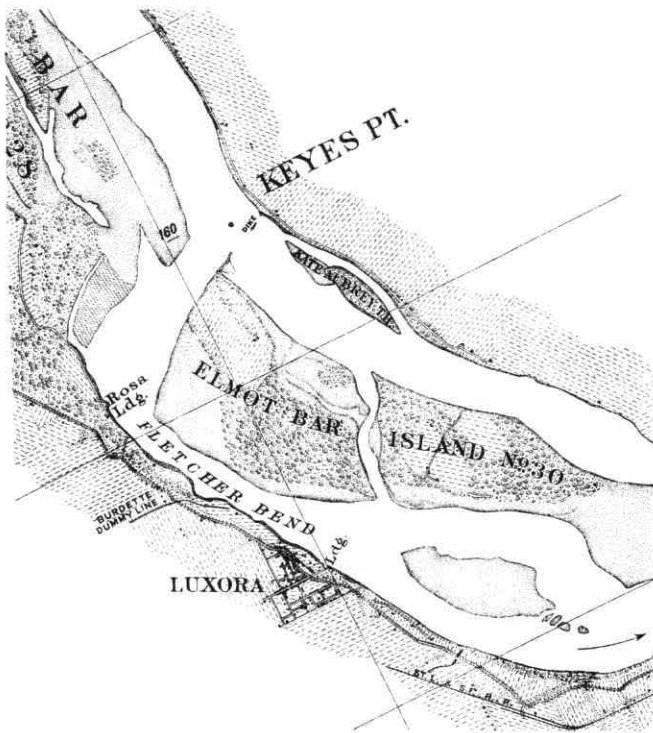
During my day the steamboat KATE AUBREY struck a snag one night and sank in mid-channel between Cairo and Memphis. A sand bar formed over the wreck, then an island came and cottonwood trees began to grow on it. The island increased in size. Those trees eventually became large enough to be used as firewood under the boilers of our steamboats; a woodyard was established there, and the wood was sold to the boats. A change in the channel caused the island to be washed slowly away. All of that occurred in my time, and when I left the river, in the eighties, the channel again flowed over the spot where the island had been.

Now, what can you do with a river like that? Its shores of friable silt melt like snow before its incursions. It is of that silt that the levees are made.

About fifty miles above Memphis was the "Devil's Elbow," a bend eighteen miles around while at the neck of the peninsula it was less than a mile across. On this pear-shaped peninsula were cultivated farms, and dwellings. A levee protected them--or tried to--from overflow, but the river had a habit of cutting into that narrow neck at every high water. We used to watch the caving process and predict that it would go through there someday. I did not ex-

pect that it would happen in my lifetime.

Coming up one trip with the steamer THOMPSON DEAN, in 1875, at time of high water, I met below Memphis great quantities of floating drift among which was the wreckage of buildings. At Memphis



KATE AUBREY TOWHEAD under Keyes Point as it was shown on charts in 1916. The island Captain Miller tells about had long since disappeared. The steamer KATE AUBREY is not listed in Lytle; but no doubt there was such a boat. She appears in old Louisville newspapers of 1845 advertised in the Louisville-New Orleans trade, Capt. J. Charles Russell in command.

we learned of the rumor that the river had broken through at Devil's Elbow. Early next morning I got there. A great volume of the river was flooding through the break in a torrent, making the drop of elevation in one mile instead of eighteen. A channel about two hundred feet wide was already formed. I told my pilots that we would be the first boat through.

The THOMPSON DEAN was a powerful boat, and we had her that morning in fine running trim. We attempted to enter the new chute under full head of steam. Twice she sheared, but on the third attempt we succeeded. We went up through a new channel where no steamboat had been before. We were through there in eight minutes. Had we gone around the old way the time would have been an hour and a half. More than that, the cut-off now was the steamboat channel. The farmers who had gone to bed the night before in Tennessee awakened paying taxes in Arkansas. Now what can you do with a river like that?

The steamboat people of my day interested me almost more than the river did. They were characters from Dickens--in many ways in a class by

themselves. I never wearied of the study of them; their ready wit; homely friendship; their loyalty to "the old man" always on tap. One of these persons was Captain Blair Summons, the ranking commander in the Cincinnati and Louisville U. S. Mail Line. I was passenger with him one trip from Louisville on the JACOB STRADER, The old man's favorite pilot, Charley Dittman, was off sick. In his place was a young pilot who hadn't before been with Captain Summons.

We were coming out of the chute at the head of Twelve Mile Island. The youngster pilot shaved too close to that snaggy Indiana point, within a half-boat length of it, and the larboard wheel rolled over an obstruction of some sort causing a scarcely perceptible jar. All would have been well if the youngster had kept his mouth shut. Instead, he shouted to Captain Summons, "What was that we hit?" Good Captain Summons, engaged in talking with passengers on the forward roof, looked aloft and flatly replied: "I don't know my son; I was never in there before now."

Now, Captain Blair Summons had been up and down that stretch of Ohio River almost every day of his lengthy boating career, and he knew every stick and stone on both shores. Charley Dittman claimed that Summons could stand out on the hurricane deck, for'rid, on a foggy night and coach a pilot safely through the forty miles between Patriot and Lawrenceburg by sniffing the difference in aroma from the ten distilleries in that stretch. Yet, when ten feet out of the channel, "he was never there before now."

Another of the Mail Line's old timers was old pilot Matt Seabury. All he knew, which was plenty, was steamboats. He named his daughter Sultanah because that was the name of the fastest steamboat of the day. Matt was pilot on the side-wheel WISCONSIN plying between Cincinnati and Madison. Jim Wright, a peacocky chap with his head a bit swelled, was the captain. One of Captain Wright's rules was that a pilot must not ring even a slow-bell while approaching a landing without personal orders from Captain Wright. So on this trip passengers were to be picked up at Vevay, where shoal water extends away out almost to mid-stream. Captain Wright was out on the roof at his customary place, talking to some ladies. He wasn't watching.

Matt Seabury, the pilot, kept the WISCONSIN coming in, until he could stand it no longer. He thereupon leaned far out on the breastboard and called: "Captain Wright, is ye gwyne clean up in Vevay?"

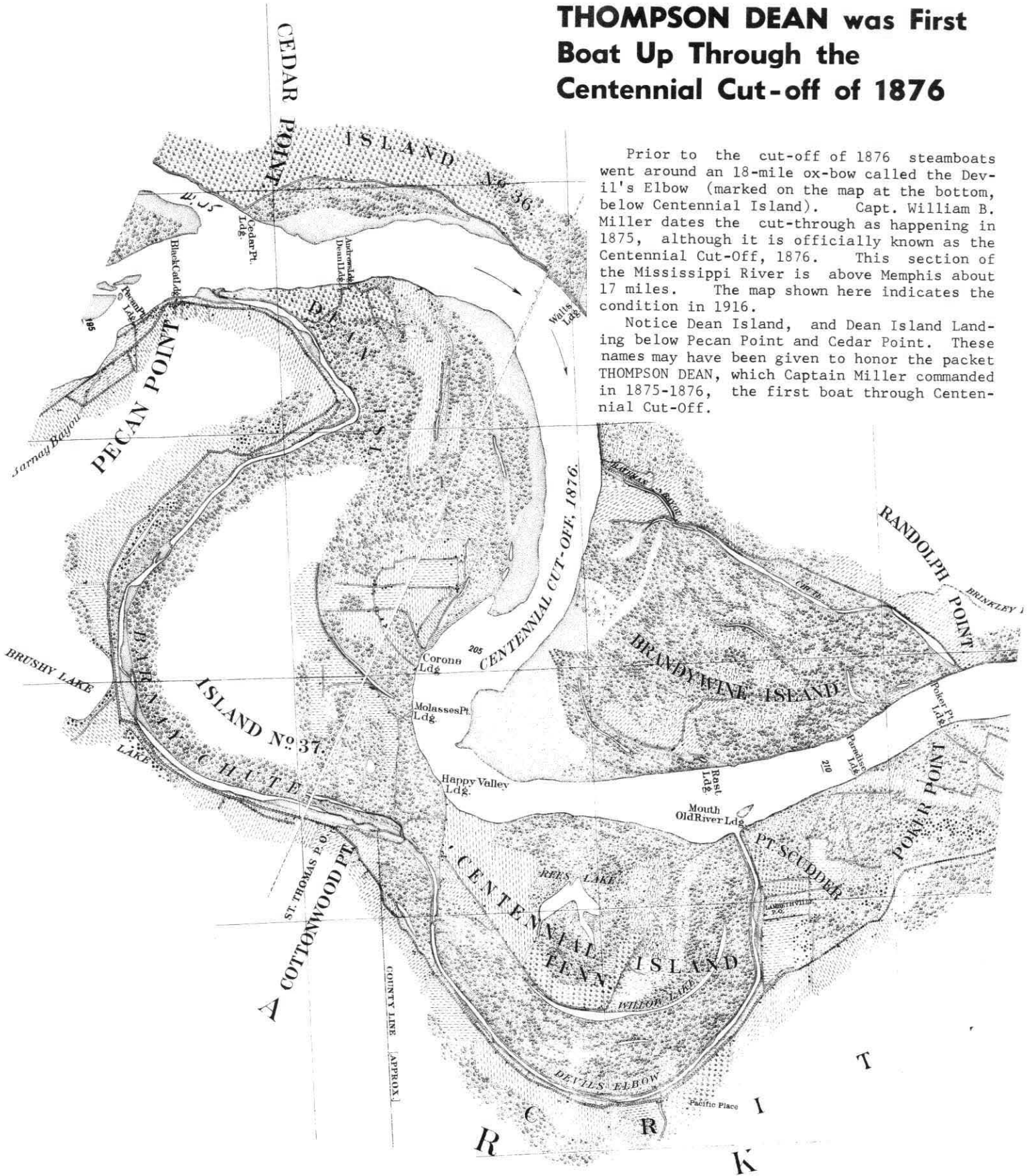
It was too late. The "wild WISCONSIN" as the boat was called those days, went hard aground on the flat. That night the HOOSIER STATE and the BEN FRANKLIN, up from Louisville, combined to pull her off.

Those old-timers were a hard-working, hard-drinking, rough and ready lot. And yet, although the bars of those steamboats was wide open, there was very little drunkenness on board of them. It was not considered good form to get drunk. I am tempted to say to you gentlemen that I have seen more drunkenness on the streets of Ashtabula dur-

THOMPSON DEAN was First Boat Up Through the Centennial Cut-off of 1876

Prior to the cut-off of 1876 steamboats went around an 18-mile ox-bow called the Devil's Elbow (marked on the map at the bottom, below Centennial Island). Capt. William B. Miller dates the cut-through as happening in 1875, although it is officially known as the Centennial Cut-Off, 1876. This section of the Mississippi River is above Memphis about 17 miles. The map shown here indicates the condition in 1916.

Notice Dean Island, and Dean Island Landing below Pecan Point and Cedar Point. These names may have been given to honor the packet THOMPSON DEAN, which Captain Miller commanded in 1875-1876, the first boat through Centennial Cut-Off.

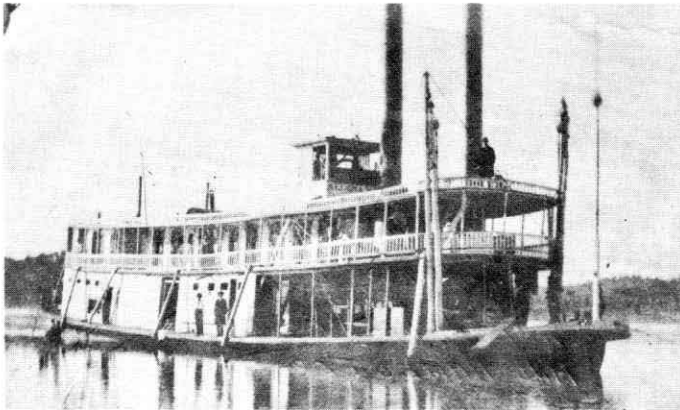


ing its six dry years than I saw on my boats in the thirty years of my river life.

I propose no lecture, but you will agree as I submit to you that, strangely, an alcoholic addict often is a highly proficient man. Such was the case of my stammering pilot George G----; witty; a star in his profession. George was with me many, many years but his drinking habits got worse; we parted company. He left the river and I heard rumor he was in California, and after a while, that George was dead.

Capt. William B. Miller once owned and ran a boat built at the Knox Boat Yard, Marietta. To start at the beginning, in 1864 Knox built the sternwheel OHIO VALLEY for Captain Chapin who brought her out in the Pittsburgh, Cincinnati, Louisville trade that summer. On December 10 she was sold to the U.S. who made a tinclad of her and renamed her IBEX. After the war Captain W. B. Miller bought IBEX at public sale, Mound City, Ill., for \$19,000. He changed her name to HARRY DEAN, and operated her Cincinnati-Memphis in the Dean Line. In July, 1867, HARRY DEAN was sold to Capt. Dan Sayre, Capt. Horatio Booth, John Levesay and others (price \$16,000) and entered in the Marietta-Cincinnati trade. She blew up her boilers at Walker's Landing, just below Gallipolis, O. in January, 1868, killing five and injuring others. Capt. Birch of Marietta was the pilot, and came off with both legs broken, this being the fourth steamer which had sailed him aloft. Birch survived and, badly crippled, lived to a ripe age.

This is an appropriate time to say that a similar disaster had happened in the Gallipolis area just prior. The packet ALLENA MAY blew up at the head of Raccoon Island on September 15, 1866, in the afternoon, also killing five. She was about the same size and description as the HARRY DEAN, and had been built at Wheeling in 1864 for the U. S. Quartermaster Corps, originally named GENERAL MEIGS (for Gen. Montgomery Meigs, see June, 1966 issue, page 16). The ALLENA MAY survived the explosion and operated out of New Orleans up through 1870.



ALLENA MAY
She blew up, killed 5.

Ten years went by. In the early 'eighties I had the side-wheel GUIDING STAR temporarily in the St. Louis and New Orleans trade, due to low water in the Ohio. We were running in the Anchor Line. Inasmuch as the 200-mile stretch from St. Louis to Cairo is particularly difficult, the Anchor Line kept special pilots freshly posted for that territory. On the morning of our departure day from St. Louis I asked Captain James O'Neil, superintendent of the line, who he had engaged to pilot us out to Cairo. He said, "George G----."

"Oh, mercy no," said Captain O'Neil. "Old George is very much alive; he's been with us for the past year, doesn't drink a drop, and I class him one of our best pilots."

Sure enough, an hour later George G----- came sauntering down the hill dressed in the tip of the mode, looking not a year older than when we parted ten years before. "Cap-ca-captain, they tell me th-that I am to take your fi-fine steamer out to Cairo," said George. Then he admonished me, to say: "There is eight feet on the marks; I would put her a li-little by the head." Then he walked away.

Well, freight was plentiful, and the mate stowed a good bit of it aft with the result that at leaving time the GUIDING STAR was drawing eight and a half feet aft and eight feet forward; six inches too much water, and at the wrong end. I saw George shake his head, but he made no remark. The afternoon was beautiful, the boat full of passengers, and a great throng on shore had congregated to see us off. Your skipper was in high feather. As the lines were cast off, I nodded to George, up there on watch, as I had so many times in former years. He grinned, let the boat float down a bit with the current, then came ahead on her to get up close by Eads Bridge. He rounded to over toward the Illinois shore, and we came by the wharf in great shape. George had made a spectacular start.

Our first shoal water was at Horsetail just below the city; but we went over the bar without so much as slowing down, the leadsman calling mark twain. The next shoal was Twin Hollows and George signalled for both leads. First we got quarter-less-three, then quarter twain, mark twain, quarter less twain, nine and a half, nine feet, eight and a half, eight feet; and the boat commenced to rub bottom. The next cast was mark twain, but the boat had stopped solid. She was aground at the stern. I was on the hurricane deck, forward, a number of passengers grouped about me. George stopped his engines, lighted his pipe very deliberately in the ensuing silence and then leaned on his pilotwheel. He said, with care, "Captain, your fi-fine steamer is a-ground on the ba-bar."

"But Captain," he added in a timed moment, "it is you-your end that is ag-ground; my end is o-over the b-bar."

The mate rolled two hundred barrels of pork and flour forward to trim up; then we went on out to Cairo with no further adventure.

I was a good bit younger than I now am when this next one happened. Shortly before the Civil War the company I was with loaded up a small steamboat with government supplies for Fort Randall, up the Missouri River in the wilderness near the dividing line of the Dakotas. Such a trip was always attended with some danger both to boat and crew, an unwholesome combination of snags and unfriendly Indians. I was picked to take charge of the voyage although I had never been up the Missouri in my life. A hint came to me that the superintendent had remarked: "We'll send Miller; he's full of vinegar and what's more he'll probably get back alive."

I made the run from Cincinnati to St. Louis all right, but couldn't find a Missouri River pilot available who had been higher up than St. Joe. I hired two of this latter class, telling them we'd run above St. Joe by the looks of the water, daytime only. We'd have to lay by nights anyhow to chop wood for the next day's fuel. So, we got along first rate. Then, one afternoon, near our destination, I landed at a wood pile and said we'd stay there all night.

After the lines were fast I went ashore, lighted my pipe, and sat me down on a log watching the wood-choppers. Soon along came a big Indian, shawl over his shoulder, and one eagle feather aloft. He sat beside me, and sure enough he could converse in broken English.

"Is your camp nearby?" I asked.
 "Yes, me Big Chief."
 "Got your people along, squaws and all?"
 "Plenty squaw. You buy squaw?"

Knowing we were in hostile country I was bound to keep on terms of amity with all mankind.

Yet I was nonplussed to discover so abruptly that the purchase of a squaw was so commonplace a transaction. To keep the peace I said, "Sure."

The Chief got up and departed with such abruptness I thought I had offended him. But then the supper bell rang. I had four lady passengers aboard, going up to Fort Randall to join their husbands. We had a table together in the aft end of the cabin, two ladies on each side of me. Everything was going comfortably, and then I saw that Indian come in the front door. He saw me instantly, and stalked aft to our table. Paying no attention to my lady guests he said in his deep guttural: "Squaw ready."

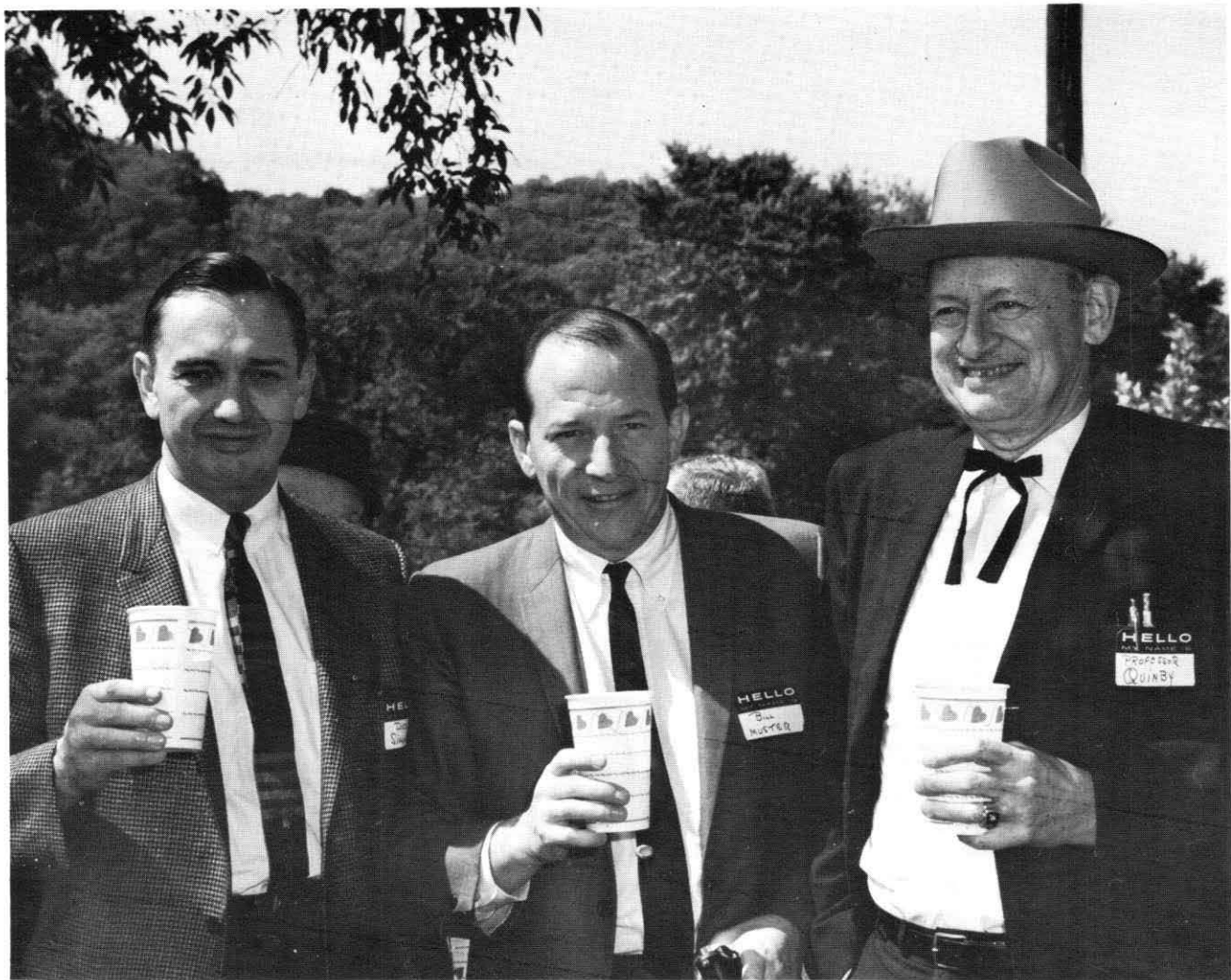
The Chief walked away, and off the boat. I beckoned to the cabin boy to send the steward up, and when he came, I said to him: "Fill up the largest basket you have with provisions and send it ashore to that Indian; his people are hungry." To my female companions, who had suddenly become quite quiet, I remarked upon the laziness of the Indian. "Imagine that husky Chief bringing along a squaw to carry a basket instead of toting it himself," I said.

Did I get away with it? We stayed two days at Fort Randall. A dinner was given for us, and a reception at headquarters. Our freight was unloaded, and we took back down the Missouri with a light steamboat, now running daylight and dark both, save for stops at wood piles. The Indian camp was passed by night; I never again saw the Chief; and never once did I see the squaw who was ready.

Gentlemen, I will here ring down the engines and for your somewhat hilarious attention I thank you.



THE AFTERNOON ANNUAL MEETING OF S&D AT MARIETTA, O., SEPTEMBER 17, 1966. -S. D. Hoag, photo.



RICHARD C. SIMONTON of North Hollywood, Calif., majority stockholder in Greene Line Steamers (left); William Muster of Los Angeles (center) and Comdr. E. Jay Quinby of Summit, N.J., Greene Line board chairman.



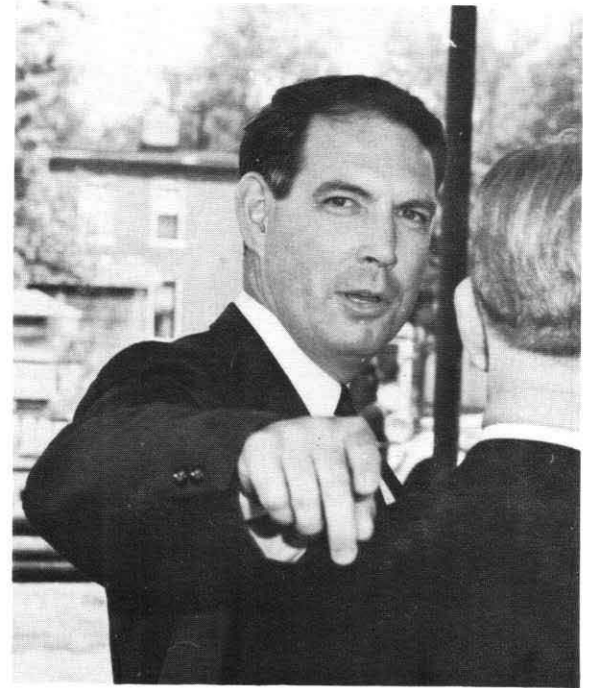
Anne Putnam, Warren, Pa. (left); Mrs. Frederick "Lady Grace" Way and Mrs. S. Durward Hoag, Sr. toast the future plans of the Greene Line. "Long live the DELTA QUEEN!"



JAMES V. SWIFT of The Waterways Journal told of Commodore Rollingpin.

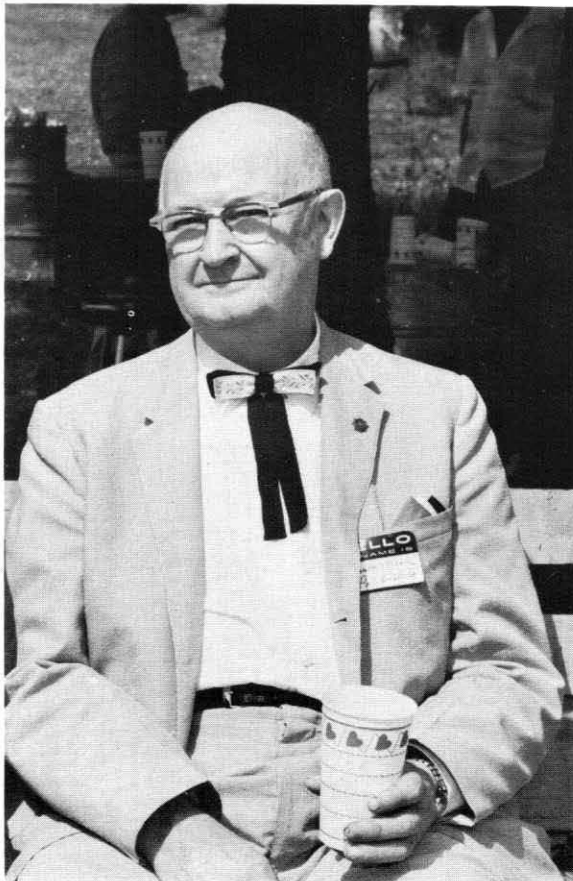


S&D SECRETARY Mrs. J. W. "Bets" Rutter (left) with her husband Capt. J. W. Rutter, chairman of S&D's Museum Committee, and Mrs. Frederick Way III of Cleveland Heights, O. In the background at the left are Dr. Frank Pollock (white shirt) and S&D's board chairman J. Mack Gamble.

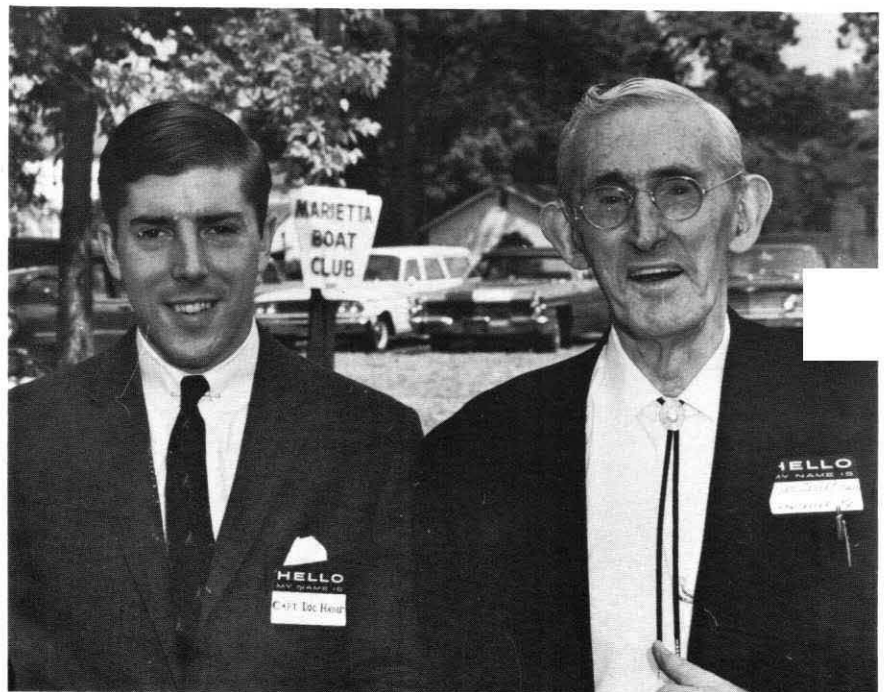


CAPT. ROSS ROGERS, JR. of Sewickley, Pa., one of the few S&D members who has boated on foreign rivers, having spent three years with U.S. Steel operations on the Parana and other streams of South America.

S & D MEETING SEPT. 17



HON. SPENCER CREEL, of the West Virginia House of Delegates, dubbed J. Mack Gamble an admiral in the famed Cherry River Navy.

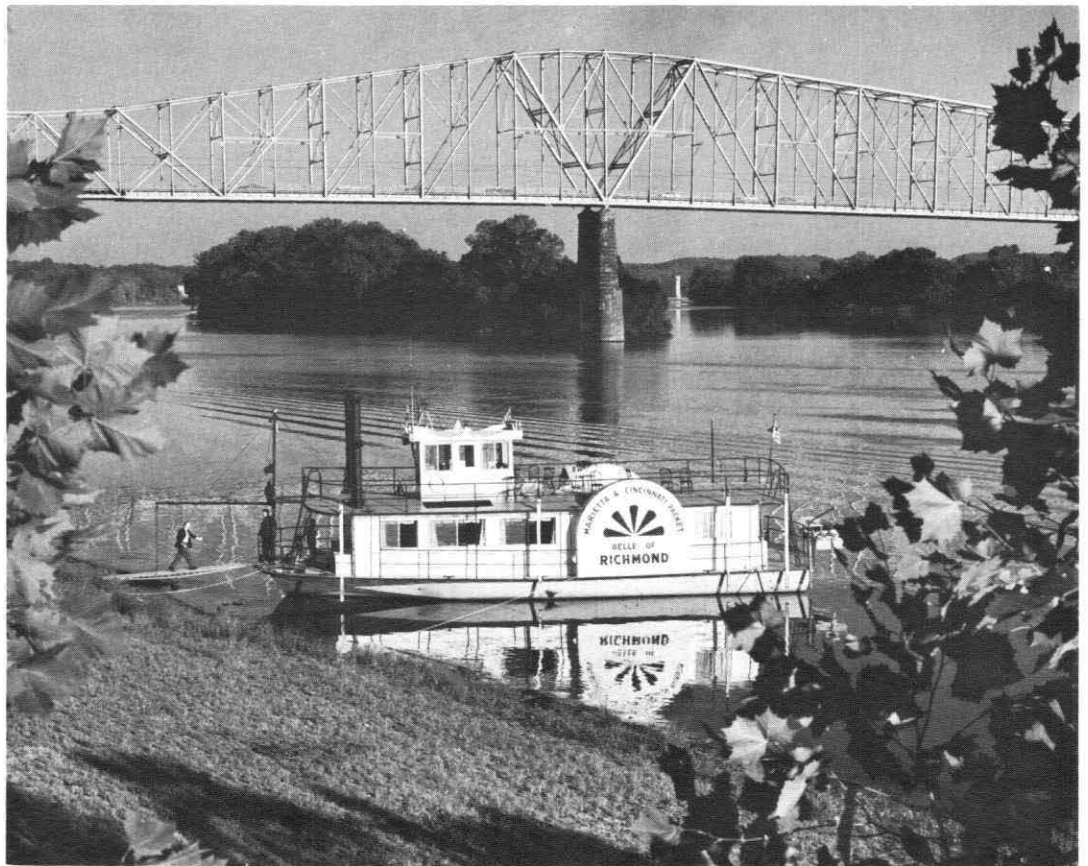


Capt. Clarke ("Doc") Hawley of Charleston, W. Va., recently appointed vice president and general manager of Greene Line Steamers, Inc. (left) made his initial appearance at an S&D meeting. Capt. Jesse P. Hughes, now living in Louisville, Ky., is S&D's honorary Navigation Officer, most of his lengthy boating career having been spent in Greene Line service.



Bill Patterson now is an Admiral of the Kentucky River (see letter on page 21).

MR. AND MRS. WILLIAM G. PATTERSON of Knowles Tool Corporation, Richmond, Indiana. They came to S&D by boat from Cincinnati.



BELLE OF RICHMOND hauled freight from Marietta to Cincinnati on her return from S&D. (See letter on page 21).

BELLE OF RICHMOND moored at the Marietta, O. landing, owned and operated by the Pattersons, Sept. 17, 1966.



CAPT. BEN D. STOUT

There was no notation of the original photo from which this is made, but surmise is that it was taken on towboat OAKLAND.

Capt. Benjamin Dexter Stout was a towboat pilot between Louisville and New Orleans. He was born in 1859 in West Virginia, son of John W. and Ruth Ann (Curtis) Stout. He married Cora Mannel and for many years lived at 2111 26th Street in Louisville, but moved in November, 1902 to 8 Park Place, Parkersburg, W. Va., and in November, 1907 to 1354 Market Street, same city. He acquired the extensive Neale farm and homestead along the West Virginia side of the Ohio River below Blennerhassett Island, above and adjoining the former Cooper farm (see March, 1965 issue, page 17) and owned it along with his brother O. J. Stout. The handsome residence was a landmark. Some few years ago the Stout heirs sold the farm to the E. I. Du Pont de Nemours Co. who used the homestead as an office for a time, later demolished it for a more modern building.

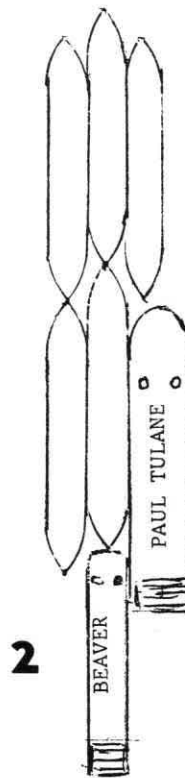
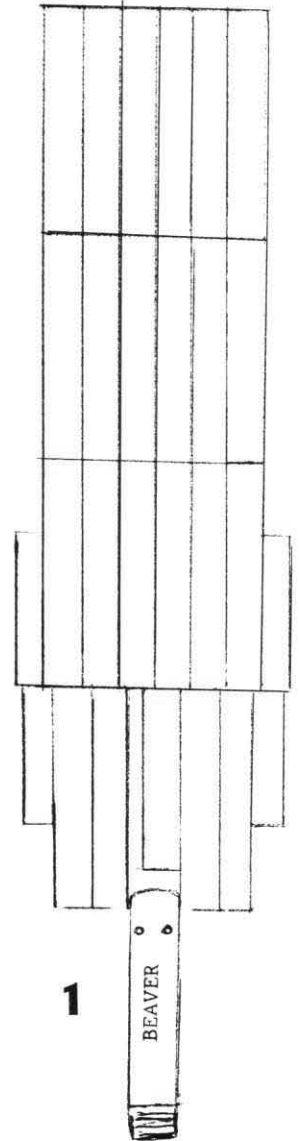
In settling up some family affairs not long ago an old desk was disposed of. In the desk, so the purchaser discovered, were several diaries and notebooks. These were returned to the Stout family, and turned out to be accurate records of all of the pilot trips Capt. Stout had made from February, 1893 until the time of his retirement from the river in 1928. These were kept in indelible pencil and Captain Stout made a practice to draw a diagram of every tow he piloted, both downbound and upbound. He was adept at scaling these drawings, and the reproductions accompanying this article were made direct from his originals. The S&D REFLECTOR is indebted to Mrs. Glenn Seevers for the loan of the diaries. Mrs.

Seevers remembered that the front stepping stone at the Washington Bottom home below Blennerhassett Island was taken from the Blennerhassett mansion on the island.

Tow Diagrams Recently Found

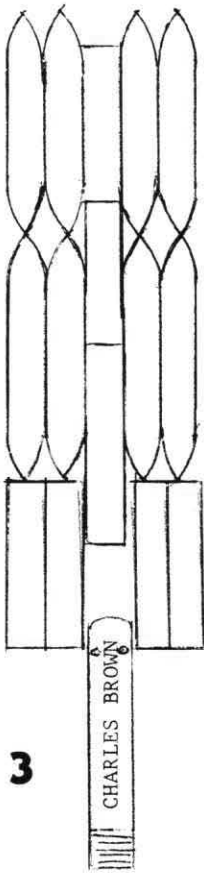
1 Towboat BEAVER, Ben D. Stout and Sam R. Wood, pilots. Lv. foot of Sand Island 10 p.m., Friday, April 13, 1894. 22 coalboats, one barge and four fuels. 21 feet at foot of the canal.

The captain went ahead at Paducah aboard the DICK FOWLER, got a tug, and met this tow with it at Cache Island. Landed the whole tow at mouth of Cache River, and BEAVER with one fuel flat returned up the Ohio, taking another tow (21 coalboats, 1 barge and 3 fuels) out from Sand Island at 11 p.m. on Friday, April 20, 1894. She took that tow to Willow Grove, La., arriving Sunday, May 6; tug WILMOT helped land it.

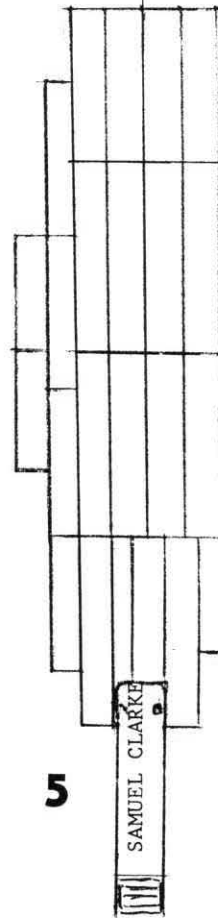


2 Towboat BEAVER, pilots Ben D. Stout and Sam R. Wood. Lv. Gretna, La. at 11:15 a.m., Saturday, May 26, 1894 with five model barges of the Huntington & St. Louis Towboat Co., three of them 36 ft. wide by 225 ft. long; the other two a little smaller. Also steam packet PAUL TULANE.

Enroute got sucked into the chute at Islands 2,3 and helped out by the towboat S. L. WOOD. Left the PAUL TULANE at the Paducah Marine Ways.

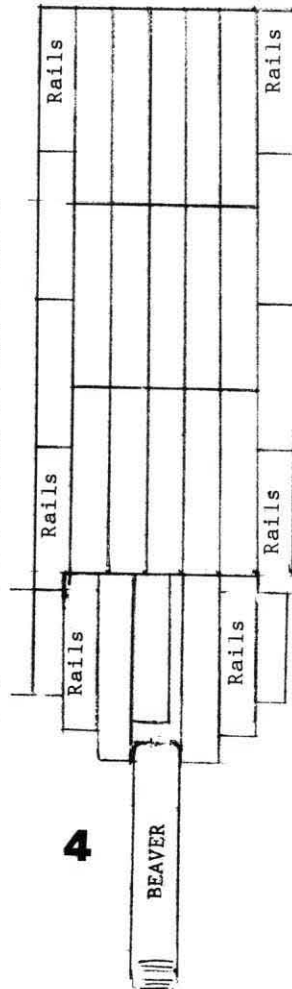


3 Towboat CHARLES BROWN, pilots Ben D. Stout and (?). Lv. foot of Sand Island at 1:30 a.m., Saturday, Dec. 22, 1894 with 8 model barges and 7 square barges. 13 feet at lower end of the canal. The DAVE WOOD was stuck in Greens Lower Crossing. Landed the BROWN off Curlew Point and W. W. O'NEIL and HARRY BROWN also tied up. The O'NEIL went ahead light and sounded Caseyville. The HARRY BROWN then proceeded, the BROWN next, and the O'NEIL behind. Arrived o.k. at Cairo at 5 p.m., Dec. 26 and lay all that stormy night, with thermometer going to zero. The HARRY BROWN took the tow of the CHARLES BROWN on down the Mississippi. Capt. Stout stood watch taking CHARLES BROWN back to Louisville light. Left Cairo at 9 a.m., Friday, Dec. 28 and got to the foot of the canal at 6 a.m., Sunday, Dec. 30.



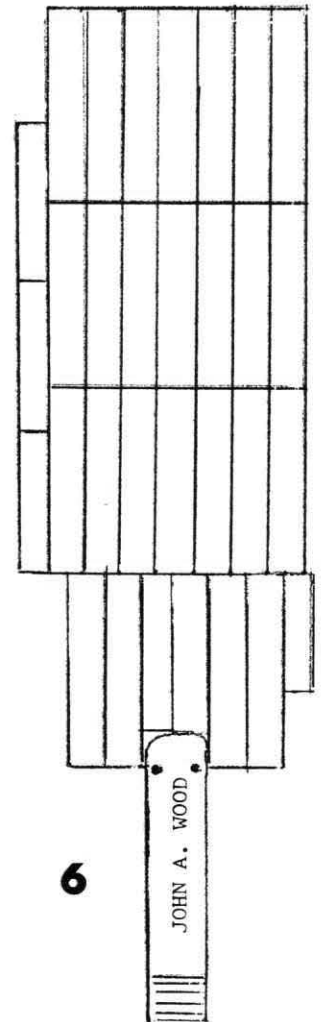
5 Towboat SAMUEL CLARKE, pilots Sam Wood and Ben D. Stout. Lv. Garrs Landing, Thursday, May 25, 1899 at 7:20 a.m. with 10 coalboats, 3 barges coal, 4 barges of rails, 1 barge cotton ties and 4 fuel boats. Towboat FULTON taking 5 coalboats and 3 barges which were added above Paducah. 18 feet and falling at the foot of the canal. With this whole tow and while changing watches at noon, Tuesday, June 6, all of the wheel arms broke out of the paddle wheel in the foot of Goodrich's Bend. Sam Wood went out in the yawl and hailed the packet T. P. LEATHERS. She tied in alongside the tow and helped land the whole fleet in good shape at 3:30 p.m. at Henderson. Two carpenters from Vicksburg and the carpenters from the JOS. B. WILLIAMS built a new paddlewheel complete. Departed with tow on Friday, June 9 at 2 p.m.

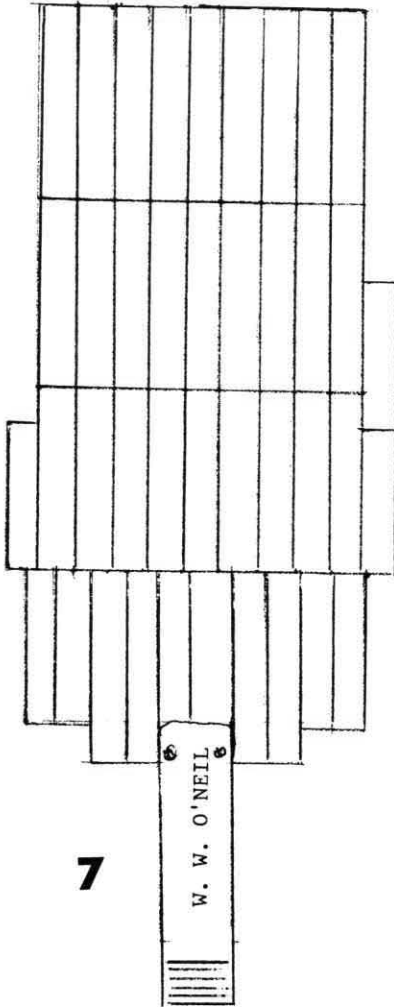
4 Towboat BEAVER, pilots Ben D. Stout and Cal L. Blazier. Lv. foot of Sand Island at 5:45 p.m., Friday, Feb. 25, 1898 with 17 coalboats, 5 barges of coal and six barges of steel rails and 3 fuel boats. 30 feet and rising at the foot of the canal. Delivered all of the coal at Natchez at 4:30 a.m., on Wednesday March 9. Took the 6 barges of rails to Southern Pacific docks, New Orleans, delivering at 5:15 p.m., Thursday, March 10. The RAYMOND HORNER was moored with loaded tow above Bayou Sara with a broken shaft, so CHARLES BROWN went up light and delivered the tow at Coal Port.



6 Towboat JOHN A. WOOD, pilots Ben Houlden and Ben D. Stout. Lv. foot of Sand Island, 7:30 p.m., Wednesday, December 27, 1899. 25 coalboats, 5 barges and 1 fuel flat. 20.3 feet and falling at foot of the canal. Delivered tow at Coal Port at 8 a.m., Sunday, January 21, 1900. The crew saw the new century come in while landed for the night at Island 8. After delivery, Ben Stout went by railroad back to Louisville and took out the SAMUEL CLARKE with 22 coalboats, five barges of iron, 6 fuel boats and 1 flat.

Capt. Ben D. Stout had made in all 46 trips for the Pittsburgh Transportation Co. operating the BEAVER, SAMUEL CLARKE and others.





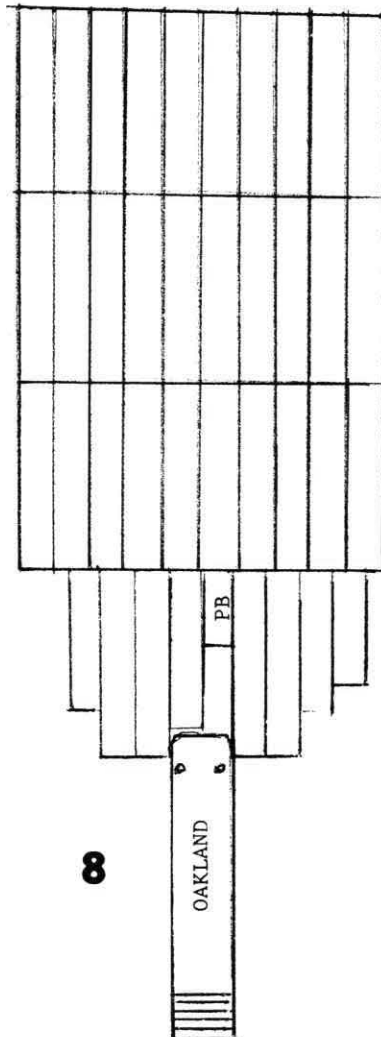
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7 Towboat W. W. O'NEIL, pilots Ben D. Stout and George W. Clark. Lv. foot of Sand Island, 11:00 p.m. Saturday, Dec. 8, 1900. 31 coalboats, 4 barges coal, 1 barge iron and 4 barges of fuel. 23½ ft. and rising at foot of the canal. Landed in the head of the willows at 12-Mile Point at 1:00 a.m., Dec. 26, 1900 with orders to double trip in to Coal Port. All o.k. Capt. Stout made several more trips on the O'NEIL and left her to go master-pilot of the CHARLES BROWN, with Clarence Carter as pilot partner, March 20, 1901.

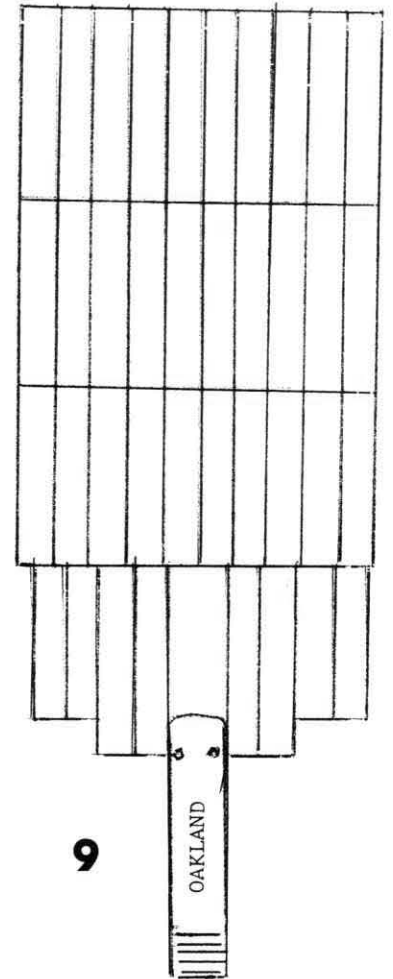
8 Towboat OAKLAND, pilots Ben D. Stout and Henry Lindenburn. Lv. Henderson Bend at 5:40 p.m., Tuesday, May 10, 1904. James Beazell, master. 19½ ft. at Evansville. 34 coalboats, 1 barge, 1 guiper, 1 boxboat, 1 sided-up flat and 1 pumpboat.

On January 1, 1901, Ben Stout hired with C. Jutte & Co. and most of the time was on OAKLAND and GLEANER which were taking down tows averaging 28 coalboats and several barges. Capt. W. L. Carroll was master of the OAKLAND in 1901-02 and Stout's pilot partner usually was Cal L. Blazier. Capt. Carroll was transferred to the new SPRAGUE in Feb. 1903 and Capt. James Beazell then took charge of the OAKLAND.

On Wednesday, May 4, 1904, Ben Stout piloted the GLEANER from Sand Island with 22 coalboats plus assorted barges and flats. Capt. J. S. McCloskey was in command. They were going down to turn the OAKLAND, but GLEANER ran through herself on port side in the foot of Dixon Bend. Aided by the packet JEWEL they got landed safely in the head of Henderson Bend. Stout had no partner until that time. Stout went over to the OAKLAND, picked up the GLEANER tow, and got more tow from



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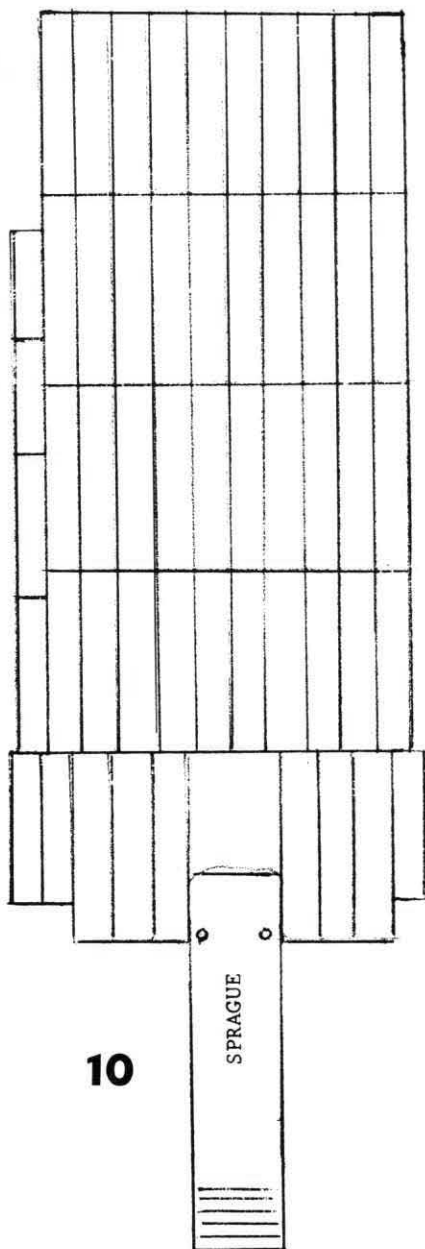
9

the CRESCENT, and departed with total tow shown on this diagram. Capt. Jim Beazell had to leave at Cairo, receiving word that his mother had died, and Henry Lindenburn became Stout's partner there, and Cal Blazier was master.

This tow was delivered in part at Natchez, New River Landing, and at Nine Mile Point.

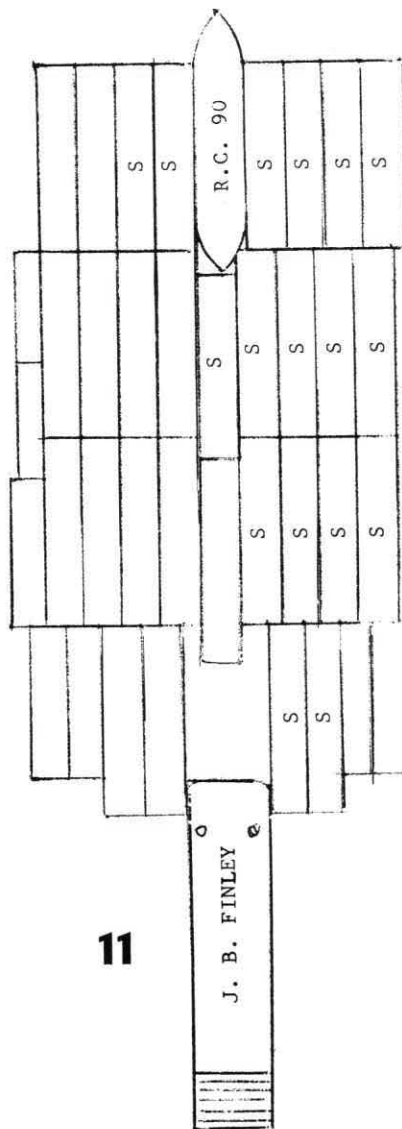
9 Towboat OAKLAND, pilots Ben D. Stout and Cal L. Blazier. Lv. Fountain Ferry at 6:40 a.m., Thursday, Dec. 7, 1905. James Beazell, master. 38.0 ft. and raising at foot of the canal. 34 coalboats and 4 barges. The tug INDEPENDENT met them at 21-Mile Point and helped them land at Nine-Mile Point. Other coalboats had been dropped off at Greenville and at Philadelphia Point.

This may have been the biggest tow taken south by the OAKLAND.



10 Towboat SPRAGUE, pilots Ben D. Stout and Cal L. Blazier. William Crow, captain. Lv. Conner's at 2:15 a.m., Tuesday, Feb. 25, 1908. 14 coalboats drawing 10½ ft., 32 regular coalboats, 5 barges and 1 boxboat. Total cargo 130,000 bushels of coal. About 40 ft. and falling at foot of the canal. Left part of the tow at Philadelphia Point and went on down to Coal Port with the balance, with tug W. G. WILMOT in attendance. Visitors included Capt. Ed Nowland, Jr. and Mr. Dempster of the Combine.

Ben Stout went to work for the Combine in November, 1907, piloting the PITTSBURGH along with Sam R. Wood as partner, and with Walter Carroll as captain. On the first trip they sank 6 coalboats during a gale while landed at Island 8 cleaning boilers. Towboat FRED HARTWEG was standing by. Stout went over to the JOS. B. WILLIAMS in December 1907, George Harper, captain, and Bob Boles as partner pilot. Then back aboard the PITTSBURGH, where he was when called to the SPRAGUE.

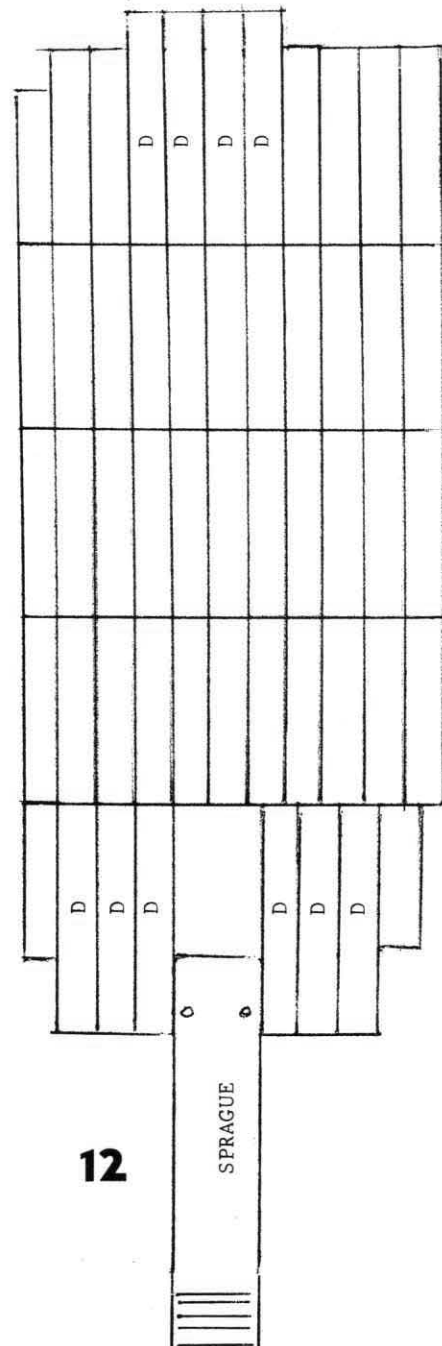


11 Towboat J. B. FINLEY, pilots James White and Ben D. Stout. John Keim, captain. Lv. Sand Island at 10:45 p.m., Thursday, Feb. 3, 1910. 30 coalboats, 1 model barge, 5 barges and 2 boxboats. Hit the bank at Gayoso at 2 p.m., Feb. 8 sinking 17 coalboats. Reformed the tow and delivered it at 12-Mile Point. (For other news of a big spill by the J. B. FINLEY see Sept. '66 issue, page 7). Tugs W. G. WILMOT and CORSAIR took the tow to Nine-Mile Point.

On this trip they met the QUEEN CITY at the foot of the Race Track at 6 p.m., Feb. 13, upbound from a Mardi Gras trip.

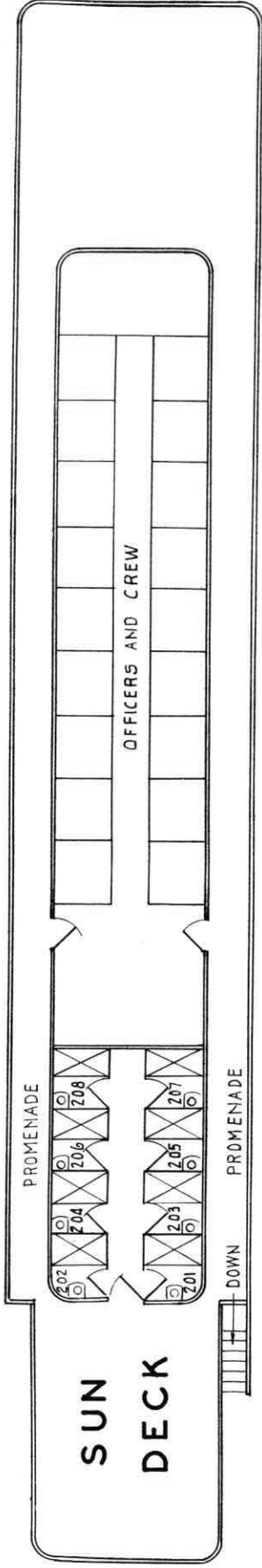
12 Towboat SPRAGUE, pilots Cal L. Blazier and Ben D. Stout. W. L. Carroll, captain. Lv. Garr's at 3 p.m., Wednesday, May 8, 1912 with 10 D boats, 35 standard coalboats and 7 barges. 36.0 ft. stationery at the foot of the canal. Took most of this tow to 15-Mile Point where tugs MONGAH and CORSAIR delivered it. Hitched to balance and delivered at 9-Mile Point. Louisville to 15-Mile Point, 16 days.

These D boats started appearing in 1911, 200 feet long.

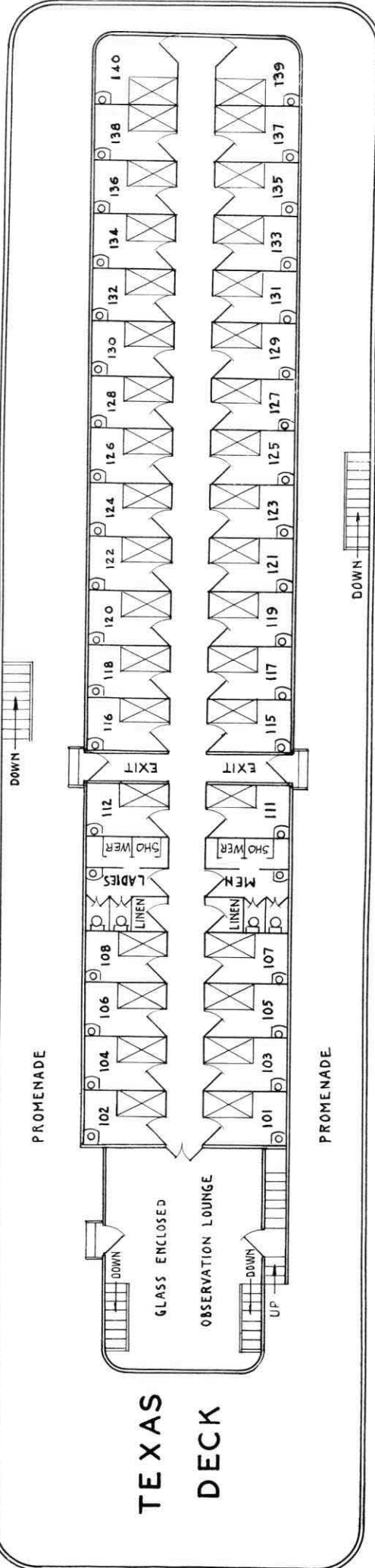


Capt. Ben D. Stout was a regular pilot on the SPRAGUE from March, 1910 through November 1913. In December, 1913, he went to work as pilot for West Kentucky Coal Co. on the towboat GLEANER. He stayed there until April 1, 1918, at which time he left the river to become cashier of the Central Bank & Trust Co., Parkersburg, W. Va. He stayed there until September 15, 1920. Then he made a few trips on the steam prop towboat CAIRO for Federal Barge Line with Capt. William Jeffords as master, and Elmer Owrey as partner pilot. In January, 1923 he went with the Carnegie Steel Co. and took down the first tow to New Orleans with the WM. G. CLYDE. He piloted six years for Big Steel, making his last voyage, upbound, from Gretna, La. to Louisville, Ky. where he stepped ashore on Monday, October 22, 1928.

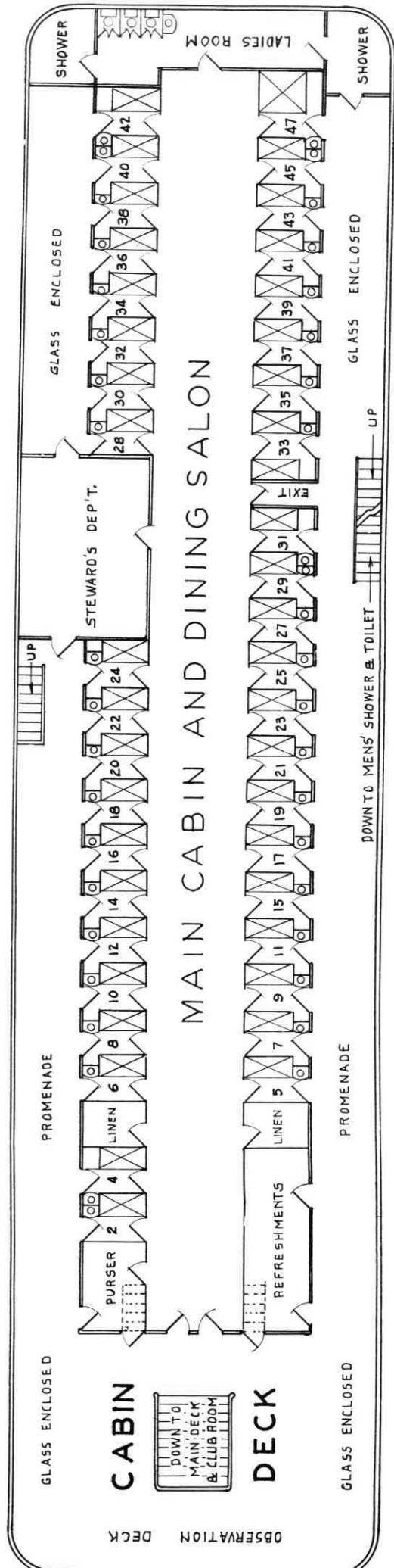
STR. GORDON C. GREENE



STATEROOM PLAN



GREENE LINE STEAMERS INC.



ROOM DIAGRAM ON OPPOSITE PAGE

Here is the stateroom lay-out for the tourist steamer GORDON C. GREENE after the alterations of 1936 and 1937. Doubtlessly there are many S&D members who still remember certain rooms they occupied on trips to Pittsburgh, Charleston, Chattanooga, Knoxville, St. Paul or New Orleans.

Our thanks to Robert ("Roddy") Hammett, assistant purser, and to Dorothy Frye, concessionaire, of the DELTA QUEEN, for sending this.

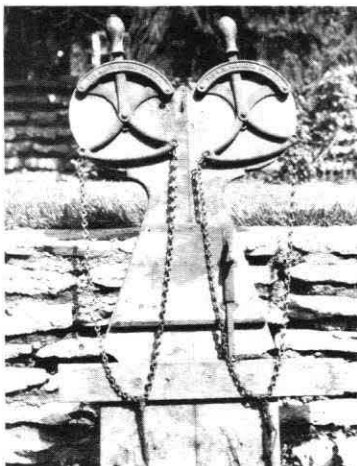
Sirs: During our S&D sojourn in Marietta on Sept. 17, Doc Hawley, Bob McCann, Putty and I toured the antique shops in the hotel area. Doc found a Captain's chair that he liked. Since he had come by plane and had no way to take it back, he conned me into hauling the chair to Cincinnati on the BELLE OF RICHMOND. We arrived about noon Friday. So we cruised down to the Greene Line wharfboat, blew a landing whistle and rounded to to discharge the freight. Doc and Bob McCann came out in a hurry, informing us this was the first freight shipment by packet from Marietta in 19 years.

On the way down Charley Stone presented me at Pt. Pleasant with a bell stand from an old towboat. It is marked as made by the E. W. Vanduzen Company of Cincinnati. Can you tell me anything about this company?

The S&D meeting was one of the best yet.

William G. Patterson,
210 South 17th St.,
Richmond, Ind.

=High time someone researched the



BELL STAND presented by Charley Stone to Admiral Patterson.

E. W. Vanduzen Co., Cincinnati. The famed Vanduzen gauge, standard equipment for Western-type boilers, was one of their products. While that's being done, let us say that Bill Patterson now is officially a Kentucky River admiral, with a governor's commission. Presentation came as a complete surprise, instigated by the late Capt. Stogie White, and handled by Judge John Stapleton of the Circuit Court of Newport, Ky. -Ed.



Sirs: It appears rather curious that no mention is made in your September, 1966 issue that the lead for your story LOST LOCOMOTIVE (page 22) was from my story CINCINNATI LOCOMOTIVE BUILDERS 1845-1868. Possibly you were unaware of the publication or you may have thought it was too specialized to interest your readers. Best wishes on the search, to you or anyone who takes the venture on. I would surely like to examine what relics are uncovered.

John H. White, Jr.,
Curator of Land Transportation,
Smithsonian Institution,
Washington, D.C.

=Sorry, sir; we had not heard of the book. But Cincinnati firms were, almost without exception, the mid-West's earliest commercial producers of locomotives. Mr. White's opus devotes chapters to Anthony Harkness of the Cincinnati Locomotive Works, also to George Escol Sellers' grade-climbing locomotive, to Niles and Company, and to the Covington Locomotive Works. There is also an appendix which includes various contemporary accounts and also a list of locomotives built in Cincinnati between 1845 and 1868 giving weight, cylinders, wheel diameters, and other information. This book with 56 illustrations, is priced \$2, available by writing Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. Ask for CINCINNATI LOCOMOTIVE BUILDERS 1845-1868, text by John H. White. -Ed.

Sirs: Thank you very much for the assistance in setting up interviews and pictures during the September meeting of S&D. Without such help the job would have been much more difficult and we do appreciate it very much. I

enjoyed talking with all the rivermen and shall look forward to next year's meeting.

Lorraine Staats,
The Marietta Daily Times

=An interview with Dick Simonton netted Lorraine Staats a four-column top front page scoop Sept. 17 with by-line. Next issue she had another front page story with a Ted Strickland photo about Capt. Jesse P. Hughes. -Ed.

Sirs: The boat-of-all-work in the Keokuk district of the U. S. Engineers was the LUCIA (June, 1966 issue, pages 16-17) built while Major A. Mackenzie was in charge at Rock Island, and named for his daughter.

The little LUCIA was at the height of her usefulness as she would go up and down during flood times, rescuing people from windows or the tops of their houses or from the roofs of sheds.

She had as tender a naphtha open launch. Once my father, in this small boat, came across an elderly farmer and his wife who had been obliged to abandon their house and shinny a locust. There were enormous thorns on the trunk and branches but somehow this couple gained high safety on a stout limb. My father came below and sought to rescue them. The woman flatly refused to get down. In her opinion, the naphtha launch was one "of them boats that ain't safe."

The LUCIA was of such moment in the work of caring for the Keokuk-Hannibal section, that she became greatly beloved and almost assumed a personality of her own. Her pilot-captain Billy Adams and her engineer Tom Noonan had served faithfully for 20 years, but without speaking to one another in all that time.

In one of the very few tornadoes which ever hit Keokuk, the LUCIA was capsized just above the bridge. Billy Adams happened to be safely absent, but Tom Noonan died at his engine trying to keep up power to get her to shore.

Cornelia Meigs,
Keokuk, Iowa

=From The Daily Gate City, Keokuk, Iowa, issue of Saturday, July 30, 1966. Our thanks to W. L. Talbot for bringing the letter to our attention. Miss Meigs is daughter of Major Montgomery Meigs who built LUCIA at Keokuk in 1885. -Ed.

READING

Richard G. Wood is the author of a new book titled STEPHEN HARRIMAN LONG, 292 pages, with two portraits, eleven illustrations, and a folding reproduction of Long's 1821 map of the West. The Arthur H. Clark Co., Glendale, Calif. is the publisher (\$11 the copy). General E. C. Itschner, Chief of Engineers, has provided the foreword. Dr. Wood taught history many years at M.I.T. and at the University of Maine. He is a Dartmouth graduate, and so was Stephen H. Long. Dr. Wood has done a thorough research job, and has given perspective to an early riverman who has become almost a myth.

The steamer WESTERN ENGINEER, built at the U. S. Arsenal, Pittsburgh, on the bank of the Allegheny River in the winter 1818-1819, was a tiny boat with a big reputation. Her figurehead was an open-jawed dragon "his mouth open, vomiting smoke," calculated to awe Indians along the Missouri River. The stern paddlewheel was built inside the superstructure, recess style, and to the shore observer there was no visible evidence of propulsion. This three-boiler 30 ton steamboat floated on 19 inches, fuel aboard, and her engines were equipped with a fuel-saving steam cut-off devised by her builder.

Plagued with boiler and machinery gremlins, this boat ascended the Missouri within several miles of present-day Omaha, the first steamboat seen there. She left St. Louis June 21, 1819 and fought the current a month longer than Lewis & Clark to climb those 632 miles. For some reason Long's long voyage afterwards (and yet) was called "the Yellowstone Expedition."

Stephen Harriman Long of the U.S. Topographical Engineers built WESTERN ENGINEER and maintained an even-keel disposition even if his boat did not. He had taken unto himself a wife, Martha Hodkiss, while building the boat at Pittsburgh. He and Mrs. Long saw precious little of one another ever after. He was seldom home. This is the same Long of Long's Peak in Colorado; the same S. H. Long for whom a Mississippi snagboat was named (1867), and for whom the Chattanooga snagboat S. H. LONG was named in 1893.

During his lengthy career (he retired at 78) Long saw first-hand more rivers in interior U.S. than anybody before or probably since. His first voyage was down the Ohio in a skiff, Pittsburgh to Shawneetown (23 days) in 1816, and one year later he was penning an opus called "The Voyage Of a Six-Oar Skiff" about the Upper Mississippi. He went in search of the Red River, winding up on the Arkansas. In 1823 he paddled a canoe down Red River of the North to Lake Winnipeg.

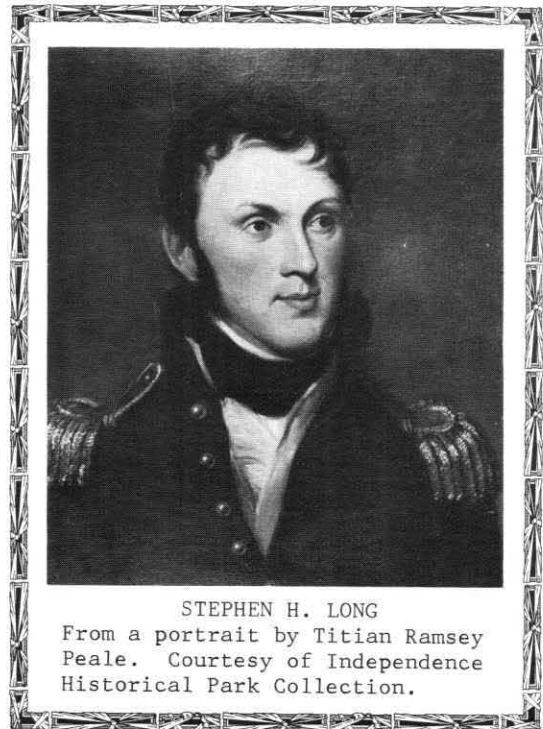
One of his early assignments was to de-snag the Ohio River and improve its navigation. Long built a 600-pile dike at Henderson Island, midway down the island on the Indiana side (which then was the channel) funneling the current into a

self-scouring chute. It worked. Later he applied the same principle to the Mississippi jet-ties but his piling proved too flimsy. James B. Eads in 1879 built his dikes and chutes with rock (some of it was towed all the way from the Ohio River) and won the battle. But Long's Ohio River dike at Henderson, Ky. may have been the first permanent improvement in that stream (1825).

There was scarcely an internal improvement concerning highway, waterway or railroad that S. H. Long wasn't mixed into. He chose the route for the stagecoach road from Zanesville to Maysville via Lancaster and Chillicothe. He built the portage railroad across the Allegheny Mountains for the Pennsylvania Canal linking Philadelphia and Pittsburgh. He examined the Upper Tennessee and recommended a system of chutes and dikes--soon steamboats were chugging to Knoxville.

At the time of the Mexican War Long built six steamboats. They are interesting to notice.

GENERAL JESUP: b. Elizabethtown, Pa., 1847, 374 tons "for the prosecution of the Mexican War, to plans furnished by the Quartermaster Department." The correct spelling of the name may be GENERAL JESSUP. Apparently she was sold to private owners. In Nov. 1848, the Cairo, Ill. "Delta" reports:- "An English nobleman came down on the GENERAL JESSUP last week from St. Louis having with him a number of animals, birds, etc. obtained in an excursion of some months along the wilds of the West. He had four fine buffaloes, one with calf, and the largest cow buffalo we ever saw. He intends stocking his park with these. He also had a beautiful antelope which he had obtained from a naval officer, with a fine



STEPHEN H. LONG
From a portrait by Titian Ramsey Peale. Courtesy of Independence Historical Park Collection.

bear. He showed us a large collection of our prairie birds, etc. preserved in a fine state by his naturalist." The JESSUP was snagged and lost

at Chester, Ill., December 10, 1849.

COL. HUNT: b. Louisville, Ky., 1847, and owned by U.S. Quartermaster Corps. Sent to Point Isabel, Texas. Machinery by John Curry, Louisville. The boat was about 200 tons.

GENERAL HAMER: b. Louisville, Ky., 1848, 168 tons. First home port, Pensacola, Fla. This side-wheeler was dismantled in 1854.

ANN CHASE: An ocean-going side-wheeler b. Cincinnati, 1847. 120 x 30 x 9. 341 tons carpenter's measure. She was locked through the canal at Louisville, and her 60 ft. mast was shipped on the lower Mississippi. Built to plans furnished by the U.S. Quartermaster Department.

GENERAL BUTLER: A 400-ton ocean-going steam vessel built in the Louisville area, to plans by the U. S. Quartermaster Corps. Date uncertain, but likely 1847.

COLONEL CLAY: A side-wheeler built in the Louisville area, 1847. She had two stacks, and was designed for operation from New Orleans to the mouth of the Rio Grande. John Curry, Louisville, built the engines. Plans by the U. S. Quartermaster Corps. In 1851 she was operating Mobile-Pensacola, advertised as the "fine, coppered steamer," leaving Mobile each Saturday. Dismantled in 1861.

At one time Long climbed Pike's Peak and at another time he was at Pikesville, Ky. surveying a road to the North Carolina state line. He built the first inland U. S. Marine Hospitals at Louisville, Paducah, Napoleon, Ark. and Natchez; this about the time the big side-wheel ECLIPSE was monarch of the Mississippi. The Napoleon edifice was built despite Long's warnings that the town was doomed to the incursions of the caving banks. In the March flood of 1868 that hospital crumbled into the muddy Mississippi.

Stephen H. Long was a U.S. Topographical Engineer, a Corps charged in 1824 with the cause of internal improvements, including survey and construction both of highway and waterway projects. Long became Chief of the Corps, ranked as Colonel. Soon thereafter the U.S. Engineers sopped up the old Topographical unit (March 24, 1863) and it was no more.

Henry Miller Shreve was about one year older than Stephen Long, and both worked on the removal of the Red River raft. James B. Eads was 36 years younger and, although Long submitted plans for U. S. gunboats for Civil War service, it was Eads who built them. Stephen H. Long died in his eightieth year, then living at Alton, Ill. on September 4, 1864.

S&D Membership Dues Raised

The membership of S&D decided on September 17 to raise the annual dues after they had heard J. W. (Woody) Rutter outline problems of financing the S&D REFLECTOR. This magazine commenced three years ago as an 8-page quarterly and has steadily increased in popularity, and in cost.

Despite a marked increase in S&D members over the three-year period the S&D bank balance, submitted by treasurer H. Chase Putnam, Jr., dropped from \$1,317.22 to \$351.95 in the past fiscal year. It was pointed out that a savings was possible by reducing the size of the REFLECTOR. One of the items was a new electric typewriter bought in 1966 to improve the readability of the magazine, at a cost of \$393.75. Rather than shrink the size of the magazine, the membership vote chose to raise the dues.

The new dues schedule appears in this issue on the editorial page. Individual members will pay \$5 annually, and wives and children will be enrolled for \$1 additional each. The REFLECTOR will be mailed only to the \$5 dues-paying member. At the same time Editor Way, at the suggestion of the Board, agreed to increase the per-copy price of the REFLECTOR to \$1.25. This seems high, but inasmuch as no advertising is carried to defray publication costs, the revenue is mandatory if the magazine continues to grow. Henceforth back issues, and additional issues of the current S&D REFLECTOR will be available at \$1.25 the copy.

The Board also reviewed the plight of the steamer W. P. SNYDER, JR. and asked immediate action to acquaint the Ohio Historical Society of the precarious condition of the boat's hull. S. Durward Hoag agreed to pursue the subject, and since has made formal recommendation to Daniel R. Porter, the Society's Director, to provide as soon as possible a fund to repair the boat. Mr. Porter notified Steve Hoag that funds for this purpose cannot be made available before July 1, 1967, but indicated that temporary measures, if indicated, could be cared for meanwhile.

Steve Hoag's petition to Mr. Porter, prepared following an inspection of the SNYDER by Clarence R. Smith, L. Glenn Seevers, Ross Rogers, Jr. and Capt. Way, paid fine compliment to the first mentioned two gentlemen, Smitty and Glenn, saying that "Much of the urgency of the hull repair program will be because of the eventual loss of these two men." Also he said: "For the sake of the record, the signers of this presentation wish to acknowledge the services of Messrs. Smith and Seevers with sincere thanks and gratitude. Their dedication to the welfare and operation of the SNYDER cannot be measured in dollars. Their services have been the same as a gilt-edge insurance policy. The fact that the SNYDER is still floating and the superstructure is in good repair and attractive to visitors can be attributed to their devotion and dedication." Both Glenn and Smitty are at arbitrary retirement age.

The SNYDER needs immediate attention to the hull, especially the stern, where the bottom plating has shown evidence of dangerous deterioration. The S&D recommendation to the Ohio Historical Society is that the boat be taken to a dock and properly repaired. This cannot be done until old Lock 1 in the Muskingum is breached or renovated. The breaching, already scheduled by the U. S. Engineers, could be delayed until the winter of 1967 or early spring 1968 as the program is dependent on completion of new Belleville Locks and Dam in the Ohio River and the demolition of the old structures at No's. 20, 19 and 18. The Marietta Boat Club, in view of the State renovation of Muskingum locks to Zanesville and Dresden, is urging that temporary re-

When Steamboats Plied the Coal River

By J. Mack Gamble

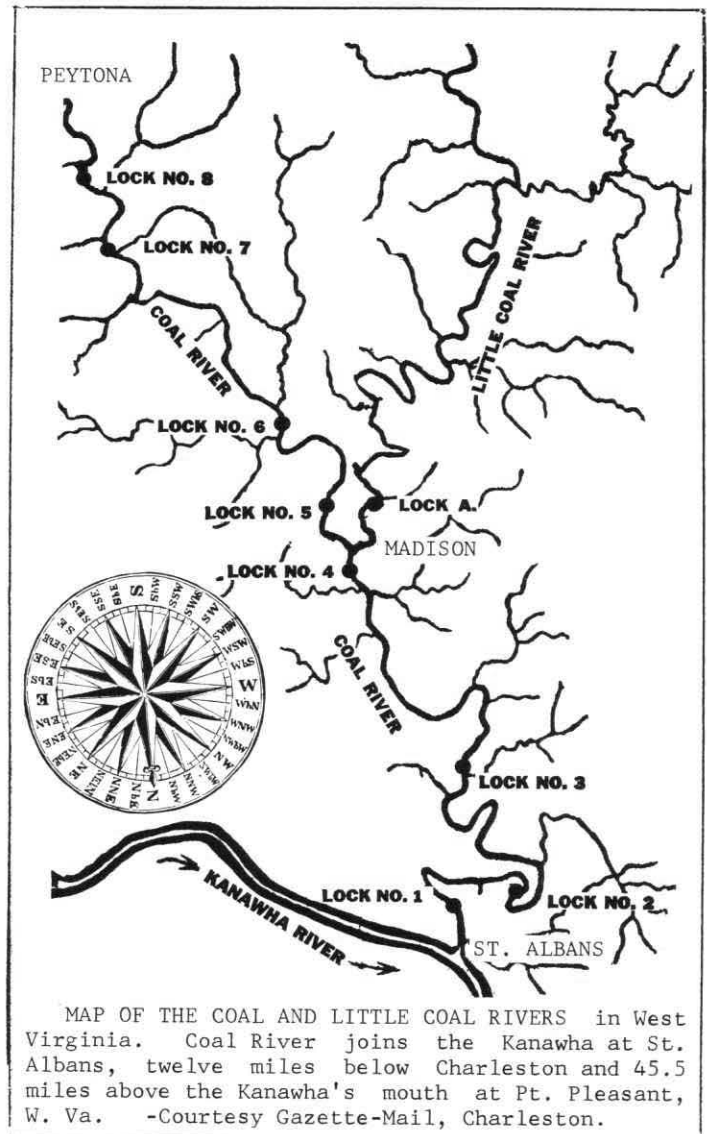
THIS ARTICLE WAS FIRST PUBLISHED in The Waterways Journal, issue of May 8, 1954, and was reproduced in the State Magazine section of the Sunday Gazette-Mail, Charleston, W. Va., October 2, 1966. The accompanying photographs were taken in 1966 by G-M's photographer William C. Blizzard who kindly furnished us with a set of the originals and a few others heretofore unpublished.

One of the many inland streams which now present little or no indication of any suitability for navigation by craft of appreciable size is Coal River, a tributary of the Great Kanawha which enters the latter stream at St. Albans, W. Va.

Looking at some of the reaches of Coal River today, which do not appear to be much more than ankle deep, it is difficult to realize that about 100 years ago the stream was improved by a series of locks and dams and carried an appreciable traffic in coal as well as other commodities.

There was even a lock and dam on a tributary, Little Coal River. Few of today's rivermen know much about the past traffic on Coal River and published information is not plentiful. However, Way's 1954 edition of DIRECTORY OF WESTERN STEAM TOWBOATS contains some valuable data in a discussion of the towboat H. E. PIERPOINT.

The writer's interest in Coal River and its



COAL RIVER IN 1966..."little or no indication of any suitability for navigation..."

steamboats developed following a visit to Charleston in the fall of 1953 to present a paper on "Steamboats of West Virginia" before the West Virginia Historical Society. This paper was subsequently published in the quarterly magazine, "West Virginia History."

Shortly after this, there arrived a letter from a gentleman named Sigfus Olafson, who lives in Larchmont, N. Y. Mr. Olafson had lived on Coal River, in Boone County, W. Va., for 24 years and, while there, had become interested in its transportation. He had prepared a map, based on Coast Guard topographic maps, and locating the Coal River dams by use of John S. Swan's "Title Map of the Coal Fields of the Great Kanawha Valley," copyrighted in 1867.

Mr. Olafson also studied the "First Annual Report of the President of the Navigation Company of Coal River," dated 1866 and which was owned by Dr. Roy Bird Cook, the late West Virginia historian at Charleston. A great deal of the information to follow should therefore be properly credited to the efforts of Mr. Olafson.

The improvement of Coal River resulted primarily from the existence of beds of cannel coal along its banks. In the early 1800's there was much interest in the production of coal oil for illuminating purposes from the cannel coal, described as a "structureless highly volatile form of bituminous coal."

The Coal River deposits were useless because of the lack of any means of practical transportation.

To remedy this situation, the Virginia Assembly passed an act on January 31, 1834, which declared Coal River to be a navigable stream from its mouth to the junction of Spruce and Pond Forks.

William Peyton of Roanoke, Va., and other landowners and potential coal operators developed plans which were to lead to the creation of slackwater in Coal River. On March 17, 1849, the Virginia Assembly authorized the taking of subscriptions for stock in the amount of \$10,000.

REMAINS OF LOCK NO. 8, four miles below Peytona, W. Va. from different angles. Photographs taken in 1966.

The new company was to be known as the Coal River Navigation Co. and three-fifths of its stock was to be taken by the Board of Public Works of Virginia. Evidently the cost of the project turned out to be considerably higher than had been anticipated. On March 24, 1851, authority was granted to increase the capital stock to \$60,000, and toll rates were set.

On March 9, 1853, there was a further increase to \$110,000; and on March 17, 1856, the figure was again changed to \$210,000 and all chartered companies were authorized to subscribe. Authority was granted the Coal River Navigation Co., as of March 20, 1860, to condemn lands which would be overflowed.

The actual amount of stock subscribed was \$208,975, of which the state of Virginia held \$96,000 and the balance was paid by corporations and individuals.

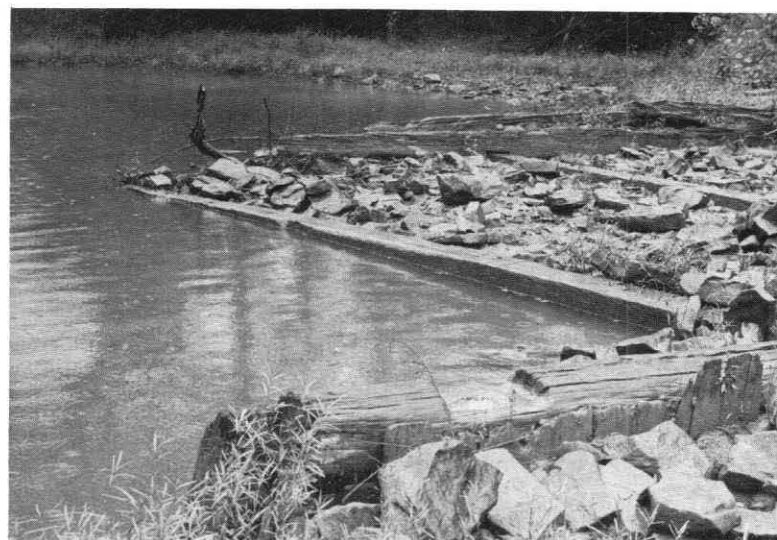
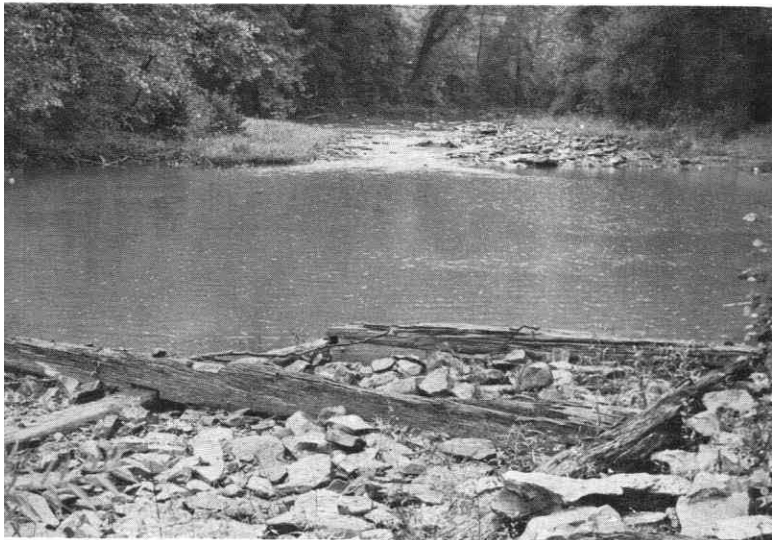
Four locks and dams, Nos. 1, 2, 3 and 4, were built on Coal River proper, while Nos. 5, 6, 7 and 8 were constructed on the left fork known as Big Coal River. Lock and Dam A were located on the right fork, known as Little Coal River.

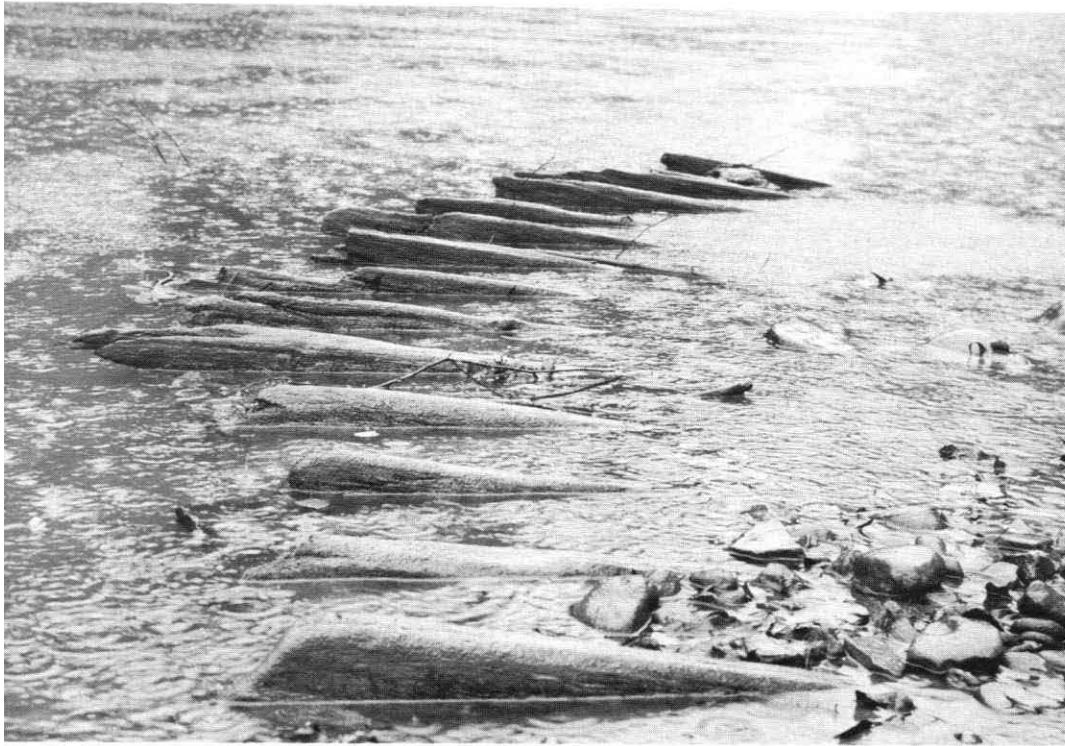
Statistics on these structures are shown in Table I. The locks were 125 by 24 feet, and there was a minimum channel depth of four feet. The barges used were built to take full advantage of the size of the locks, being 124 by 23 feet and with a capacity of 6,500 bushels each, or approximately 260 tons.

Tonnage reports make reference to the amount of coal taken out "each winter" and Mr. Olafson is of the opinion that the amount of available water may have been too meager for extensive summer navigation. In any case, some 400,000 bushels of cannel coal were barged out of the river during the winter of 1858-59, and twice that amount went out in the winter of 1859-60.

Toll collections from the Coal River project up to the spring of 1861 totaled \$16,293.99, but then the Civil War brought a change. The Coal River area, being more or less on the border line, was first held by one side and then by the other. As a result, the cannel coal mines were closed and navigation suspended for the duration of hostilities. During this period there was an extensive deterioration of Locks 2, 6, 7 and 8 because of flood conditions and lack of maintenance.

Following the war the new state of West Vir-





This picture, taken at Peytona, W. Va. in Coal River, is anybody's guess. Photographer Blizzard says it looks like the wreck of a model bow craft; could be an old steamboat or model barge.

Bill Blizzard found this chunk of water-worn cannel coal near Peytona and put his hat beside it on an old chestnut or white oak timber.

ginia reorganized the company as the Navigation Company of Coal River. The mines were reopened, the locks repaired, navigation resumed, and Coal River traffic seems to have prospered for a period of time.

But more trouble was in sight. Col. Drake's Pennsylvania oil well heralded the coming of a new illuminating fluid, kerosene, which was to replace coal oil, just as coal oil had ended the use of whale oil for lighting purposes.

Capt. Fred Way says that the Coal River navigation system afforded slackwater to Peytona, W. Va., and that Dam No. 1 was about a mile and a half upstream from St. Albans, while No. 8 was located four miles below Peytona. The distance from St. Albans to Peytona is 35 miles.

The president of the Navigation Company of Coal River was Gen. William S. Rosecrans, who had been prominent in the Civil War, while the chief engineer, William Madison Peyton, was the man for whom the towns of Madison and Peytona were named.

TABLE I

Dam No.	Length of Dam	Height of Dam Above Miter Sill	Lift of Lock
1	241 ft.	12.00 ft.	8.00 ft.
2	270 ft.	19.10 ft.	15.10 ft.
3	273 ft.	15.60 ft.	11.60 ft.
4	132 ft.	13.40 ft.	9.40 ft.
5	110 ft.		
	and 160 ft.	17.20 ft.	18.20 ft.
6	203 ft.	18.10 ft.	14.10 ft.
7	230 ft.	14.70 ft.	10.70 ft.
8	144 ft.	15.80 ft.	11.80 ft.
		Total lift	93.90 ft.
A		17.60 ft.	13.60 ft.

Mr. Olafson thinks that Gen. Rosecrans, then a major, was in charge of the construction of the Coal River improvements prior to the war.

By 1880, competition from kerosene caused most of the cannel coal mines to discontinue operations. A few continued until 1884 when severe flood conditions damaged some of the locks and dams.

There was not enough hope of profit in the cannel coal business to justify repairs and Coal River steamboat navigation came to an end. Capt. Fred Way mentions severe flood damages to the Coal River navigation structures as early as 1878. The exact dates of the beginning of the end of steamboat traffic on Coal River are still slightly in doubt.

In making his historical notes of Boone County, W. Va., Mr. Olafson found the names of the boats which towed barges of coal out of Coal River. The AURILLA WOOD seems to have been a combination packet-towboat and was known in other waters inasmuch as Capt Way has one of her freight bills in his collection.

The Lytle List says that the WOOD was a 91-ton sternwheeler built at Wheeling, Va. in 1852, and abandoned in 1859. It is believed that the late Capt. S. Thompson of Clarrington became captain and part owner of the AURILLA WOOD about 1856 and operated her as a daily packet in the Clarrington-Wheeling trade.

Later, he built a new hull for the boat and brought out the INGOMAR which ran in the same trade. This seems to correspond reasonably well with the Lytle List which gives the INGOMAR as a 110-tonner built at Wheeling in 1858.

An interesting sidelight on this boat was found by Mr. Olafson in the Boone County census

records for 1860. A family named Snodgrass which lived on Coal River a short distance below Peytona, had a daughter named Aurilla Wood Snodgrass born in 1854, doubtless when the steamboat was plying the river. The 1870 census data showed an apparent name connection with the steamer MARY BARCUS, a Mary A. Barcus being listed as the wife of George W. Barcus, a ship carpenter born in Ohio.

Having heard of a Coal River boat named the SNAKEHUNTER, Mr. Olafson inquired about the craft from a Boone County friend, Samuel Griffith, now deceased, who lived at Coalsmouth, now St. Albans.

Mr. Griffith said that the SNAKEHUNTER was a most unusual craft, being a dugout hewed out of a single poplar log. This had been equipped with a small steam engine, side-wheels, and was perfectly watertight and light as a cork.

It was pointed out that yellow poplar trees of eight and ten feet in diameter were available at that time. Whether SNAKEHUNTER was the real name of the boat remains in doubt. Mr. Griffith recalled remarks that the boat was best suited for poking among the willows which overhung the river banks and on which the water snakes would sun themselves. So perhaps the name was only one of derision applied by owners of larger craft. But Capt. Way has the SNAKEHUNTER and the POTATO BUG in his list of Coal River boats.

Perhaps the most noted of the Coal River fleet was the H. E. PIERPOINT which is well documented in Way's Directory. Built at Brownsville, Pa. in 1868, this craft was 102 by 20 by four

RANDOM NOTES REGARDING SOME OF THE COAL RIVER STEAMBOAT FLEET--by the Editor:

The propeller steamer IDA PICKENS was built at Middleport, O. in 1876; hull 30 x 8 x 4. Plied Coal River, Capt. Cornelius Pickens, and named for his youngest sister. Captain Pickens had a license issued at Wheeling, 1881, as master of vessels on the Great Kanawha and tributaries, and "as special pilot on steamer IDA PICKENS and vessels of similar class on Coal River, W. Va., 3rd issue." Captain Pickens was interviewed at the age of 90 and he recalled that the other Coal River boats in his recollection were the CLIFTON (built on the lower falls of Coal River); MULE (later renamed MARCUS); STELLA; EDWARD B. SMITH; PEYTONA NO. 1; PEYTONA NO. 2 WINONA; J. E. KENNA; WOLF; and SNAKEHUNTER. Also ELLA VAN HORN, BARCUS, VICTOR. Interviewing Capt. Pickens was H. B. Spencer of South Charleston, W. Va. Captain Pickens died in 1942.

The steamer JOHN E. KENNA was built at Charleston, W. Va., 1878; rated 30.12 tons. She operated for a time in Coal River but was sold to the South. Inspected at Shreveport, La., 1881; at New Orleans in 1882; lost on the lower Mississippi, Aug. 7, 1883. Was there connection here with the latter-day towboat E. D. KENNA, we wonder?

The steamer WINONA was built at Charleston in 1881 on a hull 102.7 x 27.5 x 3.7, which had been built at Chambersburg, O. in 1879. Inspected by the Wheeling Inspectors 1881 and in 1882.

HO! FOR ALUM CREEK !!

The Steamer

ELLA VAN HORN,

Will make a trip to Alum Creek,

Friday, July 27, 1877.

All who want to attend the Mass Meeting, at that place, now have an opportunity afforded them,

at a small cost.

Round Trip Tickets, Up and Back, Only 50¢

The Boat will leave Lock No. 1, at 6 o'clock precisely. Come on everybody, and have

A P L E A S A N T T R I P .

M. L. Wickline, Master.

St. Albans, W. Va.,

July 24, 1877.

(Pioneer Print)

Reproduction of an original 8½ by 11 inch poster owned by Mrs. Robert H. Waddell, St. Albans, West Va.

feet, had engines of 14-inch bore and five-foot stroke, and carried three boilers.

Capt. David Y. Smithers was first master of the boat for the Peytona Coal Co. The PIERPOINT seems to have remained on Coal River as long as navigation there was possible, then was sold to Capt. Marsh McDonald who took her to Pittsburgh and towed coal until she was dismantled in 1894. At that time the engines and other equipment went to the new and larger towboat BERTHA.

The BERTHA eventually got in the River Combine where she continued until 1919 when she was sold to the Great Southern Refining Co. and elaborately rebuilt into the VAN for towing oil out of Kentucky River. In 1925 she went to the Wilson Sand & Supply Co., Huntington, W. Va., and became the CHARLES R. WILSON which finally ended her career in 1931. Apparently the H. E. PIERPOINT engines had performed faithfully during all this time. The boat also had a famous whistle, duplicating that of the packet URANIA, which later gravitated to a number of other boats, one of the last being the T. R. WORKMAN of the Ohio River Company.

Way's Directory shows the STELLA, ELLA VAN HORN and PEYTONA as additional Coal River steamboats. The PEYTONA was a propeller boat of 34 tons, built in 1867 at Wheeling. In 1872 this boat was rebuilt at Peytona, W. Va. and resumed operations as the PEYTONA NO. 2. It was dismantled or abandoned in 1885.

An interesting activity on Coal River which Mr. Olafson learned of from his friend Samuel Griffith was the operation of a store boat by Michael O'Meara, a native of Ireland. Mr. O'Meara had worked in the coal mines at Peytona, but later acquired a small steamboat and fitted up his store on a barge.

With this outfit he made weekly trips up

Coal River stopping at the various landings on a regular schedule to enable the residents to do their trading, and heralding his approach by the use of a steamboat whistle. The owner of the store boat not only sold his stock in trade but purchased farm produce, ginseng, furs, and hoop poles.

On returning to Coalsmouth, the O'Meara fleet would go up to Charleston, where the produce and ginseng were unloaded, then proceed to the Malden Salt Mines and sell the hoop poles which were of straight grained hickory and were to be split and used as barrel hoops. Returning downstream, the store boat would stop at Charleston to replenish its stock in trade and then be ready for another trip up Coal River.

In 1963 the St. Albans, W. Va. Public Library issued an attractive booklet, "A Century with St. Albans, West Virginia," edited by Russell L. Davisson. The site of Lock 1 is pin-pointed as "about a mile up Coal River near the south end of 'B' Street at the site where the Bowman Lumber Mill was later located."

J. Mack Gamble is in receipt of a letter written by George R. Clendennen of Racine, W. Va. who claims that his great-grandfather, Capt. Bill Griffith, brought the first steamboat to Peytona, W. Va. and that his grandfather Oscar Griffith was a deckhand on the "Snake Catcher." Russell L. Davisson mentions in his history of St. Albans that Capt. William A. Griffith took the first boat up, and had as passenger Thomas L. Brown, president of the Navigation Company and later a major in the Confederate Army.

"Across the river from the site of Lock 2 at the Lower Falls, the foundation of an old mill can still be seen," says Mr. Davisson. "Joseph Thompson built this water-powered carding mill in 1801. In 1855, John Karl Sattes, an immigrant from Holland, bought the mill and made it into a three-story building. In 1863, the mill was converted into a gristmill. The brands of flour milled were "Home Sweet Home" and "Cream of Coal." The Sattes heirs had the old structure torn down in 1922. However, the old foundation still stands as reminder of the past glory of Coal River and the perseverance of those hearty pioneers."

St. Albans did not get officially named until 1871, and nobody is too sure where the name came from. Possibly the C&O Railroad had something to do with it. The C&O was completed to Huntington in 1873.

There was a great deal of rafting on Coal River during its lock-and-dam era, much of it going to Cincinnati. The Mohler Lumber Co. afterwards built a mill at the site of old Coal River Lock 7 (1888) and continued there until about 1917. The Bowman Lumber Co. was famous at St. Albans. One of the long-remembered events was the morning of May 31, 1889, when at 5:30 o'clock the boom at Indian Creek broke, letting an estimated 60,000 logs free. A reward of 25¢ per log was paid for those caught and tied to shore on down the Kanawha and Ohio rivers. The Bowmans boomed their logs until 1905, then went to the railroad.



ROBERT DAVIS of Peytona, W. Va. inspects site of an old cannal coal mine. The stonework may be the end of a ventilation shaft. This is up Coal Hollow, above Peytona.

Concluded from Page 23.

pair be made to old Muskingum Lock 1 at Marietta to open that river to pleasure boats in 1967. If this is accomplished, the SNYDER could be taken to a dry dock without undue delay.

S&D's secretary Mrs. J. W. Rutter reported that 443 copies of the S&D REFLECTOR had been mailed to members in good standing for the September, 1966 issue. Names and addresses of these recipients were furnished to the Cincinnati Public Library, all of whom were supplied a copy of the Inland Rivers Library Annual Report 1965-1966, prepared by Clyde N. Bowden, curator. This 12-page report, bound in an attractive blue cover, is a model of its art, reviewing the acquisitions of the past year.

The details of the myriad-and-one events at the S&D meeting were ably reported in The Waterways Journal by J. Mack Gamble in the September 24 issue commencing on page 8 and continuing over two other pages. The feature story of that issue, occupying most of page 7, also had S&D origin, being the announcement of the future plans for the Greene Line that were so ably presented by Dick Simonton at the afternoon meeting, and of such startling consequence that the story claimed 4-column headlines and pictures, and a by-line story by Lorraine Staats, in the September 17 issue of The Marietta Daily Times. An editorial appearing in a subsequent issue of the Times is reproduced elsewhere in this issue.

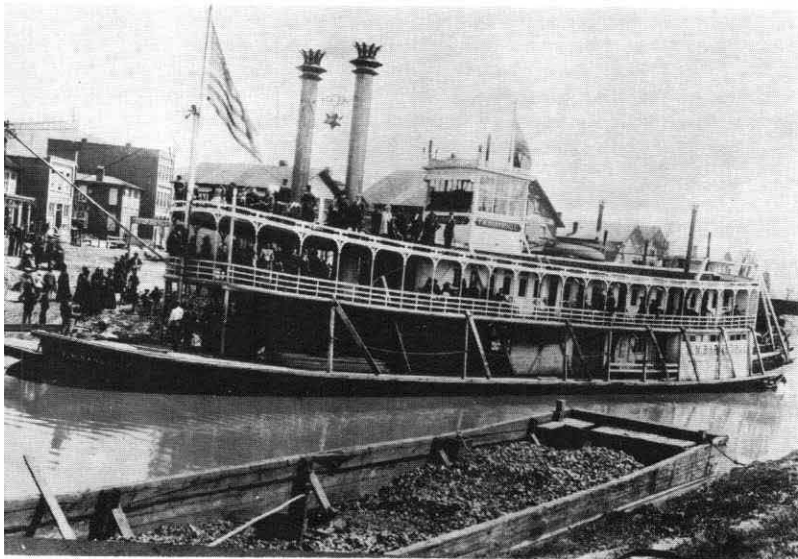
Christopher Columbus Discovered Covington

By Jesse P. Hughes

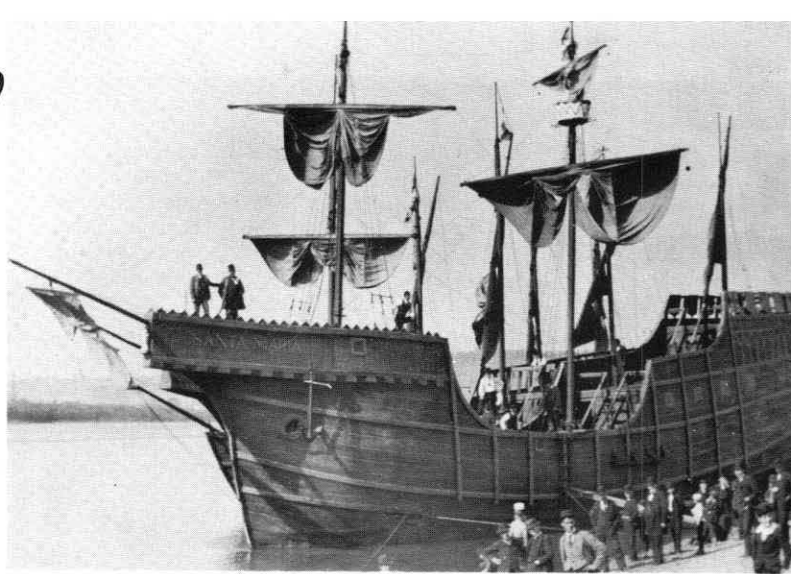
In the fall of 1892 I was employed aboard the short-trade packet T. N. BARNSDALL operating upstream on the Ohio River out of Marietta. Hull repairs were needed and the boat's owner-manager, Capt. William E. Roe, took advantage of low water and proceeded to Point Pleasant, W. Va. Both section docks were occupied when we got there; the H. K. BEDFORD was on the lower set getting new wheel timbers. The TACOMA was just above, pulled out on the other set.

At that time the TACOMA was operated by Capt. Ott Hissem, who had the COURIER chartered in her place, between Cincinnati and Chilo, O. The river down there was getting too low for even the COURIER, so Captain Hissem immediately asked Captain Roe if he would take the T. N. BARNSDALL to Chilo to pinch-hit. Inasmuch as the section docks were occupied, and there was no chance to get the BARNSDALL repaired for possibly several weeks, Captain Roe agreed. We continued our way down the Ohio.

As darkness came that night we grounded on a sand bar and stayed there all night, but got off next morning. After bumping bottom a couple of times we arrived at Chilo, O. late the next afternoon. There we tied alongside the COURIER



The T. N. BARNSDALL was built in 1890 to operate daily between Marietta and Raven Rock, W. Va. Capt. Jesse P. Hughes in 1892, then aged 16, was living at Rea's Run, and got a job--his first--as pantryman on this short-trader. The owner was Capt. William E. Roe, a handsome young man from Williamstown, W. Va. who got his financing from "a most unique character," as Capt. Hughes puts it, "named Martin Richter, with a round face, blue eyes, and short, brownish sideburns." Richter also was from Williamstown, said to be a Prussian, a wealthy bachelor, and owner of a large river-side flour mill. He rode the boat about half the time. The boat was named for a prominent oil operator from Bradford, Pa. who had come to exploit the oil fields just opened along the Ohio River in the Sistersville-St. Marys area. Richter shipped his flour on the boat, and Barnsdall his oil well supplies. This photo was made on the occasion of an excursion, probably Fourth of July, on the Muskingum.



The SANTA MARIA, replica of Christopher Columbus's fleet, in the 1892 celebration at Cincinnati. This photo by courtesy of the Public Library of Cincinnati.

overnight, and both boats went on to Cincinnati the next morning.

The COURIER laid up, and the BARNSDALL ran in the trade but three days when the continually falling river prevented her operation. We tied up at Cincinnati.

Up until now, the Cincinnati suspension bridge in my experience had only appeared as an illustration in a school geography book. Here it was in all its majesty. The Cincinnati harbor contained steamboats so big that the BARNSDALL was a toy alongside of them.

The date we first got there was October 20, 1892, the day the Columbian Exposition opened at Chicago, and also the 400th anniversary of the discovery of America by Christopher Columbus--although a few days late (land was sighted on the 12th).

There was plenty doing at Cincinnati, for a celebration of Columbus's discovery was being re-enacted. Three ships built of light lumber had been created, the NINA, PINTA and SANTA MARIA, each fitted up in splendid manner.

It was quite a fine show. Christopher Columbus commanded, dressed in high boots, a beautiful wine-colored velvet suit and fluffy white collar, and carrying a great, long sword. This fleet had no power, save for some dressy sails, and each ship was handled by a steam tow-boat for the ceremonies. Other steamers in the harbor turned out to form a great escorting parade, and our T. N. BARNSDALL was one of them.

About noon the parade commenced above the old City waterworks as the three ships departed from Palos, Spain. Opposite the waterworks the crews of the PINTA and NINA staged a demonstration, making demands upon a worried Columbus, even as they did 400 years prior. He pacified them by offering a reward to the first crewman who would sight land ahead. These labor negotiations at Cincinnati, imitating those of 1492, required no cooling off period nor labor relations board.

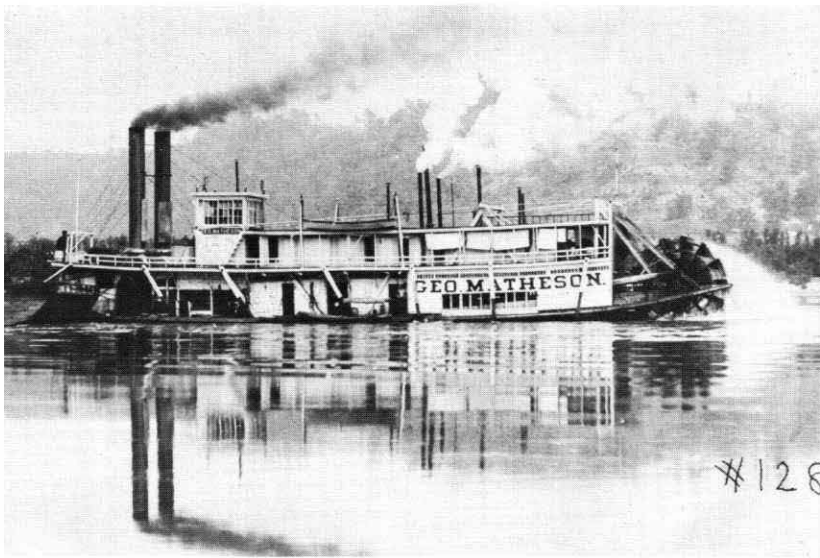
After passing under Central bridge, a look-out in the crow's nest aboard the SANTA MARIA

trained his telescope toward the shores of Covington, Ky. and cried "Land! Land!" A doubting salt grabbed Columbus's telescope, leaned far out upon the rail, too far, and dropped it overboard. This probably wasn't in the script.

With facility the three ships were brought to anchor in below the big gravel bar extending out from the mouth of Licking River. The water there was shallow, and the landing equipment rather inadequate, so Columbus and Company waded to the magic shore at San Salvador. But lo, Indians appeared on the Covington rialto. These turned out to be friendly types, and were given presents brought from Spain, prunes mostly. A nearby tree was felled and formed into a cross, before which Columbus knelt to kiss the precious ground and take possession for his sovereigns, Ferdinand and Isabella. Columbus thereupon sat himself on the beach, jerked off his boots, poured the water out of them, and made himself comfortable. This probably happened just as reenacted, although not reported. Those around their leader sang songs during this ceremony.

After a time the harbor boat HERCULES CARREL came by and towed all three ships across to the Cincinnati wharf. This episode in the pageant represented the return trip to Spain. An elegant landing was made at the foot of Sycamore Street, in below the Big Sandy wharfboat, at Palos.

The public landing there at Cincinnati was dense with humanity to see these sights. The day was perfect for the show. Columbus and his crew



The towboat GEORGE MATHESON towed the replica of SANTA MARIA in the pageant-parade at Cincinnati, October, 1892. The crew of the towboat JOHN DANA left Point Pleasant, W. Va. in two yawls, camped out nights on sand bars, and arrived at Cincinnati in time to board the MATHESON for the parade. These worthies included Capt. E. A. Burnside, his brother Harry Burnside, Capt. Charles E. Morris, Capt. William D. Curry and others. The MATHESON was built in 1878 and her original boilers, built by the National Tube Works, were all steel, lap-welded, double-riveted, as also were the steam drums and mud drums; one of the first sets of all-steel constructed boilers. In 1907 a new towboat was built named GEORGE MATHESON NO. 2, familiarly known along Kanawha River as the "Bologna George." She later was renamed W. C. MITCHELL and burned below Concord, Ky. in 1945.

disembarked and repaired to the Music Hall which was bedecked to become the Court of Spain. The bridges, streets, housetops and windows were crowded, and a number of men and boys had taken liberty to climb into the girders of the Central bridge, which at that time was a new structure.

Bands played, bells rang, whistles blew, and the cannon at the Newport Barracks boomed loudly. Flags and banners were plentiful, and lavish decorations, and an estimated one hundred thousand audience was said to have been the greatest throng ever at the riverfront in Cincinnati.

The T. N. BARNSDALL idled at Cincinnati for a month before the fall rise appeared. We started back up the Ohio, and steamed along past the great packets U. P. SCHENCK, STATE OF KANSAS, JOHN K. SPEED, STATE OF MISSOURI, BUCKEYE STATE, CARROLLTON and CONGO--these all sternwheelers. We passed by the side-wheelers ST. LAWRENCE, NEW SOUTH, BOSTONA, BONANZA, BIG SANDY, FLEETWOOD and the GUIDING STAR. The watchman on the latter waved as we passed.

Two months later the GUIDING STAR was sunk and lost. The NEW MARY HOUSTON also. So I had come just in time to see with my own eyes a view of these two fabulous steamers. And this was my first visit to Cincinnati.

The VALLEY BELLE

By Nathan Goff Carder

Here she comes around the bend,
Throwing up a swell.
Who could mistake that steam-escape?
It is the VALLEY BELLE.

She bustles in her hurried way
Near banks where people dwell;
And then "rounds to" to land anew,
The busy VALLEY BELLE.

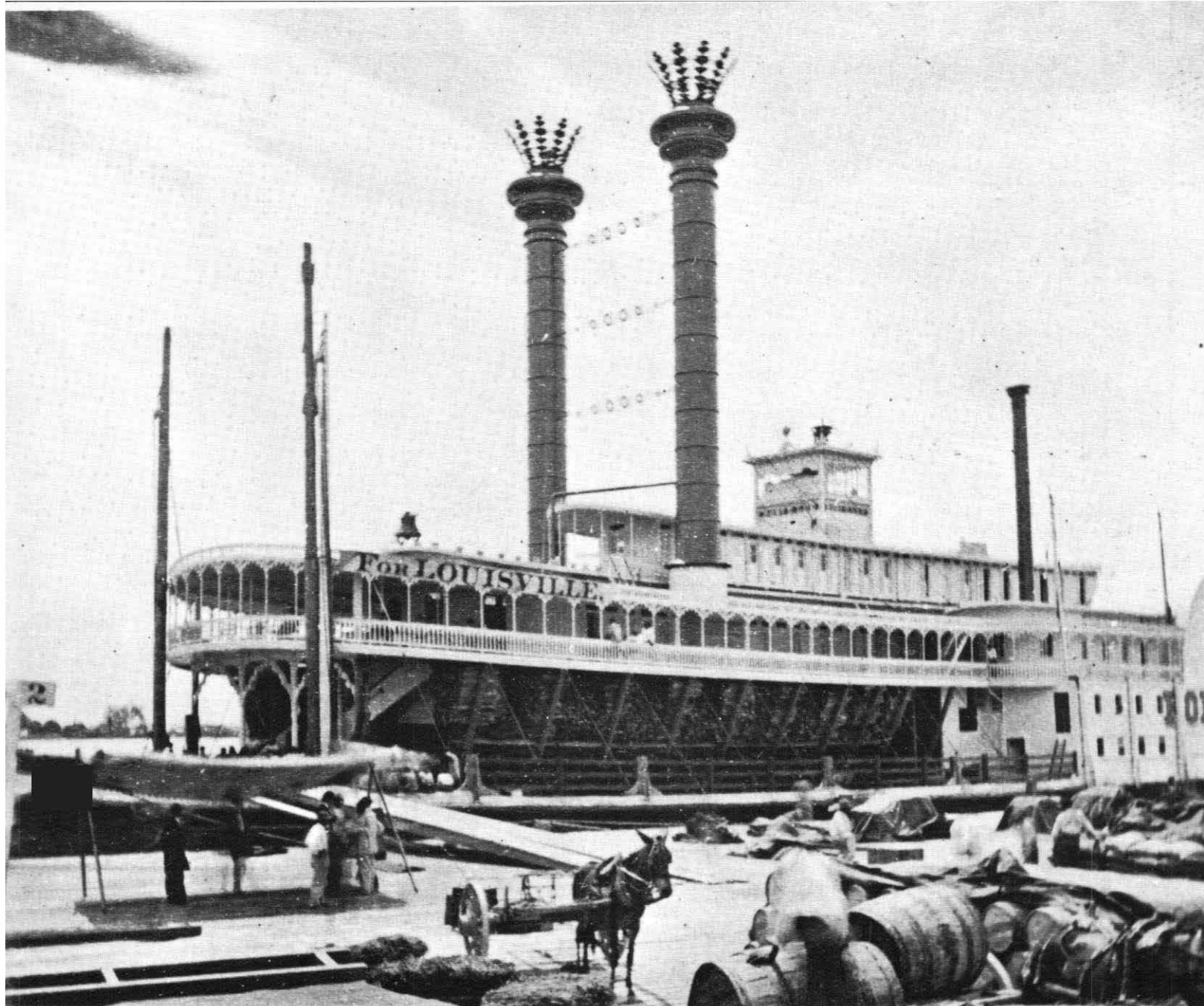
The huckster waits upon the wharf,
With eggs and veal to sell;
He strains his ear, and tries to hear,
The distant VALLEY BELLE.

The farmer looks up from his work,
And he can always tell,
For when she blows he surely knows
That is the VALLEY BELLE.

A wanderer, returning home,
Remarks that sound so well:
"In day or night, or out of sight,
I know the VALLEY BELLE."

She blows and blows, the echo goes
Flooding hill and dell;
Children stare, and men declare,
"There goes the VALLEY BELLE."

=Mr. Carder wrote the above "in memory of a little packet boat which ran on the Upper Ohio for 59 years without serious mishap."
-Ed.



Western boatmen have long lamented the lack of a sharp-focus portrait of the world's most famed steamboat, the "racer" ROBT. E. LEE. That no photographer took such a picture seemed too improbable for belief. Last month, one hundred years after the LEE was built, the picture popped up. Not in New Albany, Ind. where the LEE was launched on July 18, 1866. Not in Pittsburgh where her huge 40's- 10 ft. stroke engines were cast. Not in New Orleans, her home port. And not in St. Louis, the finish-line of her famed race with the NATCHEZ (July 4, 1870). The photograph above has been reposing in the Eldredge collection at the Mariners Museum, Newport News, Virginia. The original was sold as a stereoscope double-image card, standard equipment 1860-1900 in every one-day-a-week parlor (open Sundays only).

That this remarkable picture was taken before the race of 1870 is a certainty. One blurred photograph snapped from Carondelet Bluffs at the race's conclusion fails to show the "feathers" on her stack tops. Those original plumes must have been taken off prior to June, 1870.

In the accompanying picture the LEE has no double swinging stageplanks, nor even the masts and booms to handle them; she had them later--- added after the 1870 race. The FOR LOUISVILLE canvas banner on the roof rail suggests 1869 when she made a number of these trips from New Orleans in the spring and early summer. Or even before that time, judging from the pristine freshness of every stick of woodwork.

Here, without a doubt, we look upon the LEE as she was seen by throngs who knew her 1866-1870 while her speed was being tested, and as the deep grudge between her owner-commander Capt. John W. Cannon and his commercial rival Capt. Thomas P. Leathers of the NATCHEZ (built 1869) sizzled. In the picture the LEE lies at New Orleans, headed in downstream, a usual circumstance due to the reversed current in an eddy which has plagued the foot of Canal Street and environs since steamboating started.

The picture you are looking at is as important to river researchers as the first Russian satellite view of the dark side of the moon. For

the first time in this generation we see a front quartering view of the ROBT. E. LEE, showing in detail the arrangement of her front stairway, the forecastle detail, the front of the pilothouse, the cabin doorways and twenty-odd other items not visible in existing pictures.

It is to Edward A. Mueller, 6321 Merle Place, Alexandria, Va. that S&D fires a salute of gratitude for sending this in for publication. Other of Ed's "finds" have been featured in past issues and one of the more popular ones was the Baton Rouge bulletin board on the back cover of the December, 1965 issue. And speaking of firing salutes, Russell M. Lintner by research has disclosed that when the ROBT. E. LEE was sent North to be dismantled in mid-April, 1876, the Washington Artillery gave her a 100-gun parting salute as she left New Orleans. When she arrived at the Portland, Ky. landing place the LEE's mate fired two shots from the forecastle cannon; one in honor of New Albany, her birthplace; the last as the signal of the close of her career.

NB: The statement in the foregoing that the LEE engines were built at Pittsburgh is substantiated in a news item printed in the Pittsburgh "Commercial" in the August 14, 1867 issue. The story says the engines for the ECLIPSE and ROBT. E. LEE were all cast at the American Foundry, Pittsburgh. So far we have not sleuthed the positive identity of this firm, save that the modern-day Jones & Laughlin Steel Company had its origins in the American Iron Works, 1852.

THE REMARKABLE VOYAGE OF THE HELEN BROOKE

The FLEETWOOD Reflector, published at Gallipolis, O., issue of November 29, 1869, reports that the steamer HELEN BROOKS (sic) left Baltimore on August 9, 1869 by way of Chesapeake Bay. She passed through a canal in Delaware and thence up Delaware River to Trenton. Then through New Jersey by canal and down the Raritan River to New York City. She went up the Hudson to Troy, N.Y., and over the Erie Canal to Buffalo. Then through the Great Lakes to Chicago, down the Illinois Canal to the Illinois River, and out to St. Louis. She got to Napoleon, Ark. on October 14, 1869, having come 3,000 miles, on her journey to Bayou Teche, La.

The HELEN BROOKE was built at Chester, Pa., 1863, 26 tons. First enrolled at Baltimore, Md. Lytle reports her lost at Memphis, Tenn. in ice, December 26, 1872.

Prior to the age of winkin' and blinkin' battery-operated shore lights, most of them were provided with oil lanterns. One of them since the Coast Guard converted to electricity has for years (since 1940) been lit with gas, using the dependable Welsbach mantle. This was located at Utopia Landing, Ohio (Ohio River Mile 163.3) and was installed by Capt. Arthur J. ("Red") Schletter of the C.G. steam tender GREENBRIER. This natural gas beacon was maintained on the property of J. B. Bradfield who came there in 1939, buying the 1845-built white-painted frame home and its premises from Dr. J. Plumer Cole. In December, 1965 the Coast Guard concluded to do away with Utopia Landing Light. Today a pension goes to

former lightkeeper Miss Anna M. Bradfield who occupies the home since the decease of her father. Miss Bradfield recently entertained S&D'rs Walter W. McCoy and F. Way, Jr. and presented to S&D the Utopia Landing light and its number board. There may have been other natural gas beacons on inland shores, but not that we've heard about.

Dick Simonton, principal owner of the DELTA QUEEN, recently sponsored a survey of passenger likes, dislikes, habits and customs. Printed forms were mailed to thousands of past DQ patrons and many of them--surprisingly--took the trouble to answer. A tabulation reveals, as example, that the typical DQ patron is from the Midwest and is a professional man, an executive, or retired.

"If retired," says Dick, "his income is modest but he owns his own home, has corporate stock and government bonds. He doesn't want to be waited on--in fact he'd rather nip in his cabin than sit at the bar. Some want to do both.

"The typical passenger usually takes more than one vacation a year. Although most of his vacations are two weeks long, he frequently goes for three weeks or more. Sixty per cent have been on an ocean voyage but these people like the DELTA QUEEN because the boat makes a stop every day instead of once a week--plus you can't get seasick on the DQ.

"This statistic takes his wife. Or, in the case of the gals, they bring a friend along--and twin beds are preferred. Twenty-six per cent say that an upper berth is o.k.

"These responses indicate that

- 88% want a private bath and shower
- 41% want carpets in the rooms
- 86% want deckchairs and space for them
- 43% want a sunbathing area but only
- 30% think a swimming pool is a good idea
- 54% want movies but only
- 41% want TV and only
- 26% want background music
- 25% want a barber shop but
- 46% want a beauty salon, so the gals have it
- 43% want laundry service but only
- 22% want valet service, and even less want room service
- 51% want a snab bar and
- 44% want a real bar but
- 56% want an ice cube machine so they can nip in their rooms

"The typical Greene Line passenger likes to enjoy himself--but quietly--on the DQ:

- 92% like sightseeing
- 53% like to play cards
- 70% like to play bingo
- 77% like to read
- 80½% like to gab--and admit it
- 67% are hams--they want to act, or at least participate in amateur shows
- 65% are camera fans
- 88% want to loaf, about the most important activity aboard the DQ and
- 93% JUST ENJOY WATCHING THE RIVER."

Dec 24 1862

Mr. Wheeling Martin Sistersville

To Steamer **BOSTONA No. 2, Jr.**

MARKS	TO FREIGHT ON
	<i>Corpse of Neil Archer</i> 2 00
	<i>Recd Payment</i>
	<i>Roy Thistle</i>

Sirs: Here is the freight bill of BOSTONA NO. 2 bringing the corpse of Neil Archer from Wheeling to Sistersville on December 24, 1862. Neil Archer was a Union soldier, and he was buried in the cemetery at Archer's Chapel, Next, W. Va., about eight miles back of Sistersville. The Archer family settled early in Tyler County, W. Va., and raised a family of seven boys and one girl. They were thrifty, hard-working farmers with large farms.

Roy Thistle,
509 Riverside Drive,
Sistersville, W. Va. 26175

=Neil Archer could have returned home alive at half the price. The BOSTONA NO. 2 was built at Cincinnati, 1860, 240 ft. long. In 1862 she ran Cincinnati-Wheeling trade, Capt. E. S. Morgan, master and with W. G. Battelle, clerk. During the summer of 1865 she got on a snag at Craig's Bar near Vevey, Ind. and never was repaired. -Ed.

Sirs: Earl Bettinger will be out of the ferry business between Hawesville and Cannellton when the new bridge is completed across the Ohio River there. He has presented me with the old ferry bell, marked "Cast by A. Fulton, Pittsburgh." Do you know how long that firm was in business?

Bert Fenn,
Box 157,
Tell City, Indiana

=Andrew Fulton established his bell foundry at Pittsburgh in 1832. Technically the firm was still in business a few years ago on Neville Island, Pa., making gas regulators under the firm name of Chaplin-Fulton Co. They have disappeared from the latest 'phone book. -Ed.

Sirs: You may be encouraged to know that in Norway, on Lake Mjoska, the side-wheel steamer SKIBLADNER is still operating. It was about 100 years old when we rode it in 1953, and I just saw a notice that it had begun its 1966 summer runs. It makes, as I remember, one round trip a day between Eidsvoll and Lillehammer, a pair of towns about 100 km apart. The trip from one to the other takes about 5½ hours.

Bill Dill,
101 Greenridge Ave.,
White Plains, N.Y. 10605

=This makes youngsters of the DELTA QUEEN and SOUTH AMERICAN. -Ed.

Sirs: Mr. Lowry Watkins, a life member of the Filson Club, has told me that there is a picture of a sailing vessel - 450 tons - hanging in the Society of The Cincinnati House in Washington, D.C., which bears a plaque showing Richard C. Anderson, Louisville, Ky., as builder and owner, 1794.

Mr. Watkins called me to see whether or not any such sailing vessels were built along the Ohio River at that period. I told him that I thought such vessels were being built along the Ohio, and C. W. Stoll confirmed this.

I am wondering if you have ever heard of a sailing vessel, built by Richard C. Anderson, Louisville, Ky., in 1794, and if so, where I could get an account or a reference to such fact. I will appreciate any information you may give me.

Richard H. Hill, Director,
The Filson Club,
118 West Breckinridge St.,
Louisville, Ky. 40203

=Windjammer sleuths take note. -Ed.

Sirs: Capt. Seph Patchell bought the small steamer M. L. THORNTON and was on his way to Buffalo, W. Va. with her, his son Dan at the wheel. I was standing on the wall at Lock 11, Kanawha River (this was over 60 years ago) watching. The THORNTON rubbed the rocks at Thornes Kirks landing, just below the lock. They got her out on Cantrell's bar (few there were who knew the name of that bar) where the boat sank and turned over on her side. Dan jumped in the river; I saw him jump.

Next morning the boat had righted and was sitting straight. She was raised.

Charles M. Young,
218 First Avenue,
Gallipolis, Ohio 45631

Sirs: When I was ten years old there were worse ways of spending a summer's afternoon than dropping your nickel into the ferry HENRY WATTERSON's fare box and then riding peacefully back and forth between Louisville and Jeffersonville. Excellent trip for a nickel, and you could travel all day if you liked. For the same nickel.

John H. Shiner,
Mutual Trust Building,
New Albany, Indiana

=Who has a photo of HENRY WATTERSON's ferry partner W. S. McCHESNEY, JR.? -Ed.

Sirs: I have returned from a vacation trip to Marietta, where I visited the River Museum. I must say I was thrilled beyond words, and the staff there was so kind and helpful. Mrs. Remley was so kind and gracious and allowed me to see and use some of the library materials.

Went on to Wellsville, O. in hope of seeing the River Museum there, the one disappointment of the trip. The lady who opens it would not come and show us the items. I was told she is there only occasionally and I was so disappointed....had we known that we would instead have gone to Jeffersonville and Cincinnati to see the collections there.

Rev. Robert L. Brandstatter,
The Methodist Church,
Box 93, Verona, Ill. 60479

JOHN PORTER

Sirs: I am enclosing photographs of Capt. John Porter, owner of the yellow fever towboat JOHN PORTER (see Sept. '65 issue, for complete story unearthed by Russell M. Lintner), and of his son John Porter, Jr. The former picture was taken about the time Capt. Porter owned the JOHN PORTER in 1878, and the one of his son was taken on Sunday, Sept. 4, 1966. Mr. Porter, Jr. celebrated his 84th birthday on November 14 last. I took the one of "young"



CAPT. JOHN PORTER
His boat carried the fever

Mr. Porter, Jr. in the yard of his home overlooking the Ohio River at Newell, W. Va.

It was through the efforts of Otis Reynolds of New Cumberland, W. Va. that I was able to get the pictures, as it was Otis who made the arrangements for me to meet Mr. Porter, Jr. and secure the picture of his famed father.

William E. ("Slim") Brandt,
637 North Sixth St.,
Stubenville, O. 43952

=A fact not mentioned in our Sept. '65 story of the JOHN PORTER's fever trip was that Capt. Charles Stewart of Beaver, Pa., then a young man, piloted her from Possum Bar to Pittsburgh; he later was with the Capt. Fred Wilson towboats. Nor did we mention that the almost forgotten towboat MOHAWK of the Mississippi Valley Transportation Co. went through a similar experience as early as Sept. 1867. She landed at Memphis with eight cases of



CAPT. JOHN PORTER, JR.
Still spry at age of 84

yellow fever aboard and was ordered away by the city's mayor. A stowaway who had come aboard to escape the scourge at New Orleans died as the mayor talked. -Ed.

Sirs: I am especially eager for the second recording of the Whistle Blow to be released. With all those whistles and the calliope pictured in the last issue of the REFLECTOR it's got to be good.

David Tschiggfrie,
52 East 17th Street,
Dubuque, Iowa 52001

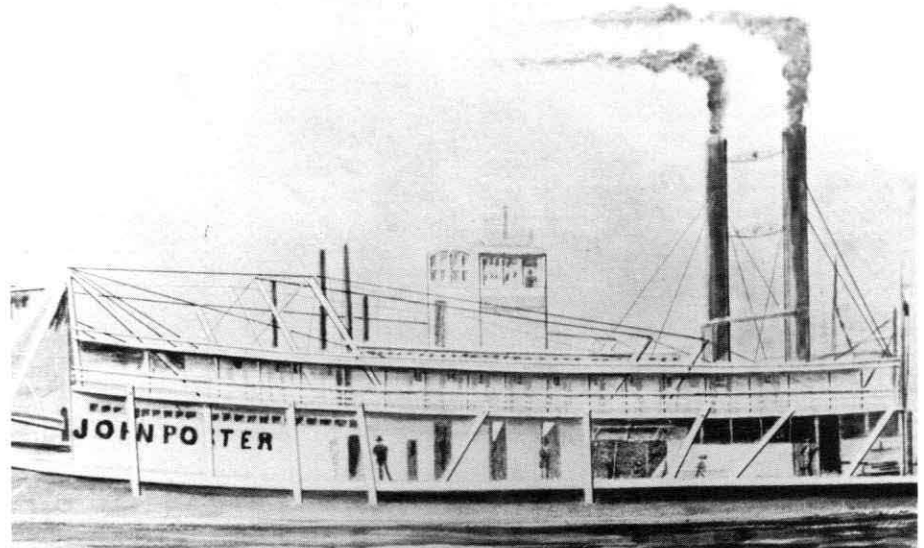
=Latest from Master Artists Recording who are making the platter is "soon, we hope." There has been delay in getting it perfected. Meanwhile a new pressing has been made of the first WHISTLE ECHOES record with technical improvements. -Ed.

It had to happen.

On Saturday, October 22, 1966, the small-fry packet LADY GRACE was lifted ashore from the Ohio River at the Valley Marine ways, Coraopolis, Pa. Next day the wrecking crew commenced dismantling her. She was in her tenth year. The original launching was on May 23, 1957 smack-dab across the river from her dismantling site. Cause of death: enervation of cypress hull. The LADY GRACE is survived by her parents, Mr. and Mrs. H. C. Putnam of Warren, Pa., and Capt. and Mrs. Frederick Way, Jr., Sewickley, Pa. Also by ex crew members so numerous that space does not admit the telling.

High spot in LADY GRACE's life was a trip with U.S. Mail aboard from Wheeling to Charleston, W. Va., June 20-24, 1963 with precedence at all locks. Another event: She was the first boat locked both up-&-down through the 1200-foot chamber at New Cumberland Locks and Dam, October 22, 1959. In August, 1957 she operated on Muskingum River carrying excursions. In July, 1959 a trip was made to Deepwater, W. Va. up the Kanawha. In 1960 she was at the headwaters of the Monongahela. On April 5, 1958 she was up the Allegheny at Warren, Pa., and again there on April 6, 1962.

The LADY GRACE never caught fire, never sank, never was involved in collision, never caused an injury and nobody fell overboard. She carried no insurance and was denied a U.S. Coast Guard Auxiliary inspection sticker. But it had to happen; she wore out.



THIS PICTURE OF THE TOWBOAT JOHN PORTER IS OWNED BY THE PORTER FAMILY AT NEWELL, WEST VA. -Thanks to Slim Brandt.

Sirs: In 1942 a fireman on the towboat KONGO, who hailed from Pummerowy (his pronunciation), O. recited a poem to me. I shall greatly appreciate a complete rendering if any reader can supply it. The gist:-

A deckhand "walking to New Orleans" is writing a letter to his wife. He tells her sundry of his troubles, how much he loves and misses her, and finishes the epistle with the remark that, "I'd send you ten bucks, but I done sealed the letter."

Those Pummerowians must all hail from Wales judging by their accent.

Alan L. Bates,
705 Fountain Ave.,
Louisville, Ky. 40222

FROM OUR FAR-FLUNG CORRESPONDENTS

Sirs: Due to better operation conditions than in my home state of California I am building a 55-foot replica of a Mississippi sternwheeler in New Zealand where I spend several months each year. A helpful guide has been a book titled MISSISSIPPI STERNWHEELERS, issued by Kalmbach Publishing Co. Do they still issue this? I am sending in my membership to S&D.

V. L. Birkbeck,
4408 West 163rd St.,
Lawndale, Calif. 90260

=Seems to us Kalmbach discontinued publication of this book some time ago, but will stand corrected if otherwise. -Ed.

Sirs: The original gas engine or engines on propeller INQUIRER (Sept. issue, page 25) were built by Carlisle and Finch Company, Cincinnati, the headlight firm. Their engines were called "Clifton Marine" because of their address those days on Clifton Avenue. Those Clifton engines were very heavy duty with cylinders cast separately, and they had "sight feed" lubricators. Very much like early small diesels (but burned gasoline) in size and weight, antedating diesels on the Ohio by some years. The only other Clifton Marine engine I know of was on the OWL at Sedamsville, a relief ferry in the BOONE fleet, just a big motorboat carrying people only. I verified this part about the Clifton Marine engines in conversation a few years ago with the Messrs. Finch.

Lewis B. Reade,
222 Caro Lane,
Marietta, Ohio 45750

=Carlisle and Finch on inland waterways means the best and most reliable arc searchlight. The firm (dating to 1894) originally groped a bit; once made toy electric trains. Several of their illustrated catalogues advertising them are in the Inland Rivers Library, Cincinnati. -Ed.

Sirs: Lewis Reade's tale of life for one day on a gasboat is priceless. The thing that tickled my funnybone was the ridiculous unreliability of the contraption with that tremendous name LION POWER. Ed Scheibler's story of the Combine is most informative; not too scholarly and strikes a good note for a basically historical association. Is there more to come? -Hope so.

J. W. Rutter,
89 Park St.,
Canal Winchester, O. 43110

=There is more to come. -Ed.

Sirs: Capt. James H. Prather, who owned the side-wheel MAGNOLIA 1859-1868 in the Cincinnati and Maysville trade was my great grandfather. He lost his life when the boilers exploded at California, O., March 18, 1868. I am anxious to procure a photograph of the boat.

Mrs. Robert E. Michael,
7637 Shawnee Run Road,
Cincinnati, Ohio 45243

=Steamboat Photo Service has sent same. -Ed.

Sirs: I am trying to find books on the old steamboat days on the Tennessee and Cumberland rivers. Could you tell me what these are, who the authors are, and where to find them?

Capt. George O. Buchanan,
923 Sixth St.,
Paducah, Ky. 42001

=Best steamboat story of the Cumberland is STEAMBOATIN' ON THE CUMBERLAND by Byrd Douglas. Only such book on the Tennessee we have read is THE UPPER TENNESSEE by T. J. Campbell. Judge Byrd Douglas died some while back, but write his widow, Mrs. Mary Stahlman Douglas, 2019 Castleman Drive

at Nashville, Tenn. about the first mentioned book. The other has been out of print for a long time but a copy might be picked up through a dealer. -Ed.

Sirs: Enclosed is photostat copy of a front page item from the Monday, Feb. 13, 1905 issue of the Marietta "Register," sent to me by Bill Fletcher of Downey, Calif. An old-timer gave it to him--probably lived in Marietta at one time. The year 1905 must have been a rough one if the report is correct.

S. Durward Hoag,
Motor Hotel Lafayette,
Marietta, Ohio

=The article is headlined: STEAMER OAKLAND IS LOST; is subheaded: Cut Down By the Ice, Which Tore a Great Hole in Her Hull. The report was from Rochester, Pa., stating that the OAKLAND had been cut down by ice there, her hull ripped 50 or 60 feet, and she is termed a "total loss." For news of the OAKLAND on Dec. 7, 1905, ten months after her "total loss" see page 18 this issue. Other news headlined in same issue of the old Marietta paper tells of the burning of the famed First Congregational Church, known as the "Two Horned Church" because of twin spires, on Marietta's Front Street between Putnam and Scammel, and facing Muskingum Park. Built of wood in 1809, it burned to the ground Feb. 12, 1905, and one year later had been faithfully duplicated by the brick and stone church still in service at the same location.-Ed.

Sirs: I believe that one of the S&D members is a granddaughter of Capt. Stewart Conner. If so and if you should see her please tell her that I at one time steered for Walter and Stewart Conner and they were both very kind to me. To this day I often think of them for their thoughtfulness. Back in those days a steersman was sometimes considered excess baggage and certain pilots did not care much for them.

Gordon W. Cooper,
Hotel Irvin Cobb,
Paducah, Kentucky

=Mrs. Edmund C. (Sarah R.) McFaul of 4850 Marieview Court, Cincinnati, O. 45236 is granddaughter of Capt. Stewart Conner and Walter Conner was her uncle. -Ed.



This fashion plate photo was taken in the late fall of 1906, sixty years ago. These passengers were aboard the packet QUEEN CITY bound from Pittsburgh to Cincinnati. The boat's smokestacks are "broken back" to dodge the B&O Railroad bridge at Parkersburg, W. Va. and in another moment the boat will pass under the channel span. The Ohio River is at a fairly high stage due to recent rains. But now the weather has cleared with the wind from the North, and there is a little chill in the air. In another fifteen minutes our fashionable families will have an hour's shore leave.

The big roof bell in the foreground today does service on the DELTA QUEEN. The nameboard QUEEN CITY on the pilothouse today is a featured exhibit in the River Museum, Marietta. The fancy spreader-bar between the stacks has been duplicated for the steamboat MARK TWAIN in Disneyland.

The round trip fare, Pittsburgh to Cincinnati and return, in 1906, was \$14 including meals and berth. Think of it! One whole week afloat for \$14!

This unusual picture was taken with a Graflex roll film camera, 5 x 7, by T. J. Farley who was connected with the Bell Telephone Company in New Jersey. In 1963 his widow vacationed aboard the DELTA QUEEN and presented the negatives taken on the 1906 voyage to Comdr. E. Jay Quinby, board chairman of the Greene Line, who kindly passed them along to S&D.

Who's on watch in the pilothouse? Chances are we'll never be sure; but Tony Meldahl and Phil Anshutz were her regular stargazers. Some of S&D's present-day members stood pilot watches on this fabled steamer including Jesse P. Hughes, Harry Kraft, William S. Pollock, William C. Dugan and--for one watch at least--your humble Editor.

Sons and Daughters of Pioneer Rivermen

89 Park St., Canal Winchester, Ohio 43110



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