

# S&D

# REFLECTOR

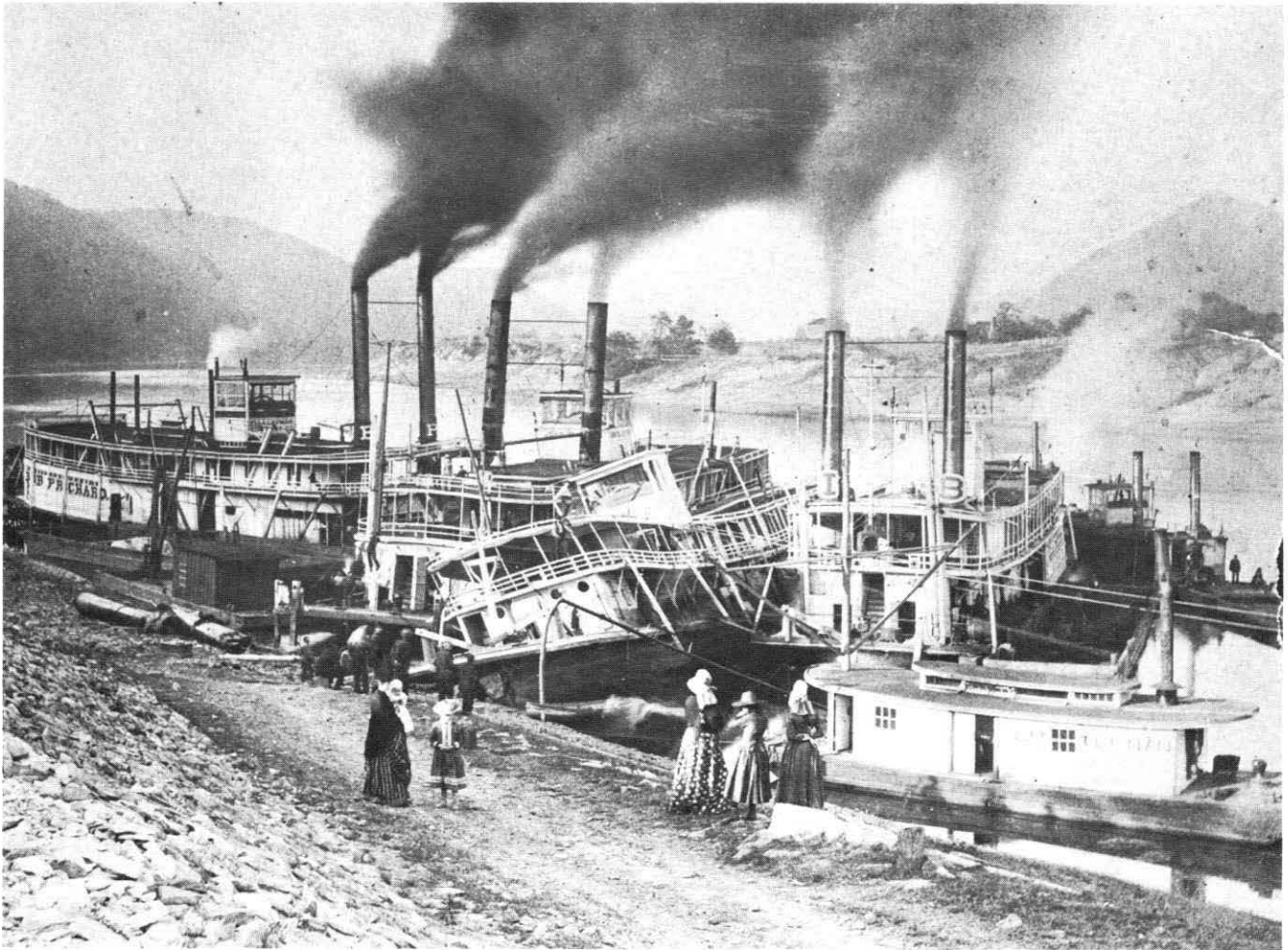
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 4, No. 2

Marietta, Ohio

June, 1967



The towboat SPRING HILL was downbound at dusk on the evening of Thursday, Sept. 26, 1889. She was descending the Kanawha River, above Charleston, near Marmet, W. Va. The wickets at Dam No. 5 were down. Customarily a lantern was displayed on the outside lock wall.

This particular evening the lockman was behind schedule and darkness had come ere he wended his footsteps down the esplanade to set his lantern. He was on the land wall when he saw the lights of the approaching SPRING HILL. Holding the lit lantern in his hand, he paused and watched.

The pilot on the SPRING HILL saw the lantern and mistakenly figured it was hanging in place on the outer wall. He judged distances and lined up his boat to run the pass. In another shake of a lamb's tail the SPRING HILL hit the outside wall a terrific lick, swung around, and sank as the pilot got her nose ashore. The first man to

the scene of the wreck was the lockman at No. 5 who still had the lighted lantern in his hand. He did not know or realize until later that he had attracted the moth to the flame.

The photograph above comes from the collection of the late R. K. Wells of Charleston, thanks to Alfred S. Patrick. In the center is the sunken SPRING HILL. The two towboats on the left are the BOB PRICHARD and JOHN D. LEWIS. Over to the right is the IDA BUDD, and at her stern is the small towboat WM. WAGNER. The pumpboat in the right foreground is named LITTLE DAN. This is the clearest picture of this affair yet found, and our thanks to William E. Reed for preparing it from the old negative.

The sunken SPRING HILL was successfully raised and worked many years after. Her owners in April of 1899, ten years after the accident, got a check from the United States in amount \$6,000 for damages.

## LETTERS FROM READERS

Sirs: Here is a little puzzle for Sherlock Holmes fans. Franklin J. Meine, Chicago's great Mark Twain scholar, has sent me a faded old photograph of a Mississippi river steamboat, an old side-wheeler, with the name SHERLOCK clearly visible on its side. Meine can't place the locale; he thinks it is somewhere along the upper Mississippi (i.e., north of St. Louis). If any reader with a long memory can recall such a craft and tell this columnist where it got its name, he will be thanked in print and made an honorary member of Baker Street Irregulars, founded by Christopher Morely 33 years ago. Conceivably the old boat still exists, moored in some forgotten inlet, perhaps a playhouse for neighborhood children. If it can be located, possibly it should be acquired by the great Conan Doyle museum at Lucerne, Switzerland.

Vincent Starrett,  
Book Review Section,  
The Chicago Tribune,  
Chicago, Ill.

=Elementary, Watson; the picture is that of the THOMAS SHERLOCK, no kin to Sherlock Holmes, a big side-wheeler built at Cincinnati in 1873. She smacked into the C&O bridge at Cincinnati about 7 p.m., Feb. 16, 1891 and went to kindling. Honorary membership in BSI may be made out to Sons and Daughters of Pioneer Rivermen and will be framed and displayed in the River Museum, Marietta. -Ed.

Sirs: If you could see the Pearl River in Mississippi now, you would hardly believe that steamboats ever could have used it. However, the Rivers & Harbors Association of this state is currently working on an ambitious plan to develop the Pearl for industrial purposes as well as for pleasure boats.

I am quite interested in old river boats and have a number framed in my office. Since the Pearl River is so close to us, I certainly would like to get a picture of a boat that traversed that river. Also I would like if possible to get as much information as I can about former steam traffic on that stream.

I am told that I have river captain ancestors who operated possibly on the Ohio or up into Pennsylvania. Do you have any information on any Capt. Jacobs?

Charles R. Jacobs,  
Publisher,  
Leader-Advertiser,  
Brookhaven, Miss. 39601

=Brookhaven is not on the Pearl, but is due west of it about equidistant between Jackson and Columbia. If Charles R. Jacobs is related to Capt. Adam Jacobs he has illustrious river ancestry. -Ed.

Sirs: Last summer on the DELTA QUEEN I met Henry Clodius of Walla Walla, Wash. who sends me a story printed in "The West" magazine about Capt. Uriah B. Scott on the Columbia River. Capt. Scott showed cool judgment on an afternoon in 1887 when his palatial sternwheel TELEPHONE caught fire as she raced toward Astoria near the end of her daily down-river run. At twenty miles an hour Capt. Scott drove her toward shore and held her nose to the bank while passengers and crew scrambled for safety. Everyone made it except one drunk, too far gone to realize what was going on. Capt. Scott was the last to leave, making a dive through the pilothouse window after finding the steps to the texas consumed by flames. The Astoria fire department clanged up in time to save the hull. The TELEPHONE's upper works were rebuilt and she went back into service handsomer than ever.

Charles F. Deitz,  
3034 Radiance Road,  
Louisville, Ky. 40220

=Capt. Uriah B. Scott was born in Lawrence County, O., near Iron-ton, in 1827. He helped build and ran many Ohio River steamboats, most famed being the first CHESAPEAKE, 1871. In 1873 he went to the Columbia River in Oregon, built a sternwheeler he named OHIO, then TELEPHONE, TELEGRAPH and became owner of the famous BAILEY GATZERT, built 1890 with engines and boilers from the James Rees & Sons shop at Pittsburgh. Capt. Scott died at Portland, Ore. on June 23, 1913. -Ed.

Sirs: The current issue of "The Ensign," published by the Power Squadron, contains an illustrated story about the naphtha launch so popular in the 1880-1890 era. On display at Mystic Seaport, Conn.

is such a launch, the LILLIAN RUSSELL, and two views are shown of it.

Wm. G. Patterson,  
210 South 17<sup>th</sup> St.,  
Richmond, Ind. 47374

=The real life Lillian Russell (1861-1922) was an operatic soprano from Clinton, Iowa who had four husbands in her time and won plaudits teamed up with Weber and Fields. She once christened a boat at Pittsburgh and we can't remember what one it was. -Ed.

Sirs: That color picture of the QUEEN CITY is beautiful. I cut it out and plan to frame it. My clerk career also included some time on the HELEN E. and the J. P. DAVIS; also a few trips between Huntington and Cincinnati on the EVERGREENE.

How and where is Capt. Bill Pollock? I have not seen him for a lot of years. He was a swell person to work for. I was with him on the GENERAL WOOD when ice ripped into her hull near Matamoras, O. After temporary repairs we continued to Pittsburgh with the stage swung around to keep the hole above the waterline. I think that was the WOOD's last trip.

Robert F. Pyle,  
419 West Walnut St.,  
Barnesville, O. 43713

### NEW SKIPPER ON THE BELLE

The captain on the BELLE OF LOUISVILLE this summer is Capt. Charles H. Brasher who formerly commanded the DELTA QUEEN. He has been in Temple, Texas, for some time past. He's 56, and his wife formerly was social hostess on the DQ. They have one daughter, a college freshman in Texas.

Capt. Brasher's father was Capt. Charles Brasher whose picture appeared in the March issue of the S&D REFLECTOR, page 20. Also his uncle Jim's picture is shown. The BELLE's new skipper was born in Rising Sun, Ind. and measures about five feet 16 inches. He was one of the famed Ohio River crew sent by Greene Line to Antioch, Calif. to man the DQ around through the Pacific Ocean, although he didn't get to make the voyage.

REFLECTOR editor Way went editor of the weekly Sewickley "Herald" on March 11 on an emergency basis. The added burden has curtailed otherwise free time. Our apologies for delay in answering mail.

Sirs: The old towboat ELLEN HATFIELD, originally C. C. WEBBER, has been pulled ashore at Savanna (Ill.) awaiting rebuilding into a motel. The owner has encountered financial difficulty and the plan is now suspended. Cranes and crawler tractors were used to pull the boat on log rollers. The pilothouse, boilers and engines and the paddlewheel are gone. She is a sorry sight.

John R. Adney,  
Miles, Iowa 52064

Sirs: We are moving into the new Anderson County (Tenn.) court house, and as I am the County Attorney, I get one of the new offices. Oak Ridge and Clinton, the county seat, are both on the Clinch River. I'd like a large framed picture of a Clinch River steamer moored at Clinton, or coming around a bend in Clinch River for my new office. Where will I get it?

Harry Lillard,  
Prince Building,  
Oak Ridge, Tenn. 37830

=Page the Underwoods. -Ed.

Sirs: My grandfather Blakeslee was a Mississippi River steamer captain, although I do not remember him as he died before I was born in 1898. Our family has roots in Quincy, Ill., although all of the Blakeslee side of the family are long since gone; my father was an only child, etc. Who was my grandfather, do you suppose?

Willis Blakeslee,  
285 Congress Place,  
Pasadena, Calif. 2

=Skipper on the NOMINEE in 1850's was named Capt. Russell Blakeley, which probably is no help. -Ed.

#### PARADISE LOST

Mrs. Roy B. (Jane Hines) Morningstar, of the News Publishing Co., Bowling Green, Ky., sends us a bulletin that the town of Paradise, Ky. is about to disappear from the map, due to pressure of modern progress. Located on the Green River, originally called Strumm's Landing, the population of 40 are in the road of TVA's steam generating plant, which needs the Paradise area for coal storage.

Sirs: The mv. DAN LUCKETT was the first towboat arrival in St. Paul this season. However, the

mv. J. W. HERSHEY broke the ice through Lake Pepin and claims the same achievement. Seems after the HERSHEY knocked out the ice, the LUCKETT pulled a sneaky, cut in front, and surged ahead to our fair city. The skipper of the HERSHEY acknowledged he would have done the same thing, so nobody's mad.

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

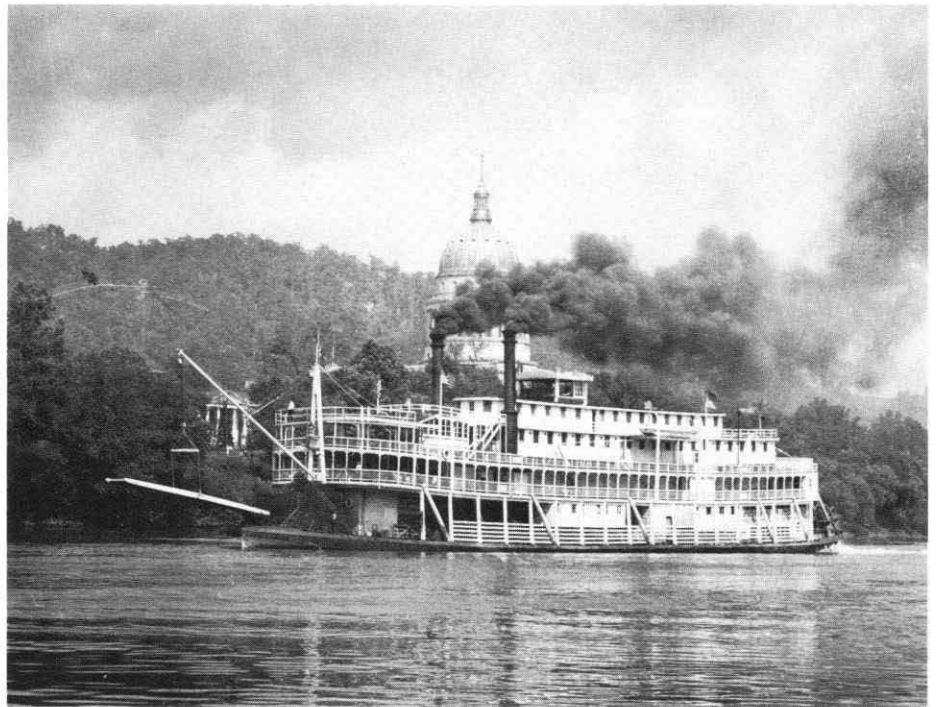
=The DAN LUCKETT, MVBL towboat, Capt. Norman Hillman in charge, got to St. Paul on Saturday, March 25, 1967. Master of the J. W. HERSHEY, ACBL towboat, was Capt. Rusty Barrilleaux. -Ed.

#### LAST FREE FERRY RIDE

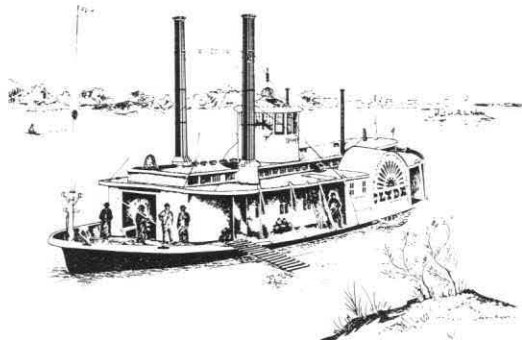
What we like about S&D member Earl Bettinger is plenty, and chalk up one more thing:- When he had to quit the ferry business between Hawesville and Cannelton last December 21st, 1966, because of the opening of the new bridge over the Ohio River, Earl let all cars and passengers go free for the last midnight ride.

Sirs: That picture of the SILVER MOON, and the zoom-up of the caliope, plus the deductions about it, is a great story.

J. Mack Gamble,  
Box 2, Route 2,  
Clarington, Ohio 43915



PRIZE PICTURE OF THE SEASON:- This dramatic portrait of the tourist steamer GORDON C. GREENE was taken on the Kanawha River at Charleston, W. Va. showing the State Capitol in the background. Photographer was the late R. Kirker Wells, and the original negative was presented to S&D by Alfred S. Patrick. Artist William E. Reed made the enlargement. See elsewhere in this issue a letter written by Capt. Jesse P. Hughes verifying that this big steamer was above Montgomery, W. Va. on an "exploring expedition" one time.



This picture of the side-wheel raftboat CLYDE excited interest in the Dubuque Boat & Boiler Co. ad in The Waterways Journal. Built 1870 with an iron hull 19 feet wide, she once capsized.





Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa., printed at Marietta, O., and mailed at Canal Winchester, Ohio. Membership in S&D entitles each \$5 member to one copy per issue. Applications to join should be accompanied with a check for \$5 (individual) plus \$1 additional for each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$5; if you and wife join send \$6; if you and wife and one child enroll send \$7, etc. Remit to Mrs. J. W. Rutter, secretary, 89 Park Street, Canal Winchester, Ohio 43110. Membership cards may be used for free access aboard the steamer W. P. SNYDER, JR. at Marietta, Ohio.

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.

\*\*\*\*\*

The voters of the fair state of Ohio concluded decisively on May 2 last to decline a proposed bond issue which, had it passed, would have provided funds for a complete new River Museum. The defeat of the measure according to news reports was almost 2 to 1 against. We feel that most of those who voted had no knowledge that a new River Museum was planned. The Museum item, said to have been \$500,000, was so trivial to the whole proposal that it would barely make a dot on a little "i" in this paragraph. So, on the whole, our disappointment must be only an atom in a universe of dismay elsewhere in Ohio.

Perhaps the voters were right. Such a majority usually is, in the long run. The marvel is, thinking back to it, that a new River Museum was proposed at all. It got on the agenda as the end result of a lot of hard work put forth by two Marietta persons with a heap of get-up-and-go, S. Durward Hoag and William M. Summers. First of all, Ohio Governor Rhodes had to be made conscious of the need for such a new building. To do this, Steve Hoag prepared at great effort a complete book, copiously illustrated and documented, for the governor's eyes. Only one copy was made. Your president of S&D prepared and sent a letter to Governor Rhodes, part of which is quoted in the editorial shown at the right on this page. Other admirable letters also went to the governor's desk, among them a dandy written by vice-president Capt. "Doc" Hawley of Greene Line Steamers. Columbus attorney Fred J. Milligan, former president of the Ohio Historical Society, gave generous assistance. Governor Rhodes expressed public approval and the new River Museum was made part of the bond issue program.

Yes, the bond issue was defeated. But the idea for a new River Museum was born. We will do well to study the idea well; to agree what type of construction will best suit the future; to know when the time comes--as it will come--how best to preserve the history of these inland waterways so important to all of us.

# Opinion Page

The Marietta, Ohio, Times, Monday Evening, February 6, 1967

## One River Museum Already Has Status

A river museum on a barge that would be moved up and down the Ohio River has been proposed by the governors of Kentucky, Indiana and Ohio, according to a columnist in a Columbus paper. The idea is that the barge would stay a week at each town wharf and be part of local river festivals.

Interesting. But there must be numerous river towns which no longer have a town wharf where such an attraction should be shown off suitably. Furthermore, the idea is on an entirely different wave length from that earlier proposal to build a permanent Ohio River Museum in the \$300,000 to \$500,000 class to attract an estimated 250,000 visitors annually.

Last year, presentations were made to Ohio's Governor Rhodes in behalf of establishing any new river museum in the vicinity of one already in existence that now is cramped for space; one that has as a companion attraction an authentic steamboat which is irreplaceable.

Included in the presentations was a

letter signed by Frederick Way Jr. of Sewickley, Pa., president of the Sons & Daughters of Pioneer Rivermen, which concluded with this statement:

"Marietta's River Museum over the years has had many imitators--some of them have succeeded surprisingly well. But no one of them has the national status of Marietta's River Museum. No one of them has the energy of 1,000 rivermen behind its effort. The answer to continued success of Marietta's River Museum is as easy as it is acute:--A new building needed."

More recently, a set of enlarged full-color photographs of Campus Martius Museum, interior scenes of its River Museum section and the floating Str. W. P. Snyder Jr. was prepared by S. Durward Hoag, who since has received notice that the "very fine material you prepared regarding the proposed Ohio River Museum has been placed in the Governor's hands."

So the sound proposition that any extensive expansion of facilities for preserving and presenting Ohio's river history be carried out in Ohio's oldest river town is not being allowed to become forgotten.

## Steamboat Whistles . . .

### ANNOUNCEMENT OF SECOND RECORD

WHISTLE ECHOES Volume No. 2, is the recording of the second annual "Whistle Blow" staged by the Sons and Daughters of Pioneer Rivermen at Long Reach, West Virginia, in May 1966. Volume No. 2 includes DELTA QUEEN, BELLE OF LOUISVILLE, CHAMPION COAL, QUEEN CITY, many other whistles, calliope renditions by Captain Clarke "Doc" Hawley on the DELTA QUEEN and the never before recorded river ballad "Rambling River Line" by Robert Schmetz. This nostalgic collector's album is now available at the Lafayette Motor Hotel or River Museum, Marietta, Ohio 45750, hobby shops or by mail:

33-1/3RPM MONAURAL \$5.45 EACH      STEREO \$5.95 EACH  
(INCLUDES SHIPPING AND INSURANCE)

BONUS OFFER--order both the Volume No. 1 (1965 "Whistle Blow") and Volume No. 2 priced \$8.95 monaural and \$9.95 stereo.

### MASTER ARTISTS RECORDINGS

A Division of MODE-ART PICTURES, INC.

1022 FORBES AVE.

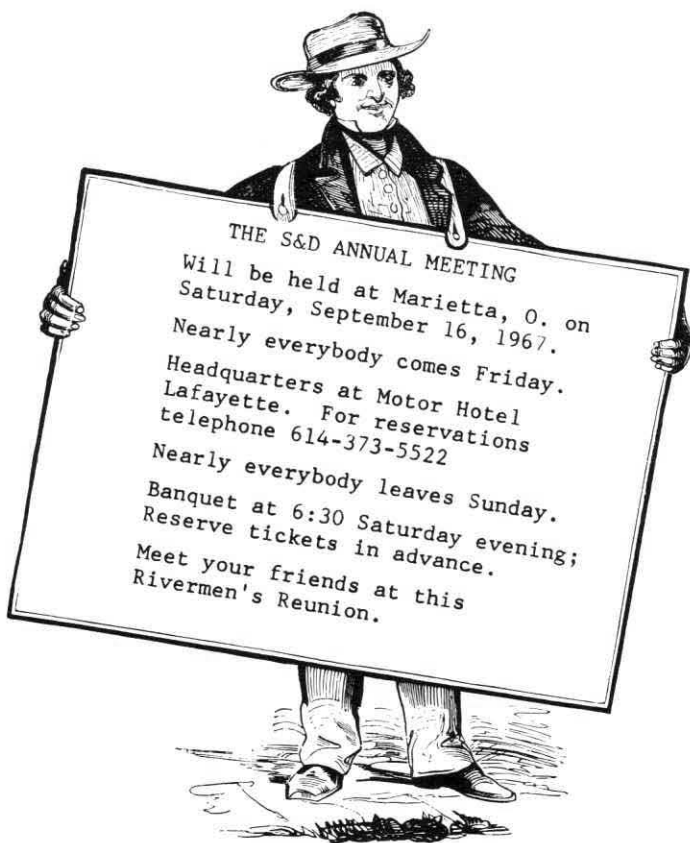
PITTSBURGH, PA. 15219

The above advertisement is excuse to say that S&D has a finger in the pie here. When over 1,000 of these records are sold, we start collecting royalty. No. 1 is already over the 1,000 mark and No. 2 is getting that way even faster than No. 1. Such stimulation has been due in no small part to a great deal of cooperation and voluntary help. Steve Hoag has been running free advertising in the Marietta Times; Ray Spencer did a lengthy review in The Waterways Journal; Dolly Robertson gave generous praise in her column in The Clermont Sun (which was reprinted in other sheets); Jim Wallen has been beating the drum at Huntington, W. Va.; Dan Pinger gave a flattering "blow" in his OHIO RIVER Magazine and the Steamship Historical Society enclosed notices in their latest issue of Steamboat Bill. Bob Stone was so "taken" with Bill Reed's painting of the QUEEN CITY (which graces the color cover of Album No. 2) that he procured from Richardson Printing Co. large 18 by 21 inch full color reproductions suitable for framing, available by writing the address on the above advertisement at \$1.50 each. They have been going like hot cakes.





The last boat operated by the St. Louis & Tennessee River Packet Co. was the JANE RHEA but this JANE RHEA is not the last boat operated by the St. Louis & Tennessee River Packet Co. Photo was made at Vanport, Pa. on the Ohio, August, 1966, by Slim (William E.) Brandt, to whom our thanks for final photo record of a name--JANE RHEA--which ought to interest our friend Frank L. Teuton.



#### WHISTLE OWNERS PLEASE NOTE

NO SCHEDULING HAS BEEN MADE for Whistle Blow No. 3, says Walter W. McCoy. Persons having steam whistles, intact, with certified pedigrees proving former use on Western steamboats, please drop a line. If enough whistles are promised, there is lively possibility that another "Blow" will be scheduled in the near future. Direct all communications to Walter W. McCoy, Box 100, Sistersville, West Va. 26175.

We are indebted to Mrs. Clarence Elder for newspaper clippings from the Rock Island (Ill.) Argus, telling of the fire which destroyed the ancient ferryboat W. J. QUINLAN which for the past 22 years has been roosting at the Kahlke Boat Yard there. In 1945 it was pulled out on the marine ways and never was repaired or re-floated. The 1965 flood almost got it, but not quite. About two years ago the QUINLAN was in the national limelight when featured on a Huntley and Brinkley documentary TV show of the Mississippi River.

Built in 1904 at Rock Island the ferry originally was named DAVENPORT, a handsome two-stack ferry teamed up with a partner, the ROCK ISLAND. The latter was sold away about 1918. In the mid-twenties the DAVENPORT got a new owner who remodeled her into a combination ferry-excursion boat (allowed 528 passengers) with a single stack and renamed W. J. QUINLAN. The venture was not a financial success, a dock bill was owing to the Kahlke Boat Yard, and so the boat was hauled out on the Kahlke marine ways to become a landmark of the area. Firemen said that the blaze which destroyed the old boat Saturday night, April 8, was probably caused by kids.



Anybody failing to recognize three of these gentlemen will kindly step to the rear. Two of them are called "Doc." The "Doc" on the left once sold patent medicine. The "Doc" on the right studied to be an MD. This was taken aboard the DELTA QUEEN in 1963. Left to right: mate Doc Carr, clerk John Lewis, watchman Bruce Edgington, mate Doc Hawley.

The Wheeling Steel Corporation sold its river fleet recently to The Ohio River Company. The old La Belle Iron Works bought the towboat CARBON and 13 wooden barges in 1920; built the towboat LA BELLE in 1921 and 40 steel barges. Towboat CONQUEROR was bought in 1923; the TRANSPORTER in 1924. Several diesel towboats played a part in early operations, the BENWOOD, WHEELING and PRINCIPIO. The DUCTILLITE was built in 1940, the LA BELLE in 1947. The ROBERT E. REED was added in 1958.

## STR. JOE FOWLER

### *Pittsburgh to St. Paul and Return. General Information and Etc.*

1914

BY FREDERICK WAY, JR.

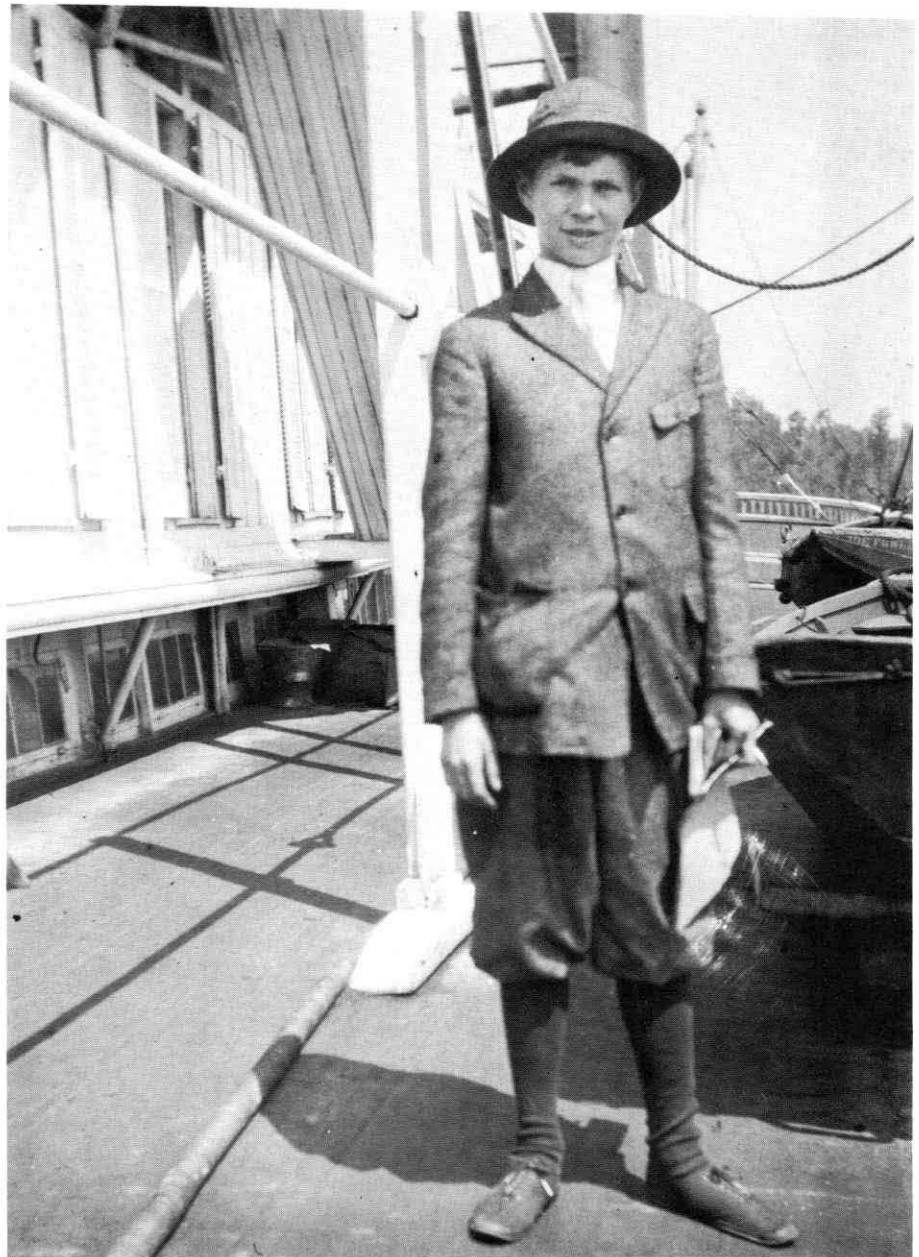
**3,040 Miles**

SATURDAY, JUNE 6

Uncle Jack drove us to Pittsburgh and everyone met at the Duquesne Club and had lunch. I ate a combination sandwich and had some hot chocolate and then a parfait. Mother didn't think I could eat all that and I didn't finish the sandwich but Uncle Will paid for it. We drove down to the JOE FOWLER and got aboard. The boat is pretty nice. It was docked at the shore in the Monongahela River and we walked up the gangplank. The day was nice and warm and sunshiny. Here are the people in our crowd:- Uncle Will and Aunt Louise and Kate and Sis: Aunt Isabel and John and Stewart; Dad and Mother and Willie and me; and Lawrence Fuller. Fuller is related to Kate and Sis; he's their cousin, and he's on here to learn Latin from Uncle Will to get ready for college, what a shame we say. Uncle Jack stayed home, he didn't elect to get stranded on a sandbar 1,000 miles from home. There are a good many other passengers who I don't know yet. A good many visitors came on, but they left when the bell rang. It looked like more people got off than stayed on. We left at 2 p.m. on time, and Dad says this is a wonder.

Everybody on the boat waved at the people on the wharf whether they knew anybody or not, and when the pilot blew the whistle a lot of water came out first, and Kate and Sis got wet. This is their first boat ride and they will stay out from under the whistle the next time.

We have good firemen and they make a lot of smoke. Watched the scenery most of the afternoon. We went under Sewickley bridge at 3:35 p.m. and were down below the last lock before supper, which is Merrill Dam below Beaver. We will go through a couple more locks but they are away down the river.



THE KEEPER OF A LOG BOOK aboard the steamboat JOE FOWLER in 1914 who signed himself Frederick Way, Jr., age 13. This picture was snapped on the starboard roof, looking forward. The young man has in his left hand the notebook and pencil with which he recorded the voyage from Pittsburgh to St. Paul and return to Louisville. His Mother took the photograph. Whether or not this kid with the wrinkled stockings and bedraggled tennis shoes is kin to today's S&D REFLECTOR editor is hard to figure; seems to us there is very little resemblance.

At suppertime a colored man dressed in white went around banging a big brass gong. Our party eats at the first table, a big, long one, set in the front of the cabin up near the office. Uncle Will didn't care much for the drinking water which is a little muddy. Our stateroom is

No. 14 and Willie and I are supposed to sleep in the upper bunk and Mother in the lower. We are right alongside the 'scape pipe which makes a soothful sound except when the engineer blows steam out of it, then it roars loudly. It wakened me up when they landed at Wheeling after

midnight. We went to bed below Steubenville.

SUNDAY, JUNE 7

Everything was still when I wakened so I got up. We were tied to some trees and there was a heavy fog. Went up on the roof and a shaggy pilot was up in the pilothouse leaning on the pilot-wheel. He saw me and he said: "Were you awake when we passed St. Paul last night, sonny?" I answered him, "You can't fool me; we haven't got to the Mississippi River yet." He said, "The JOE FOOLER fools everybody." Funny man.

The breakfast bell rang after a long time, and then the fog went away. We unhitched from the tree and here we were near Moundsville, W. Va., but didn't see the Indian Mound. Came to a pretty town with lots of white houses, Clarrington, O. The packets LIBERTY and KANAWHA were at the wharfboat, and the KANAWHA blew short toots on her whistle. Our pilot blew short toots on our whistle. This is a salute, so Captain Pope says. Capt. Ben Pope is a nice person and he likes to talk to Dad. Capt. Elmer Pope is also on the boat, and he is Capt. Ben's brother. Both of them wear straw hats. Capt. A. C. Dunbargar is supposed to be the captain of the boat, but he

is busy in the pilothouse steering a watch. The other pilot who I spoke to this morning is Capt. Dayton Randolph. We have enough captains, I expect.

We met the towboat RAYMOND HORNER coming up with empties at 9:10 this morning, and we saw the FRANK TYLER at a dam which is being built. The towboat W. K. FIELD and empty barges passed up-bound below Sistersville, W. Va. just after we left that place. We got some passengers at Sistersville; a boy younger than Willie or me got on; his name is Wells Kinkaid, Jr. His mother and grandpa are also on, and they say this elderly man owns most of the town.

Passed Marietta, O. at 1:30 p.m. and saw the Muskingum River where the LORENA used to go before the 1913 Flood. Got in Parkersburg, W. Va., which is the JOE FOWLER's home port, at 3 o'clock, and landed at the wharfboat tied in the mouth of the Little Kanawha River. There were a lot of gasoline boats here, all sternwheelers. We went up town and got a soda at a drugstore where it was nice and cool, and I picked out some colored post cards, one of them of the old packet KEYSTONE STATE. The towboat W. R. MARKLE was tied up above us, and the steamer FRENCH was nearby. Capt. Ben Pope owns

the Parkersburg Dock Co. which can be seen from the wharfboat. Left Parkersburg at 4:25 p.m. and I played inside with Sis and Kate and missed seeing Blennerhassett Island; chance of a lifetime and I missed it. After supper we passed Reedsville, O. where our pilot Capt. Randolph lives. His wife waved to him and he waved back. Everybody waved. This is the greatest boat for everybody waving at everybody else on shore.

MONDAY, JUNE 8

Uncle Will loaded up at Parkersburg with bottled water, and now he has a couple of bottles at the table at mealtime. Also he got a mechanical mixing glass, fills it with milk and chocolate powder, and makes milk shakes at the table. He looks very serious while pumping the handle up and down on the milk shaker. One of our waiters is a colored man named Mack Davis and he tells Mother he never saw a boy like me who is so "intah-rested" in steamboats. This morning I would have slept late (Willie and I now have separate beds) but heard some cows mooing and sheep going ma-a-ah, and looked out the transom window and we were alongside the packet TACOMA in a fog. She had a barnyard penned on the first deck.



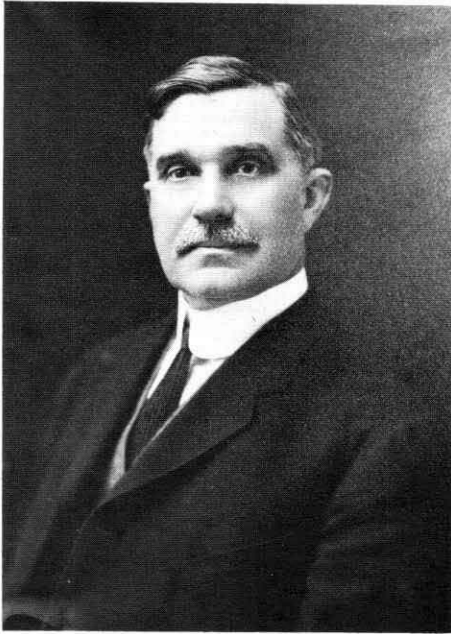
CINCINNATI WHARF AS IT LOOKED IN 1914. At extreme left is harbor boat HERCULES CARREL. The two big side-wheelers at the Mail Line wharfboat are the INDIANA and CITY OF LOUISVILLE. The GREENWOOD is above, at the Greene Line wharfboat, with the

small one-stack GREENDALE maneuvering. The Coney Island excursion side-wheelers ISLAND QUEEN (1st) and PRINCESS are laid up above the Coney wharfboat indicating that the park season is over. This view probably was made in late April or early October.



Got up. There was another packet just below the TACOMA, the GREYHOUND. Our electrician Earl Cooper wants to bet anybody \$500 the JOE FOWLER can race and beat either of these boats. The fog cleared and we were landed at the coal dock at Ashland, Ky. at breakfast time. The towboat JOHN F. KLEIN here. Passed Portsmouth at 11:30 a.m. and saw the Scioto River. Met the LORENA below Portsmouth going from Cincinnati to Pittsburgh.

We started running slow because



CAPT. BEN S. POPE

Raised in New Matamoras, O. and then the family moved to Parkersburg, W. Va. where his father had the Parkersburg Dock Co. and operated an extensive trade in railroad cross ties which were barged to Pittsburgh shovled by the family towboats ADELLE and DARLING. When the father, Capt. Lewis Pope, died his son Ben carried on and branched into the packet business with the sternwheel OHIO (ex-AVALON) in the Pittsburgh-Cincinnati trade. In 1912 he bought the LUCILLE NOWLAND and JOE FOWLER on a hunch that Capt. Alex J. Henderson (Mar. '66 issue, page 11) would fail with the Pittsburgh & Cincinnati Packet Line. Instead, P&C was acquired by millionaire John W. Hubbard. This surprise move left Ben Pope with three packets without trades. Hence the notion to run a cruise to St. Paul with the FOWLER in 1914. Capt. Ben Pope had income from West Virginia oil operations, toured Europe one summer when touring was reserved only for the wealthy. He brought home a Chinese dinner gong which was used on the JOE FOWLER instead of the usual dinner bell for announcing meals. He died in December, 1924.

the river was shallow on the sandbars. We scraped bottom just before lunch and I heard gravel rolling under the JOE FOWLER's wooden hull. At Quincy, Ky. saw the big towboat F. M. WALLACE laid up for low water. The packet GREENWOOD left the wharfboat at Manchester, O. just ahead of us and started down the river. We raced her almost to Maysville, Ky. and passed, of course. The JOE FOWLER has more steam than any other packet, allowed 244 pounds.

I now copy from her Inspection Certificate: JOE FOWLER built at Jeffersonville, Ind., 1888, 356 gross tons. Allowed 200 passengers; 155 first cabin and 45 deck passengers. There are 52 state-rooms. Her engines are 16 3/4 inches in diameter, seven feet stroke. Hull is 182 feet long and 31.6 feet wide. She must have one master, 2 pilots, 1 mate, 20 deckhands, 1 chief engineer, 1 assistant engineer, 2 firemen, 3 watchmen and 20 men connected with the culinary department and 4 others not connected with the navigation of the vessel.

We arrived in Cincinnati at 9 p.m. at the Coney Island wharfboat. Went up town and saw the sights. Some stayed at the Sinton Hotel to take baths. The JOE FOWLER hasn't a bathtub. She has no running water, either; you wash in a china wash bowl and pour water from a big, heavy white pitcher. There is a slop jar to put the dirty water in, and a maid empties it. We put our chairs along the railing and watched the river to rest our feet. The excursion boats are all lit up as they come and go to Coney Island.

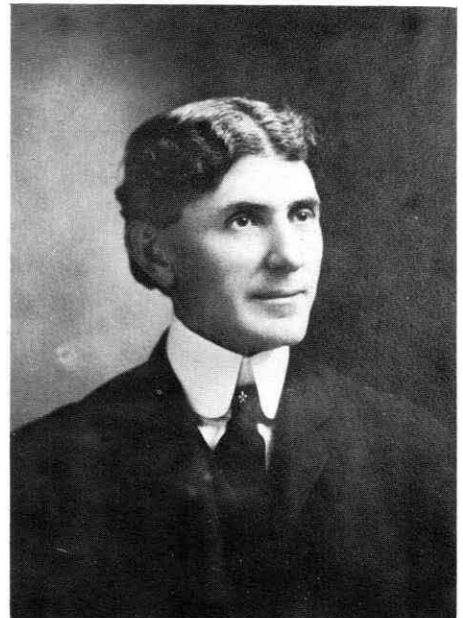
TUESDAY, JUNE 9

This morning Capt. Ben Pope got off and went home. Capt. Randolph, the pilot, went home, too; he just pilots to Cincinnati. Capt. Dunbargar took us over on board the excursion boat ISLAND QUEEN to look around; she really is a whopper. Then we went to the PRINCESS, next. Next we walked down the wharf to look at the side-wheel INDIANA, tied up below the wharfboats. The towboat BOAZ is laid up above us. Left at 9 o'clock and a colored photographer took our picture as we backed away. Went through the lock at Fernbank Dam, and not very long after that the big side wheel packet CITY OF LOUISVILLE went up. The boats are big down here. Our two new pilots are brothers, Capts. Stewart and Walter Conner, and they take us to Cairo, Ill.

Earl Cooper took me through the hull, a dark and steamy place. Willie and I went in the engineroom. The chief engineer's name is Clarence L. Cunningham. We talked to the steward this afternoon, Mr. Billy Sampson, who is severe looking and sort of cross-eyed and likes to discuss steamboats. We ran all day without stopping. Met the packet KENTUCKY in the middle of the afternoon, and the CITY OF CINCINNATI went up at 7 p.m. I am sure getting acquainted with a lot of steamboats. Went in the canal at Louisville, 9:30 p.m., and then were let down through two small locks very slowly. Out of the last lock at 11 p.m. It was a warm night and everybody stayed up. No more locks now until we get to the Keokuk Lock on the Mississippi.

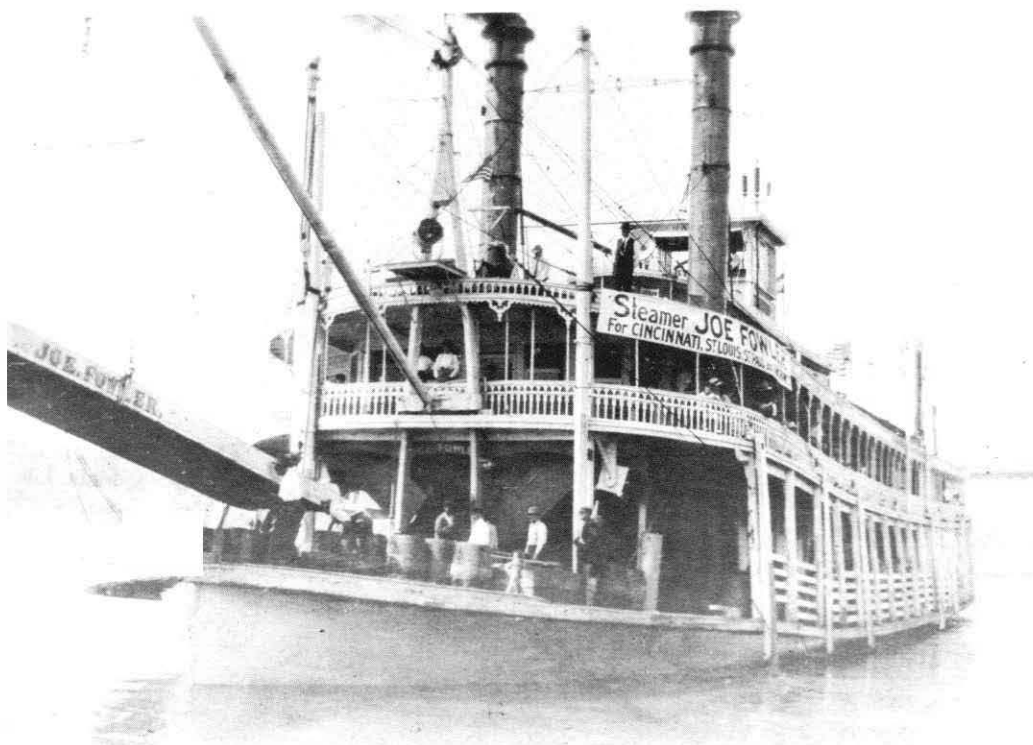
WEDNESDAY, JUNE 10

I was vexed with Dad this morning. He stayed in the pilot-



CAPT. ELMER E. POPE

He made the complete trip from Pittsburgh to St. Paul and return to Louisville on the JOE FOWLER in 1914 as supercargo or owner's agent. Capt. Elmer Pope grew up on his father's tie boats, dating back to the H. M. TOWNSEND, D. T. WATSON and ADELLE, deckeneering and piloting. He became interested in Mexican silver mines, held interests there and, so the story goes, eventually prospered. When S&D was in its formative years, Capt. Elmer came to meetings from his home in Parkersburg, as did Earl Cooper, who also was on the 1914 St. Paul trip. Clyde Packard was purser on the voyage, and still lives at Parkersburg, the only surviving officer.



ONLY KNOWN PHOTOGRAPH of the JOE FOWLER while on her trip to St. Paul in 1914. This was taken from the L&C wharfboat door, Cincinnati, as she backed away at 9 a.m., Tuesday, June 9. Photographer was Richard L. Hunster, using a 2½ x 4½ film camera. Note the oilcloth banner STEAMER JOE FOWLER, For CINCINNATI, ST. LOUIS, ST. PAUL and WAY POINTS. Standing on the roof is Capt. A. C. Dunbargar. Mate Jimmy O'Brien is on the forecastle.

house last night instead of going to bed, and watched the ox-bow bends. These tourist trips ought to be only in daylight. Laid up for fog an hour early this morning. Came around a sharp bend at 8 a.m. and met the packet TELL CITY leaving Derby, Ind. She is a big sternwheeler with a fancy blue-topped pilothouse. The pilot blew a whistle and we answered. Passed Owensboro, Ky. at noon. Landed at Evansville, Ind. at 5 p.m. and everybody went uptown. There is an excursion boat here, the JOHN S. HOPKINS. We unloaded 60 barrels of glassware at Evansville which had come aboard at Pittsburgh.

Left Evansville at supper time and pretty soon we were at Henderson, Ky. We saw a funny sight today, a steamboat sitting dry on a sandbar. She is the LOUCINDA. The sand bar is a great big one, and the boat away out on the middle of it. There was a watchman on the boat and he waved to us as we went by. Capt. Dunbargar says she has been there two weeks, and may stay there until November.

There was great excitement after dark. We caught up with the packet RUTH, which was going from Evansville to Paducah. The RUTH

was making a lot of smoke, trying not to be passed. We started making a lot of smoke, too. We stood on the hurricane roof and watched. There was red fire coming out of the JOE FOWLER's smokestacks. Big chunks of scale blew out and crashed down on the lifeboat and on the tarpaper roof. Aunt Louise said "stop this nonsense" to Capt. Dunbargar, and said she would get off at the next landing. He slipped away somewhere. Capt. Elmer Pope said it was foolish of the RUTH to be wasting so much coal, which was true. We went past her. It is fun to be on the fastest boat.

#### THURSDAY, JUNE 11

We paid up for last night's race. We hit a big tree or a drift log while passing the RUTH last night and broke the paddlewheel. The engineer discovered the accident when he was putting oil on the cranks at midnight. Dad is getting to be an owl; he watched them fix the paddlewheel. The RUTH came along, turned its searchlight on us, stopped, and their pilot hollered over: "Need any help---you all right?" I thought they would be mad about getting licked.

Caseyville, Ky. at 8:45 a.m. Water shallow and we floated for a while. Our mate Mr. James O'Brien got the sounding pole. The JOE FOWLER sticks on less than 3½ feet in the channel. Met the towboat ENTERPRISE and then the ELLEN R. below Caseyville. More sounding with the pole. Coming to Paducah we went behind an island where there were a lot of steamboats tied up. Here is a list of them:- METROPOLIS, DICK C. PAPE, KENTUCKY, PAVONIA, MARY N., ALMA, T. R. TAGGART, MARGARET, JIM T. DUFFY, JR., HOSMER, HARTH, HIBERNIA, OHIO, W. C. JUTTE, HARRY BROWN, BERNICE.. Landed at Paducah at 11 a.m. Mr. Cooper asked me to go uptown with him. Everybody else took an auto ride, but I walked with Mr. Cooper which is an honor. Mr. Cooper's father whose name I forget was a river captain who owned a packet named FASHION that wrecked itself when the pilot thought he was looking at a government light but it was a light in a farmhouse instead. Capt. Cooper had a partner who owned part of the boat, so he really didn't own all of it. Mr. Cooper told me the FASHION broke in two in three places, very odd I think. I didn't laugh. Took coal. Left at 3 p.m. Saw the towboats CONDOR and T. H. DAVIS at 4:30.

Got to Cairo, Ill. just after supper and it is a sorry place and very hot. Saw the Halliday Hotel, and went in the lobby. Many boats at Cairo, and here they are:- JOHN A. WOOD, BARRETT, OSCAR F. BARRETT, DOROTHY BARR-ETT, CHARLES MERRIAM, JOHN S. SUMMERS, JOSH COOK, THESEUS, REAPER, JOS. B. WILLIAMS, GOLDEN FLEECE. I got post cards at Paducah and Cairo, most of them showing steamboats. The SPRAGUE left Cairo before we got there, so we did not get to see her, missed it by an hour, dang. Left at 7 p.m. and went in the Mississippi River, and now we have a current and muddy water. We sat on the deck and watched fireflies all evening, millions of them. Had the sounding pole out again, for a while. A long time after we left Cairo we could still see the city lights glowing in the sky.

#### FRIDAY, JUNE 12

Any time you want a dreary ride, take a steamboat up from Cairo to St. Louis. Nothing was seen today except rocks, hills, trees and water. Weather hot, and Mother brought out her box of Reymer's chocolates she has been saving, and they are one big

sticky goo. Uncle Will has been busy teaching Fuller some Latin, and Fuller wasn't paying good attention this morning, so Uncle Will picked him up, chair and all, and slammed him down facing square at him. Fuller was surprised. Aunt Isabel helped us play games in the cabin, musical chairs. We pinned tails on a donkey, and my turn I missed the donkey and put the tail on the piano. Mother has some film in her camera at last. It has had a free ride so far. She allowed me to take some pictures, the first I have taken. I got some of the boat from different places and some scenery. The steward, Mr. Sampson, brought out some steamboat pictures today and we stood back next the pantry where cinders wouldn't blow and looked at them. He had a long story

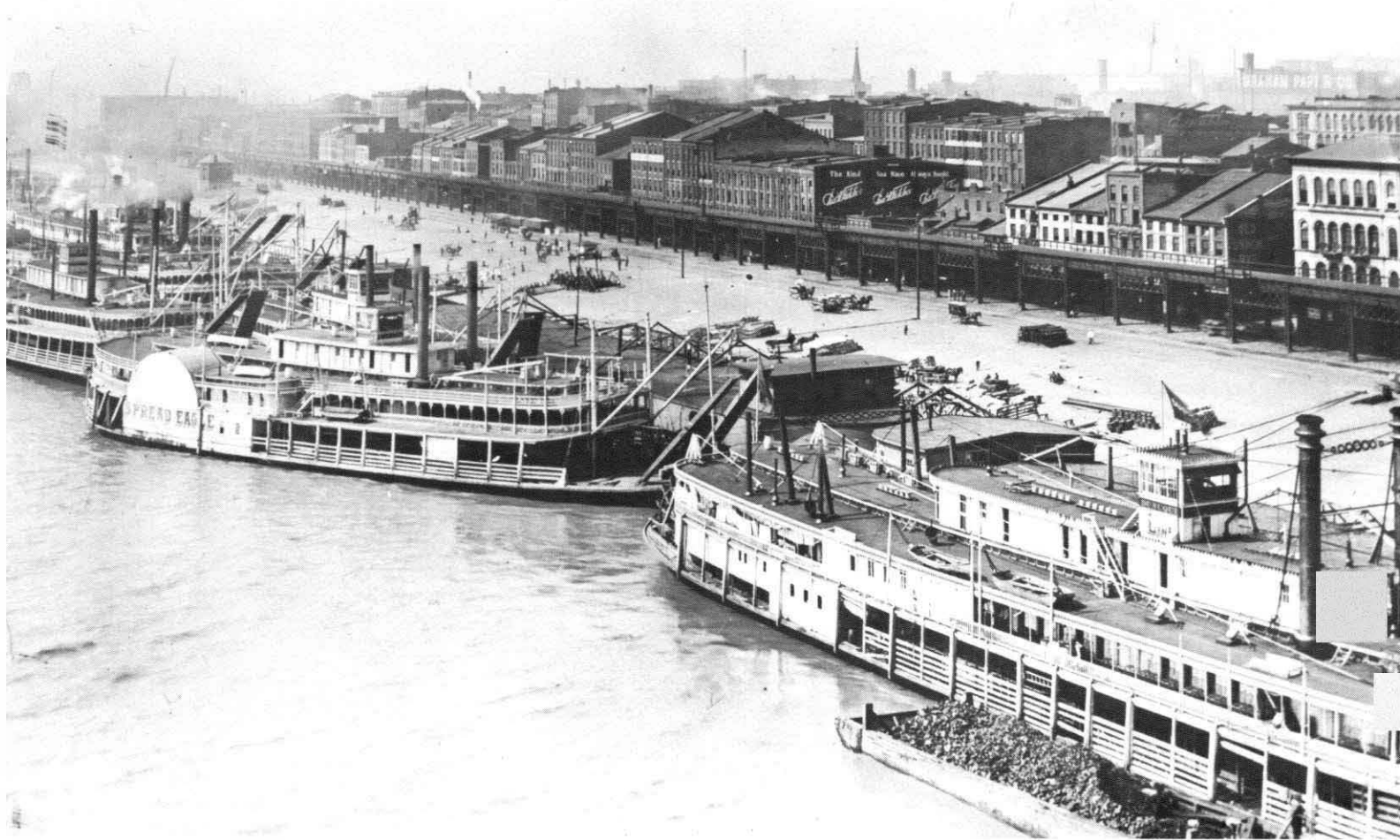
about each one. He says they are very scarce and hard to get. He is lucky.

Capt. Dunbargar likes Kate, and they sit on the Texas porch, and Kate writes poetry. Our pursuer Mr. Packard likes the two girls who are the musicians and he sits where they are. These ladies play at mealtime, piano and violin. They play Humoresque every time. Sometimes the whistle blows and they have to wait. Our landing whistle is one long, two shorts and one long, and these girls never have learned about it. They stop their piece when the first whistle blows and start up again. Then they get stopped twice with the short ones and look sheepish and giggle. They start again and get fooled with the last one. Everybody knows it but them. At supper

time a boat was coming and we all left the table to go look. It was a sight. The sternwheel packet STACKER LEE went by, and then the side-wheeler CAPE GIRARDEAU, both out of St. Louis. Got to St. Louis at 8 p.m. and tied up at the foot of Vine Street. The packet QUINCY is right above. Took a street car and went to a park. Vine Street was dark and spooky coming back.

SATURDAY, JUNE 13

The engineers washed boilers during the night but they had steam up early. We left soon afterward, and went by the wharf. I saw these boats:- GREY EAGLE, CLYDE, BELLE OF THE BENDS, ALTON, QUINCY. The QUINCY is the fastest on the upper Mississippi and Earl Cooper wants to race her. So do the rest of us, all but Aunt Louise. Missouri River at noon.



ST. LOUIS WATERFRONT IN 1914

Nearly all of the boats in this scene are mentioned in the JOE FOWLER log. In right foreground is DUBUQUE of the Streckfus Line. Behind her are SPREAD EAGLE, GREY EAGLE and many more. Photo from Eads Bridge.





CABIN OF THE JOE FOWLER taken by Master Way, age 13, with his Mother's  $3\frac{1}{4} \times 4\frac{1}{4}$  folding Kodak without benefit of exposure meter or experience; technically known as beginner's luck. The several blobs on the ceiling were added to the negative years later and have not been tampered with. Taken looking toward the stern of the boat.



MY FATHER AND MOTHER on the front steps of our frame home at 315 Hazel Street, Edgeworth, Pa. (Sewickley P.O.) They were luke warm on the St. Paul trip project until with sudden impulse the whole family connection decided to go along. There were eleven in our party. Capt. Ben Pope had cancelled the trip for lack of passengers. Assurance of eleven more passengers changed his mind and this last-minute switch threw the boat two days late getting started.

The only member of the Fowler family known personally to your Editor was Saunders A. Fowler, born at Paducah on March 8, 1877, son of Capt. Littleton Augustus ("Gus") Fowler of Princeton, Ky. and Laura (Saunders) Fowler of Knoxville, Tenn. Saunders, when we talked in 1937, was then quite spry at 60, and had served as agent for the Fowler family boats. He lived at Paducah, I believe, all of his lifetime. His Dad, Capt. Gus Fowler, bought interest in the packet SILVER STAR for the Evansville-Paducah trade, 1859, then built the DUNBAR (no relation to the latter-day R. DUNBAR) for the same run. Capt. Gus lost his boat to the Federals at Chattanooga, although he had scuttled her. They raised the boat and the U.S. used her to ferry troops the day Hooker gained Lookout Mountain.

Various of Saunders Fowler's uncles played exciting roles in the Rebellion, all on the losing side. Uncle J. Wythe Fowler was in the Battle of Memphis aboard the tug LITTLE REBEL, as pilot, and to avoid capture jumped in the drink and with two companions rowed a skiff to Vicksburg. Uncle Dick Fowler helped to build the Confed ram ARKANSAS, about which so much has been written. He emerged in 1865 to take reconstruction gracefully. "Our cause has failed, the Confederates have gone 'up the spout,' let the past bury the past," he penned a Pittsburgh friend. Capt. Dick was a passenger aboard the AMERICA the night she collided with the UNITED STATES in 1868, came through unscathed, and died eight years later aboard the PAT CLEBURNE when she exploded below Uniontown, Ky.

Capt. Joseph H. Fowler clerked on the side-wheel ARMADA in the Paducah-Cairo trade after the war, bought interest, and then replaced her with the JAMES FISK, JR., a smaller boat. His early-day rival and later business associate was Capt. Henry T. Dexter of Muskingum River fame. The Fowler family were heavy stockholders in the Evansville, Cairo & Memphis Steam Packet Co. whose best remembered boat was a handsome side-wheeler named IDLEWILD. Capt. Gus Fowler commanded her the day she took pilots out to meet the ROB'T. E. LEE in the famed 1870 race. There were Fowler packets named JOE FOWLER, DICK FOWLER, GUS FOWLER and JOHN FOWLER.

Capt. Joe Fowler at an advanced age greeted the Congressional Committee on board the QUEEN CITY at Evansville in 1905 (see Dec. 1964 issue, pages 17-19) having the JOE FOWLER decked in bunting and flags for the occasion.

My Paducah friend Saunders A. Fowler liked to recount that he had been taken at the age of one by his parents from Paducah to Cairo aboard the J. M. WHITE when she was downbound 1878, a new boat. Saunders died at home, Thursday, January 20, 1944.

Weather cool and windy. We have a new pilot, and he has to do all of the work now; he is the only one who knows where to go. Too cold to be outside, so I am writing about the schedule. The folder says we left Pittsburgh on June 4 which is wrong, as we left on June 6. So it is all wrong right from the start. It says we get to St. Paul on June 11. You add two days to this and you get June 13, today, and we aren't in St. Paul at all. We are a long ways from St. Paul, and Earl Cooper says it will be three days yet, and maybe four days. So the mighty JOE FOWLER is very late. Dad says when our pilot gets sleepy we are going to be later still. The folder says "she is beyond doubt the fastest stern-wheel boat on the Ohio River." Mr. Cooper says this is so but the man who wrote the folder is faster yet, and not to quote him on this.

The folder has another mistake. It says there will be huge awnings spread over the hurricane roof and "from this vantage point protected from the hot rays of the summer sun and open to all sides to the cool and invigorating river breezes, the passengers may enjoy an unobstructed view in all directions." Uncle Will likes to pester Capt. Elmer Pope about this awning which has not showed up. Capt. Pope rubs his chin and starts to say something, and then Uncle Will says, "He-e-ey?"

Our mate Mr. O'Brien sits on the capstan with his arms folded and seldom comes upstairs; he is red-faced and has sharp, blue eyes. When we go down to visit with him, he is very pleasant. Dad claims that Mr. O'Brien knows exactly what to do and when to do it. Dad gets disgusted when we go to tie up, and the other officers start saying, "Don't you think we had better---this and that," and then talk and wonder and go to Congress about how to put a rope around a tree. Not much happened today.

SUNDAY, JUNE 14

Just like Dad said. The pilot got sleepy last night and we were tied up for four hours. Got going again at daylight, and this day was rainy and windy. We passed Hannibal, Mo. at 7:30 but did not land, we are so late. Passed Quincy, Ill. at 11 a.m. and soon after that Mr. Cooper nudged me to come look. He pointed down the river. There was the side-wheel QUINCY away off behind, but she had a landing to make, so the chance of a race is not

bright. There was a showboat at Quincy, Ill., the WONDERLAND.

Not long before we got to Keokuk we saw the showboat EMERSON, towed by the VERNIE MAC. Keokuk Lock at 3 p.m. This is a whopper and we went up 40 feet, higher than they do at the Panama Canal. We sailed out on Lake Cooper, and

the JOE FOWLER liked the deep water, and puffed easily, and threw waves. Later we got to a place where there are many islands, and landed at Burlington, Iowa, at 8 p.m. Here we got another pilot, thank goodness.

Somebody brought aboard some "Streckfus" magazines and I got



TAKEN ABOARD THE JOE FOWLER IN 1914 enroute to St. Paul by the Keeper of the Log Book. The roof bell was cast at Louisville, Ky. by Kay & Company and was not dated. The upright fixture, painted white, extending inside the bell, is a sound trumpet. When the bell was rung, the sound was carried by tubing to the engine room, where it could be heard plainly. Notice that the spreader bar attached to the port smokestack is disconnected; this was because it interfered with the pilot's vision ahead. The whistle came from the sternwheel COURIER when owned by J. Mack Gamble; when Capt. Gamble sold the COURIER he kept this whistle at his home below Clarrington, and Capt. Ben Pope got it from him for the JOE FOWLER. Capt. Pope added a small top whistle over the center one, but it blew off (as you can see) and was not replaced. The round disc, painted white, in front of the pilothouse, is an air funnel to ventilate the front room in the texas. Note that the guys to the smokestacks are iron rods with eyes and links, very old style. The JOE FOWLER was hand-steered and cantankerous; pilots didn't like her.

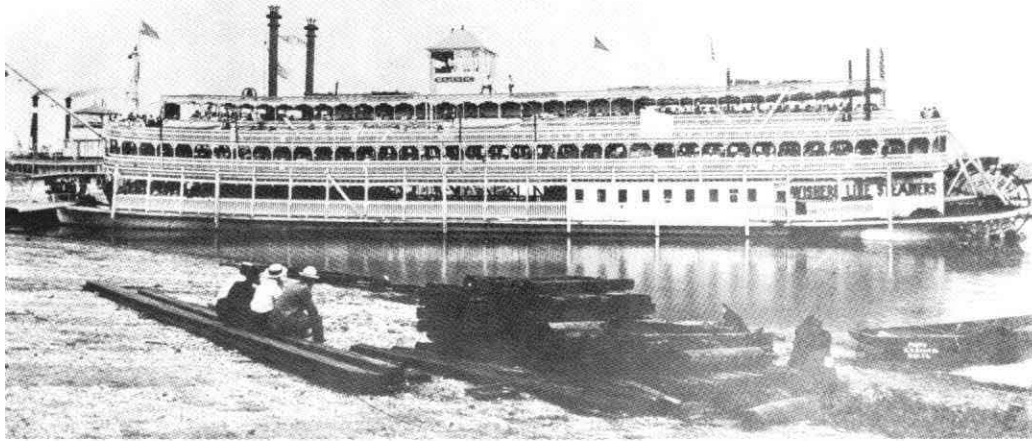
moon couple are Mayor A. E. Richardson and his wife from Saginaw, Mich.

TUESDAY, JUNE 16

We were in Dubuque, Iowa, at midnight last night but did not stay long. McGregor, Iowa, at breakfast. Everybody out to see Crooked Slough, which is crooked and pretty. Lansing, Iowa, at 10 a.m. Mother and Dad and Willie stayed in the pilothouse until late last night watching the pilot hunt buoys with the headlight. I think Coon Slough is more crooked than Crooked Slough. Dodged islands and passed little towns all day.

Dad and Uncle Will talked with Governor Van Sant. I sat near and pretended to be writing this log book but really was taking secret notes. The governor is not the governor, now; he used to be, twice. He owned a lot of raftboats and two of them were named for him. He is 70 years old, now.

I helped Earl Cooper fix the headlight; he had it all to pieces and shined and cleaned it. He put it together again and said to the pilot: "turn it on." Nothing happened. The pilot said to get him a hickory club and he would fix it so it wouldn't plague anybody any more. We went down to the engineroom and the main



EXCURSION STEAMER MAJESTIC at Davenport in spring of 1914. She was built from the ex-packet KEYSTONE STATE, the work superintended by Capt. D. Walter Wisherd. This con-

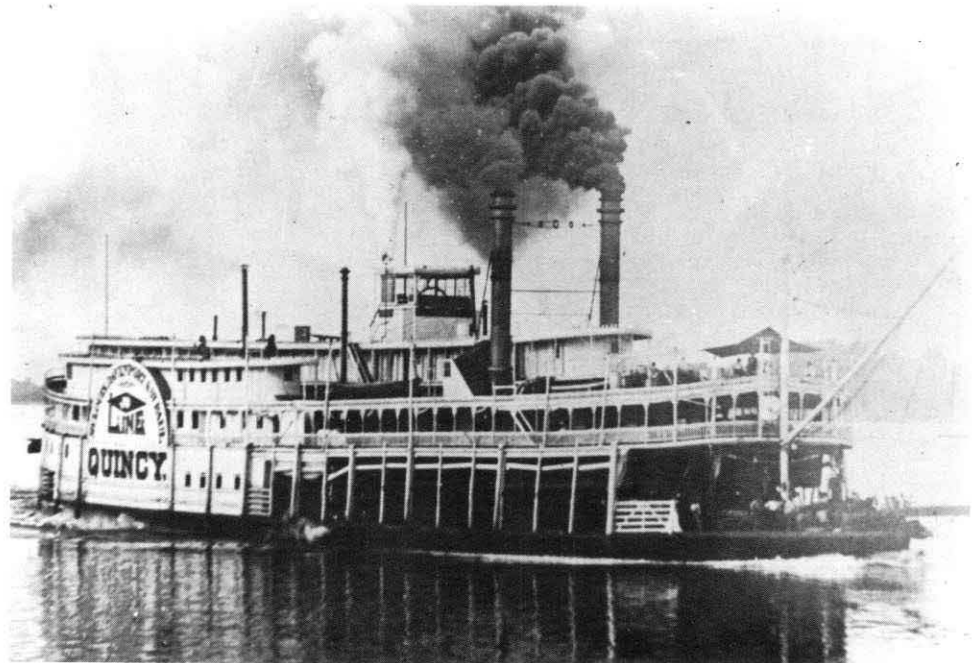
version was done at Peoria, Ill. early in 1914. Prior to this, Capt. Wisherd had converted the G. W. HILL into an excursion boat; also the CITY OF WINONA (renamed W. W.).

one of them. It is a big book explaining all of the towns and scenery up here, and has many boat pictures in it. The new pilot got off to a good start (ha ha) he hit a buoy with a big crash and it speared up through the forecandle on the port side and made a big gash. We have no carpenter and Earl Cooper says he probably will have to fix it. The new pilot claimed the headlight wouldn't turn on to find the buoy in the dark. Now he makes a watchman stand close to the headlight to smack it so's it will light when he wants it. Earl says the headlight needs cleaning and he aims to do this tomorrow, and I can help him.

MONDAY, JUNE 15

Got to Davenport, Iowa, after breakfast. Two ferryboats here, the DAVENPORT and ROCK ISLAND. A new excursion boat here, the MAJESTIC. It has been running only a week. It used to be the KEYSTONE STATE; well, I never saw the KEYSTONE STATE so now I'm seeing the MAJESTIC. Capt. Dunbargar took us over to see this boat but the watchman was sassy and said we couldn't get on. He said everybody looked alike to him and we needed a pass. We went up town, and I got some post cards. When we got back to the JOE FOWLER here was the captain of the MAJESTIC up in our cabin getting himself entertained by looking at our boat. Capt. Dunbargar told him he needed a pass to do this, and to get off. Left Davenport at 11 a.m. and went through the Moline Locks to get

around the rapids, and then we worked up through the Upper Rapids where there are stone piers for buoys. Clinton, Iowa at 1:45 p.m. Pretty scenery all afternoon. We have some famous passengers who got on at Davenport. The short fat one with the mustache is Governor S. R. Van Sant of Minnesota, and the honey-



THE FAST SIDE-WHEEL QUINCY on the upper Mississippi, owned by the Streckfus Line. Her partner packets in 1914 were the DUBUQUE and SAINT PAUL. The SIDNEY, also Streckfus owned, was running excursions. Streckfus issued that

year a full color folder, the best advertising pitch to that date. Purser on the QUINCY in 1914 was J. Leonard Martin, formerly (in 1909) on the QUEEN CITY in the Pittsburgh-Cincinnati run and on Mardi Gras.





GOV. S. R. VAN SANT

The snooping reporter who wrote the accompanying log says Sam R. Van Sant was two-term governor of Minnesota. We have since heard, by authority of the late E. Carroll Taber, of Keokuk, that Van Sant filled three terms. Young reporter Way errs in saying two raft-boats were named for him:- The Van Sant rafters were J. W. VAN SANT (1st) J. W. VAN SANT (2nd) and LYDIA VAN SANT. The latter was bought by the Taber Lumber Co. and renamed TABER. Prior to that, Sam Van Sant did the Taber towing to Keokuk.

switch was turned off. After Mr. Cooper fixed that, the light worked good. Mr. O'Brien and the rousters fixed the hole in the deck and painted it red. Everybody is wondering when we will get to St. Paul tomorrow. A lot of passengers wrote post cards and letters to mail home.

WEDNESDAY, JUNE 17

Got to St. Paul at 8:20 a.m. The river is not wide here, and when we came in sight of the landing we saw the side-wheeler MORNING STAR tied up, and other boats. They started to blow their whistles, and then factory whistles started to blow. We did not expect this celebration. We blew our whistle. I was excited and ran up on the roof. This is the first time a passenger boat has brought people clear to St. Paul from Pittsburgh for many years. I was glad I was here to

see this.

The factory workers crowded on fences and on top of roofs to see our boat. Some of them had read in newspapers that their governor was with us, and they called to him, and he waved, and bowed. I wished I was him for a minute. Golly, what a show!

Soon as we tied up, a lot of people came on wearing badges, the Civic & Commerce Association. I shook hands with Capt. Walter Blair who runs the MORNING STAR. I shook hands with the clerk on the MORNING STAR, Mr. Donald T.

Wright, who says he lives in Oil City, Pa. and he says he was cub pilot on the OHIO for a time---on the steamboat OHIO, he means. Think of that.

We were invited to the St. Paul Hotel as guests of the city, and they took us 120 miles in automobiles all over the place, to Minneapolis, and to Minnehaha Falls. The Commercial Club invited everyone to a banquet for supper. A man from St. Paul, Mr. A. J. Krank, told us he heard that in Pittsburgh we "make iron --and steel for a living." The



MARK TWAIN'S HOME AT HANNIBAL, MO. is inspected by passengers from the JOE FOWLER in 1914. On the left is Mrs. Frederick Way, Sr. The tallest boy is R. Wilson Way, younger brother of F. Way, Jr., referred to in the text as Willie. In front of Willie Way is J. Wells Kinkaid, Jr. who lately has created the Wells Inn at Sistersville, W. Va. by renovating an old family hotel. In 1967 Welkin, the home of Mr. and Mrs. Kinkaid, is a Sistersville showplace. The two kids to the right are brothers, John W. Way, Jr. and Stewart Way, sons of the "Uncle Jack" and "Aunt Isabel" in the story. In 1966 Dr. Stewart Way made national headlines when he developed a new "silent submarine" without engines or propellers:- Powered by electromagnetic forces the EMS-1 was built on model scale by students of University of California. The barefooted lad partly concealed behind Mrs. Way was not known to be there until the picture was developed; some folks say his name is Sam Clemens. Photo by F. Way, Jr.

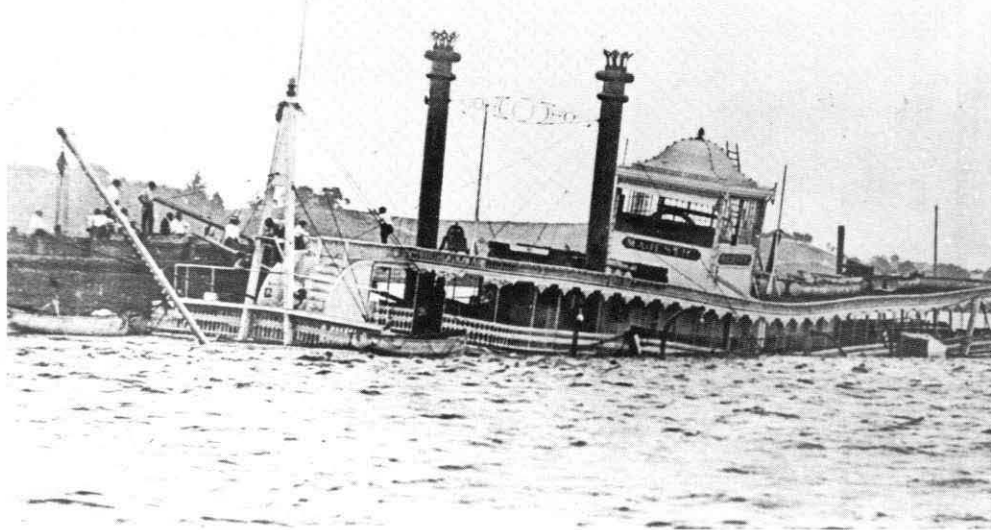
way he paused made it sound like something else and there was a laugh. Mr. Louis Nash said for us to enjoy the fresh air in St. Paul and to take some home to Pittsburgh. Uncle Will made a speech and told how we rubbed the sandbars, and should have wheels under the boat. That made everybody laugh. We spent the night with Auntie Jane and Uncle Joe McClurg. They live in Minneapolis.

#### THURSDAY, JUNE 18

We liked our visit with Auntie Jane and Uncle Joe, and their house seemed quiet and still. I missed the whistle blowing and the bedsprings shaking. When we got back to the river I found out the QUINCY already had arrived and departed, and the MORNING STAR was gone. Earl Cooper had found some booklets on the MORNING STAR and gave me some, and we went over to the Streckfus warehouse and got some more. We were supposed to leave at noon, but had no steam, and waited until 12:30 p.m. Once started down the river we made great speed, going with the swift current. The first hour out of St. Paul we went 18 miles. At Prescott, Wis. I saw the St. Croix River where there is a swing bridge. At Red Wing we saw the private steamboat ORO-NOCO which is owned by Dr. Mayo. Doctors must make a lot of money to have a nice boat like that one. Lake Pepin at 5 p.m. and it took us until 6:30 to get through the wide part. Went through a pontoon swinging bridge while at supper, and went by Wabasha, Minn. at 7 p.m., a country looking place. Alma, Wis. looks like Pomeroy, O., built on a hill. At Minneiska we saw a big tin fish on top of a mountain above the town, used for a weather vane. Fountain City, Wis. at 9:20 p.m., well lit up. Ran a draw bridge at Winona at 10 p.m. Started to rain, and rained hard. Pilots used the headlight most of tonight.

#### FRIDAY, JUNE 19

Cold and cloudy this morning, and windy. Guttenberg, Iowa, at 8 a.m. Met the excursion steamer SIDNEY at Eagle Point. Ran the drawbridge at Dubuque at 10:15. Passed Sabula, Iowa, at 1:45 p.m. Clinton, Iowa, at 2:50 and the steamer ARTHUR S. in port. Saw the snagboat DAVID TIPTON later. We landed at Le Claire, Iowa, to get a rapids pilot. He said we could save a lot of time by shooting the rapids instead of going in the Moline Locks. The river drops 22 feet between Le Claire



WRECK OF THE EXCURSION STEAMER MAJESTIC after hitting an intake water tower above St. Louis. The boat had been in operation less than two weeks. Crew at the time of the wreck:- Capt. Frank Gill, master; Cpts. Steve Withrow and John Pearson, pilots; A. J. Mason, chief engineer; Tom Posey, mate; and Edgar Wisherd, purser. There were no passengers aboard.

and Moline. We shot the rapids and never hit anything. Tied up at Davenport at 5:45 p.m. The rapids pilot left us here. The excursion boat FRONTENAC was tied here. Left at 7 p.m. The river is rising.

#### SATURDAY, JUNE 20

We went through the Keokuk Lock early this morning. Willie and I stood on the back of the roof and watched the fish flop when the upper gate was raised up off the bottom. The side-wheel packet SAINT PAUL was at Keokuk. Her paddlewheels are nearly at the back end. Passed La Grange at 8 a.m. Landed at Hannibal, Mo. at 8:30. We saw Mark Twain's house and took pictures and left at 9. At 11:50 met the packet DUBUQUE, a sternwheeler. Louisiana, Mo. at lunch time. Uncle Will got a newspaper at Hannibal which says the excursion steamer MAJESTIC is sunk near St. Louis, and we hope to get there before dark to see the wreck.

Mouth of the Illinois River at supertime. Just after supper we met the ALTON and GREY EAGLE. Ran a drawbridge at Alton, Ill. at 6:50 p.m. and the steamers BALD EAGLE and SPREAD EAGLE were at the landing. The ILLINOIS was below the bridge. Mouth of the Missouri River at 7:30 p.m. and the towboat SOPHIA M. GARDNER was

landed at a levee below there. At 7:55 we came on a sad sight, the MAJESTIC wreck. She is all humped up and badly broken, and sunk almost to the roof. She hit an intake pier. It was too dark to take a picture. Got to St. Louis at 7:45 and found newspapers with pictures of the boat wreck. Watched the GREY EAGLE come in and land. We left at 10:50.

#### SUNDAY, JUNE 21

Cape Girardeau, Mo. at 7:45 a.m., river very muddy and many big trees in it which must be dodged. The showboat FRENCH'S NEW SENSATION went up, shoved by the CHAS. B. PEARCE, below Cape Girardeau. At 10:30 we met the REES LEE, upbound from Memphis to St. Louis, a modern looking boat which has a steel hull. Saw the side-wheel transfer boat HENRY M. MARQUAND just before we went into the Ohio River at 11:15. The Ohio River is green as grass compared to the Mississippi. Landed at Cairo, Ill. at 11:20 and got some coal. The tug THESEUS brought the barge to us. The weather is awful hot; thermometer on the roof hit 120. Aunt Louise says she can't stand it. Dad says the reason Grant won the Civil War was to get out of Cairo. We left at 1:15 p.m. Saw the excursion boat GOLDEN FLEECE at 2:30 and she's not much. Saw the towboats



EPHRIAM WELLS got aboard the JOE FOWLER at Sistersville, W. Va. and made the balance of the trip in 1914. Then in his late '60's Eph Wells not only owned "about half of Sistersville" to quote the text but also held some 640 acres of Texas farmland. He was a grandson of early settler Charles Wells who came to the Sistersville area c. 1800 from "up the river" around Wellsburg. Farmer Eph built the Wells Hotel at Sistersville and also operated several gasboats, the STONEWALL JACKSON and CUBA. The young man at the left is Eph's grandson J. Wells Kinkaid, Jr. who in 1967 owns and runs Sistersville's Wells Inn, the new name for the hotel.

CONDOR and T. H. DAVIS at 4 p.m., and then the transfer W. G. DUNCAN. Got to Paducah at 5:45 and started taking coal, enough to go to Louisville. The coal is mostly slate, they say. The firemen grumble about it. We left Paducah at 9:05 p.m. and everybody was glad for the breeze. Met the RAPIDS at 10 o'clock. We are making 10 miles an hour.

MONDAY, JUNE 22

While we were in bed last night the pilot hit a sand bar while going at a fast pace and the JOE FOWLER flattened out on it and stopped. We got up to see in our pajamas. The night was hot and we didn't need clothes. Mr. O'Brien stuck in the sounding pole, and said three feet. He crossed over to the other side and it said less than three feet. They tried backing the boat and nothing happened. Then the spars were used. This is hard work for the mate and his roustabouts. Mr.

O'Brien tried to be polite because so many ladies were watching, but sometimes he looked very mad.

This is the first time I ever saw a spar getting used. They lift the front of the boat by sticking in a heavy, long pole down in the river, and tightening the ropes. Sometimes the spar slips when they tighten, and has to be set all over again. The pilot helps by backing the paddlewheel. Everybody was happy when the boat moved a couple of inches. They worked until daylight and kept on working. It was five in the morning when the boat was floating again. Nearly everybody had been up all night.

Went by Golconda, Ill. at 6:15 a.m. Saw the small packet OHIO and the towboat W. C. JUTTE between there and Mt. Vernon, Ind., where we were at 3:30 p.m. The pilot asked for soundings just above a dam under construction and Mr. O'Brien stuck in the pole and called  $8\frac{1}{2}$ , then  $7\frac{1}{2}$ ,  $6\frac{1}{2}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ , THREE! We were stuck again. This time we were going slow and backed off. Went by Henderson, Ky. at 6:15 p.m. and got to Evansville at 7:40, and stayed one hour. Very hot all day.

TUESDAY, JUNE 23

Went by the poor LOUCINDA sitting on her sand bar at 9:25 a.m. Hot today. Dad figures the JOE FOWLER is losing a lot of money on this trip with 42 pass-

engers and all of this delay. We sounded bottom at 9:30 but didn't rub. At 10:25 caught up with the packet TARASCON which was making a landing. Very hot, and we ran slow bell because of the shallow water. The firemen have the furnace doors open, and steam is exhausting through the 'scape pipes. A good rain at 2 p.m. helped cool us a little. At 2:45 saw the showboat SUNNY SOUTH, towed by the WABASH. We came in sight of Louisville at 7:30 p.m., and there is a bridge away up there.

Going very slow, sounding the bottom. Two poles in use now, one on each side. We got in shallow water and stuck. The boat swung sideways and is really stuck. Spars came out, and the boat won't budge. It is odd that the other boats don't stick, like the TELL CITY and the TARASCON; they come and go. A lady asked Capt. Dunbargar about this. He said, "better ask the pilot." Capt. Pope says our boat is heavier than those other boats by maybe six inches. Mr. O'Brien shook his fist at a roustabout who was slow at doing something. At 11 p.m. the TARASCON came along and shined its headlight on us, and they asked if we wanted help. The answer was yes, of course.

They got ropes hitched to us and tugged and jerked until we were free. Now there is more



STEAMER JOE FOWLER DOCKED AT LOUISVILLE, KY. This picture was taken one year after the St. Paul trip of 1914. In 1915 the fast packet was making weekly round trips between Louisville and Pittsburgh. The gasboat MAE BELLE in the foreground was listed in the REFLECTOR (Sept. '66 issue, page 24) as owned in 1925 by Henry Harrod of Louisville, built 1909 at Cloverport, Ky.



trouble. A rock came through the bottom of the JOE FOWLER under the engineroom. There is a bad leak, and two syphons are running now. We limped to shore and tied up under a big SALOON sign to patch the leak. Stayed there the rest of the night. The TARASCON went on up the river.

WEDNESDAY, JUNE 24

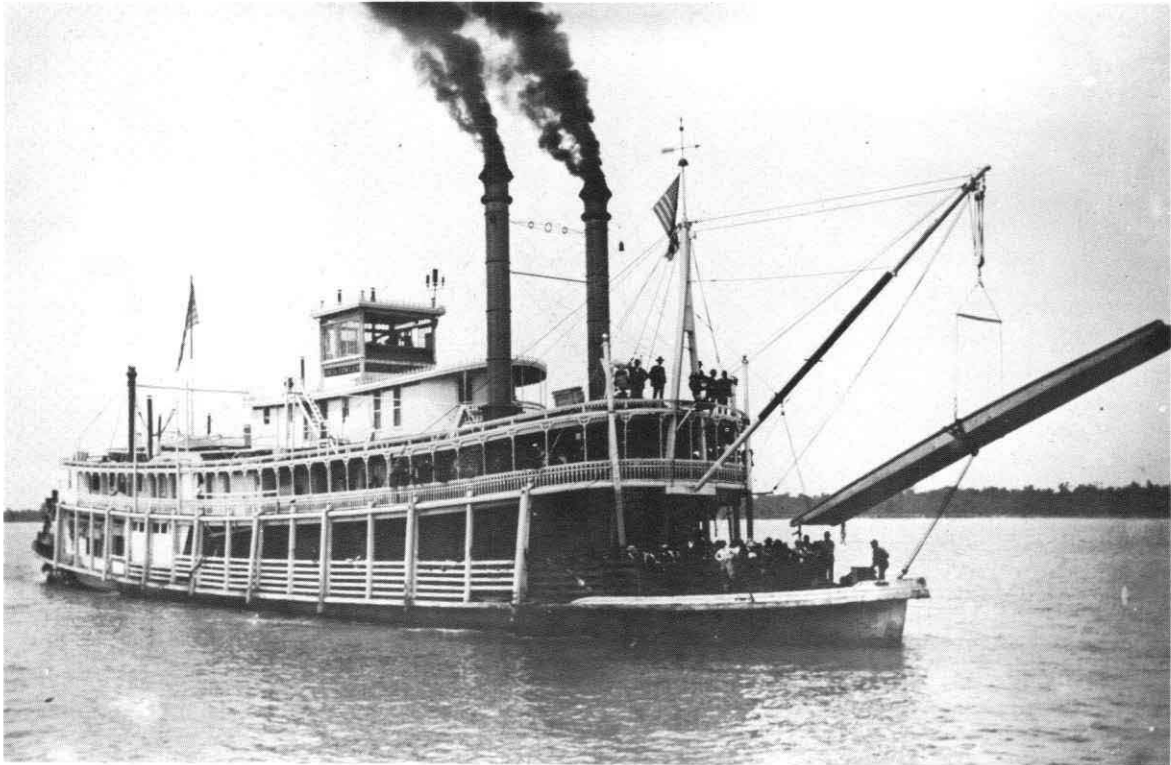
Still at the saloon sign this morning, and Capt. Pope went to a telephone to call up the dam at Louisville and ask them to release water to flood us up to the locks. This took all morning. The dam put down 40 wickets, and when the water started to rise, we went to the locks. Arrived there at 1:30 p.m. Very hot going through the locks, 110 on the boat's roof. Got out of the upper lock at 2:10, and on up

through the canal and landed at Louisville.

Capt. Ben Pope came aboard when we tied up and told everybody the JOE FOWLER could not take them to Pittsburgh. The river is too low. He bought tickets and sent everybody home by railroad. I watched for the JOE FOWLER while we crossed the long railroad bridge but did not see her.

Now I'm home and everybody is happy but me, for I feel strange and very sad leaving all my best friends like Earl Cooper and Mr. Cunningham and Mr. O'Brien away off at Louisville, to say the least about my favorite JOE FOWLER. Right at the end I'll never understand how Capt. Ben Pope attended to his passengers and felt obliged to go along to the

railroad station. He bought the tickets, paid for them, and then he stood there on the platform and talked with us until the train was ready. We all knew he had lost money on us. He gave us the greatest trip ever. His boat was damaged. Mother knew I was feeling blue today and she asked me what was my trouble. So I told her what I've written down, and she said, "That Captain Ben Pope is a good sport and to be a good sport you must be every inch a gentleman." I can't figure it out. If Capt. Pope had made a lot of money on the trip I would have been glad. Mother said she would have been glad, too; but that nobody ever forgets a graceful loser. So that is that, I expect, and I wish I was back on the JOE FOWLER.



DICK FOWLER

-Jesse P. Hughes, photograph

The fastest Fowler packet in her day was the DICK FOWLER, running Paducah-Cairo. She was built on the wharf at Evansville with a finely modeled hull built with a V-bottom, the keel line being 11 inches deeper than the knuckles. This was decidedly unusual for a wooden hull steamboat. Her engines were 16's-6-ft. stroke, smaller than those of the JOE FOWLER, but she once left Cairo at 2 a.m. and was in Paducah in 3 hours 17 minutes, and at Evansville in total time of 14 hours 17 minutes, the fastest time.

The JOE FOWLER was no slow poke, but didn't become speedy until Capt. Ben S. Pope got her in her old age. He placed a patent Kidney boiler on her (invented and marketed by a U.S. Boiler Inspector

of that name) in early 1913, 20 feet long and 52 inches in diameter. The performance was unsatisfactory, and in early 1914 it was taken off. Contract was made with the boiler firm Spence, Smith & Kootz at Parkersburg for four Western style boilers, which were placed that spring. These were each 40" diameter by 22 feet long, each containing four 6" and four 8" flues. Shell thickness was .375" and pressure allowed was 244 psi, the highest pressure on any Western packet of that day. She tangled with most of the speed queens of the Ohio, including the CITY OF LOUISVILLE, and was never bested. The BETSY ANN inherited two of these same boilers in 1924 (pressure cut to 210 psi) and the towboat SCOUT got the other two.



The JOY PATTON, above, was built by the Iowa Iron Works, predecessor of Dubuque Boat & Boiler Co., at Dubuque, Iowa, 1891. She had a rakish iron hull, 100 x 21.3 x 5.6 feet. According to information at hand, she was built for the Anderson, Tully & Co., Memphis, and later was in the fleet of the Patton-Tully Transportation Co., same address. Her name was changed about 1914 to BART TULLY.

This picture looks like it was made when the boat was new in 1891, and seems to have been taken on the upper Mississippi. There are various peculiarities in the construction; no towing

knees, boiler set on backward--and how come the pilothouse is juked down? There is no visible way to lower that high smokestack. Also she must have had big stroke engines, for that paddlewheel is enormous for a modest-size boat. Our bet is she was a fast stepper. What else was she good for?

Apparently that narrow iron hull ultimately was her undoing. She capsized opposite Yankee Bar, 60 miles above Memphis, on September 3, 1922.

Our thanks to Edward A. Mueller, 6321 Merle Place, Alexandria, Va. for the original of this.



#### PRETTY RED WING

When Ed Mueller sent us this picture we took a fast look and figured she has a metal hull. Sure enough the 1925 List of Merchant Vessels lists a REDWING (one word) built at Grafton, Ill., 1913. Hull size, 39.5 x 8.6 x 3.3, metal hull. In 1925 she was owned by Northern Ohio Cooperage & Lumber Co., Parkin, Ark., with home port at Memphis. She's rated 40 hp. Who knows any additional dope?

## Life Sketch of Jacob Strader

BY JOAN G. STRADER

Ed. Note:- In the latter part of February, 1967, John J. Strader, Jr., great grandson of Capt. Jacob Strader, was invited to address a group of Northern Kentucky ladies lunching at the Jacob Strader Room, University of Cincinnati, prior to attending the Symphony. Jack delivered the talk to his enthusiastic audience, sharing honors with his good wife Joan G. Strader who authored it. Several paragraphs describing the decor of the diningroom have been omitted in this transcript, which otherwise is intact, and is presented with the kind permission of Mr. and Mrs. Strader.

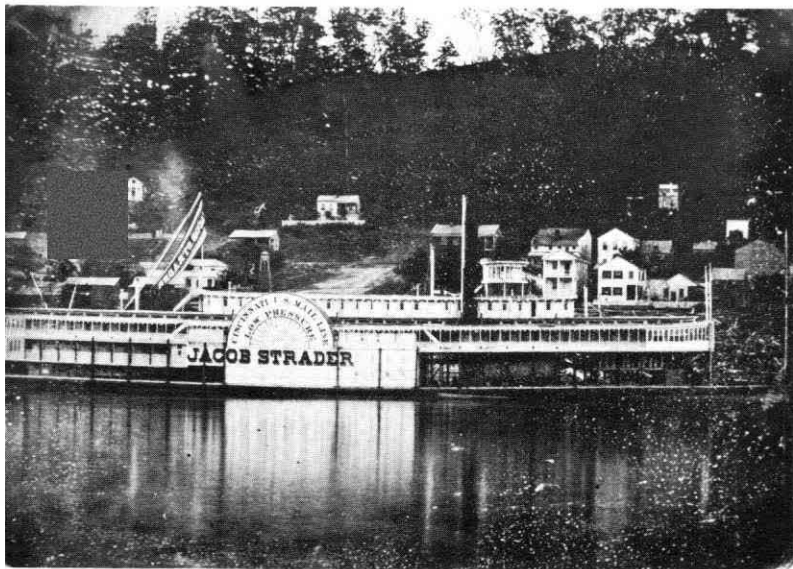
Jacob Strader was a young man of just 21 years when he arrived in the village of Cincinnati in 1816. He was the grandson of an only surviving passenger of a shipwreck off the coast of New Jersey. Born in Warren County, N.J. in 1795, he was raised on a farm and then came to Cincinnati to begin a commercial career in the bank of his uncle, John H. Piatt. The Piatt bank was the first private bank established in Cincinnati. John Piatt and his brother Benjamin were highly respected business people in the small community. What is now referred to as Garfield Park was originally known as Piatt Park. The Piatt brothers unfortunately suffered many business reverses in that early day. Their bank survived for only a few years--remember this was the time in American history before the National Banking system was organized in 1863. Prior to this period each bank printed its own paper, as it was called, which represented the one, five, and ten dollars in their legal tender. The silver we use today did not exist. Instead, paper was printed to represent the various denominations including fractional script, such as 12½ cents. These de-

nominations representing less than a full dollar were many times referred to as shin-plasters. With no control on the banks established prior to 1863, and with their privilege of printing as much paper as the owner or owners thought feasible, it is quite understandable why so many of these banks failed in such short order. The Piatts paid off the majority of their outstanding paper, however, by redeeming it in merchandise from their general merchandise business. John H. Piatt died an ignominious death in Debtors Prison. He had agreed to supply the Northwestern Army their needs and requirements for the War of 1812. Congress had not appropriated the necessary funds, but he had received verbal assurances from the Secretary of War that all of his expenses would be met. After the War the government repudiated the verbal contract and John Piatt was thrown into prison. Sixty years after his death the Supreme Court ordered payment of the debt to his heirs, minus any interest. One of the business ventures the Piatt Bank had invested in was the building of a steamboat--Cincinnati's first GENERAL PIKE.

After having served as clerk in the bank for a time and having gone East to be the eastern representative of the firm to buy Piatt paper, Jacob Strader returned to Cincinnati in 1819. Upon great-grandfather's return to our fair city, he decided to shake the dust of dry land and try his hand to this new venture--steamboating. His position on the GENERAL PIKE was that of a mud clerk, the lowest position of the men who would be termed officers of the boat. By the year 1822 Jacob Strader was captain of the first GENERAL PIKE, and it was to be many years before he put his feet on dry land again. One of the men he met on that steamboat was James Gorman, a fellow officer. They formed the company of Strader & Gorman Association, general produce and commission merchants. Between the years 1824 and 1844 sixteen steamboats were built--some in association with James Gorman, some having other partners, all plying the river between Wheeling and Cincinnati, and Cincinnati and Louisville; and eventually as far down-river as New Orleans. During this period of time Jacob Strader had not lost contact with the events of his home town.

In 1836 he was named a director of the Commercial Bank, this bank having been in operation only six years. The Chamber of Commerce organized in 1839 had as one of its vice presidents Jacob Strader, he having been a part of the original committee to form our Chamber of Commerce. About this time he was made a director of the Cincinnati Insurance Co. From the year 1844 Jacob Strader spent more and more time in Cincinnati attending to his many business affairs. It was at this time he assumed the office of treasurer of the Little Miami Railroad which still functions today as an active part of the Pennsylvania Railroad. Up to this time the Little Miami had been fraught with numerous difficulties, money being the major problem. There is no question, Jacob Strader helped make the Little Miami RR. a very profitable venture.

One of the men with the Little Miami was Ormsby McKnight Mitchell, who engineered the construction. He was the genius behind the Mount Adams Observatory. Fort Mitchell is named for Gen. Ormsby Mitchell. It was on this site that he directed the building, in 1862, of defensive



The side-wheel JACOB STRADER new at Cincinnati in 1853 from an original daguerreotype owned by Mr. and Mrs. John J. Strader, Jr. Her partner in Louisville-Cincinnati trade was the TELEGRAPH NO. 3.



earthworks against the possible invasion of Ohio by Confederate forces. This is the man who devised the plan to steal a locomotive 30 miles south of Chattanooga, burn bridges and trestles on their way North, thus disabling the railroad, a main supply-line to the South, and in so doing to bring the war between the States to an end... or at least to shorten it.

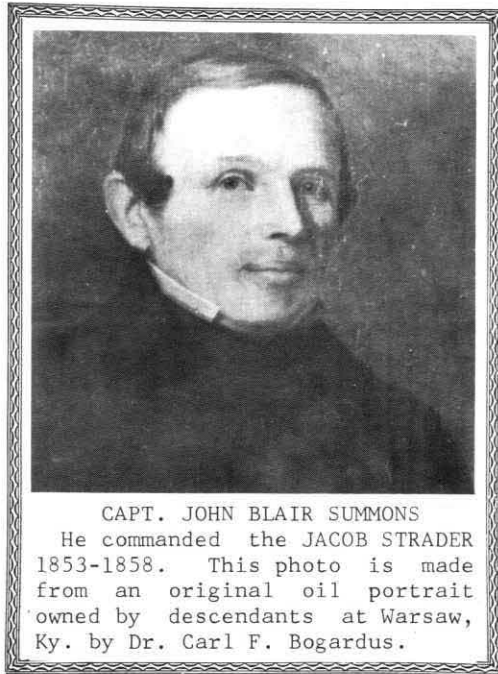
In 1844 Jacob Strader formed a partnership with Samuel Fosdick and Anthony Harkness to build the Franklin Cotton Factory, Cincinnati. Cotton, in exchange for food, was brought up from the South by steamboat, and processed at the huge factory at Third and John Street--then marketed. It is evident that affairs on dry land then were taking most of Jacob Strader's time and energies. And of all endeavors, the railroad--competitor to the steamboat! However, he did not lose sight of the river and its potential. Jacob Strader continued to invest in the building of more packets for the Ohio River during 1847.

Elected to the office of president of the Little Miami Railroad in 1848, he continued until a short time before his death in that capacity. In 1851 he was named president of the Commercial Bank, having served many years as director. This same year he became a director of the Medical College of Ohio, which eventually became what is now the Medical College of the University of Cincinnati. Two more packet boats were built during the year 1853. The most famous of all the 23 steamboats that Jacob Strader built and owned, was one of the last two--the JACOB STRADER. She was the largest ever built for inland waters, 347 feet long, a side-wheeler with low pressure engines. She served under the Union flag during the Civil War and ran until 1866 when she was dismantled at Madison, Ind. Another steamboat was just under way at that time--the steamer RICHMOND. It was into this new floating palace that the STRADER's engines were put into service. Some of you who may have read the book "Steamboat Gothic" by Frances Parkinson Keyes may recall it was the RICHMOND which plied through several chapters.

The man Captain Strader was to entrust his pride and joy to was Capt. John Blair Summons, whom Jacob Strader had met in the capacity of a deckhand on the first GENERAL PIKE. They had served together on many of the intervening boats. Captain Summons lived his entire life in Cincinnati and died at the old Spencer House at the foot of Broadway in the late 1850's. During his time on the Ohio River, Captain Summons had the opportunity to observe the passing shoreline and before long bought a large tract of timberland near Warsaw, Ky. His son William went there to cut cord-wood and have it on the shore to be picked up by the Strader boats for fueling purposes. William married and settled there for the rest of his natural life. Mrs. Thomas Weldon, a member of the Northern Kentucky Symphony group is the great-great granddaughter of Capt. John Blair Summons.

Jacob Strader continued to serve on the boards and businesses mentioned until a few months of his passing on the 28<sup>th</sup> day of August, 1860. The U. S. Mail Line, which he helped to form in his early boating career, became in 1880 the Louisville & Cincinnati Packet Company. This was taken over in 1931 by Greene Line Steamers, Inc., who continued its operation until 1947, thus mak-

ing it, at the time, the oldest steamboat operation in the world--129 years.



CAPT. JOHN BLAIR SUMMONS  
He commanded the JACOB STRADER 1853-1858. This photo is made from an original oil portrait owned by descendants at Warsaw, Ky. by Dr. Carl F. Bogardus.

When speaking of history, it is always interesting to note how things tend to come to full circle. Just over 150 years ago Jacob Strader came to the village of Cincinnati. Shortly thereafter he focused his attention on the area now referred to as the Public Landing and the Ohio River. With recent news of redevelopment plans in our city, once more in the not too distant future many people, as they used to, again will trod the one-time "Strader's Wharf."

.....

The state of Ohio has no official State Song as of this writing. Forty Ohio state representatives currently are sponsoring a bill in the Ohio General Assembly to adopt "Beautiful Ohio," the well known waltz-tempo song extolling the Ohio River. It was written by Mary Earl in 1918 with lyrics by Ballard Macdonald, and Doc Hawley plays it on Whistle Echoes No. 2 recording, from the console of the calliope aboard the DELTA QUEEN.

.....

S&D member Russell Stone, 801 Viand St., Pt. Pleasant, W. Va., was written up with pictures in the Sunday, March 5 issue of the Huntington Herald-Advertiser. Reporter Pat Siler interviewed him. She reports him as 84 years young, born at Wheeling in 1882, son of Mr. and Mrs. John T. Stone. He was brought to Pt. Pleasant on the second passenger train of the Ohio River RR (now the B&O) and that's as far as it went.

Russell became engineer on the HOMER SMITH, the fabulous excursion sternwheeler built with Pt. Pleasant capital. He was engineer on the towboat CONQUEROR when it upset in a windstorm at the Sciotoville bridge on Feb. 25, 1927, and had to swim for it. He has been a widower since 1956 when his wife, Ida May Schlaw, passed away.

## 1903 PUSHING CONTEST ON THE KANAWHA

The photograph and thumb-nail description on page 32 of our last (March) issue about the pushing contest in 1903 between the sternwheel D. T. LANE and the propeller JAMES RUMSEY has elicited considerable interest. In the interim some interesting and valuable correspondence has ensued. John L. Fryant of Arlington, Va. has furnished some contemporary facts, and several drawings.

In the 1909 edition of "Transactions of the Society of Naval Architects and Marine Engineers" there appears a resume of the LANE-RUMSEY affair prefaced by two paragraphs telling of prior experiments, written by Charles Ward, Sr. of Charleston, West Va., builder of the RUMSEY. Says Mr. Ward:-

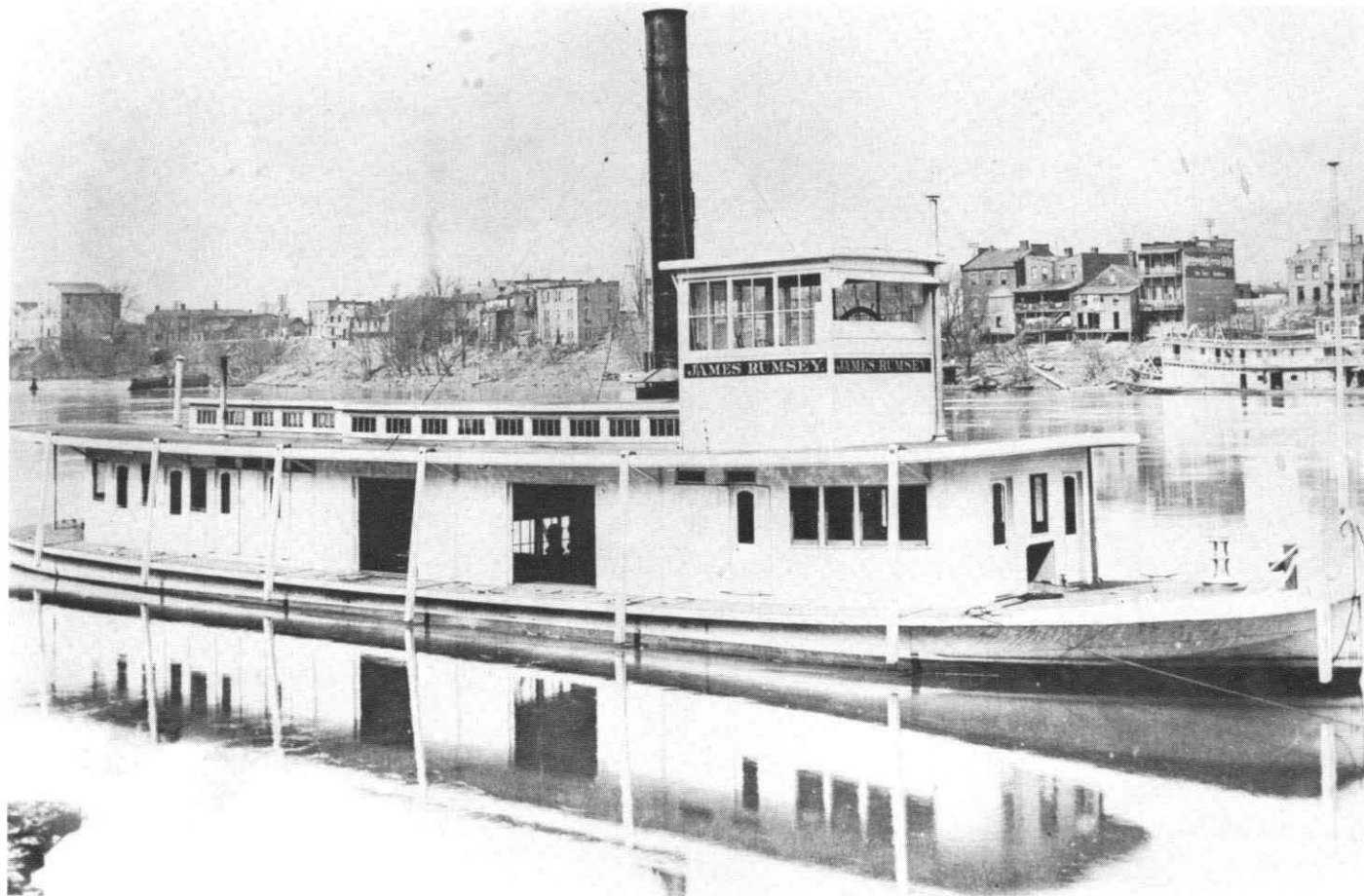
"Some eighteen years ago the writer designed and built a small tunnel boat, 61 feet by 8 feet, for an inspection boat for the United States Engineer Corps. It was stipulated that she would not draw over 14 inches and should not make less than 10 miles; or otherwise to be rejected. She actually made 13½ miles and drew 10 inches forward and 14 inches aft. The hull was of steel, 3 1/3 pounds to the square foot. The engine was a 6½ and 13- 8" compound non-condensing; the boi-

ler a Ward launch type. This boat has done excellent service and is yet good for several years.

"We were so much pleased with this boat that we continued to build tunnel boats as a hobby, with a view to superseding the present paddle-wheel system, which is so greatly handicapped by the needless weight and antiquated methods that have come down with little change for nearly half a century.

"Feeling confident that a tunnel boat could be designed on up-to-date engineering principles, having all the backing and handling qualities of the sternwheel boat, and at the same time the economy due to the use of watertube boilers and multi-expansion engines, we designed the towboat JAMES RUMSEY, submitted the drawings and specifications to the U.S. Engineer Officer in charge of 'Improving the Great Kanawha River,' who wanted a boat; and we offered to build the boat on conditions that she should equal a sternwheel boat in all essential particulars--failing this, not to be accepted; not a dollar to be paid until this was demonstrated.

"She is a twin-screw, steel-tunnel boat 120 feet long, 22 feet beam, 4½ feet depth, draught not to exceed 30 inches when having 40 tons of coal aboard. The hull is divided by four transverse bulkheads, giving five watertight compartments. Boiler:- Ward sectional water-tube, having 53 square feet of grate and 1,500 square feet of heating surface, for a steam pressure of 225



The tunnel propeller towboat JAMES RUMSEY pictured at the Ward Engineering Company's landing at South Charleston, West Va. on the Kanawha River in 1903. Across the river (right) is sternwheel towboat W. B. CALDERWOOD of Campbell's Creek Coal Company.

pounds. The engines are quadruple expansion-condensing, having cylinders 7", 10", 14" and 20"-12". Propeller wheels, 4½ feet diameter, 67 inches pitch.

"I submit a table of her speed and power trials, which were not in deep water but on the Kanawha River, which is from 500 to 700 feet wide and had 9 feet 9 inches of water at the time of the trials. The runs were made over the Government's measured course.

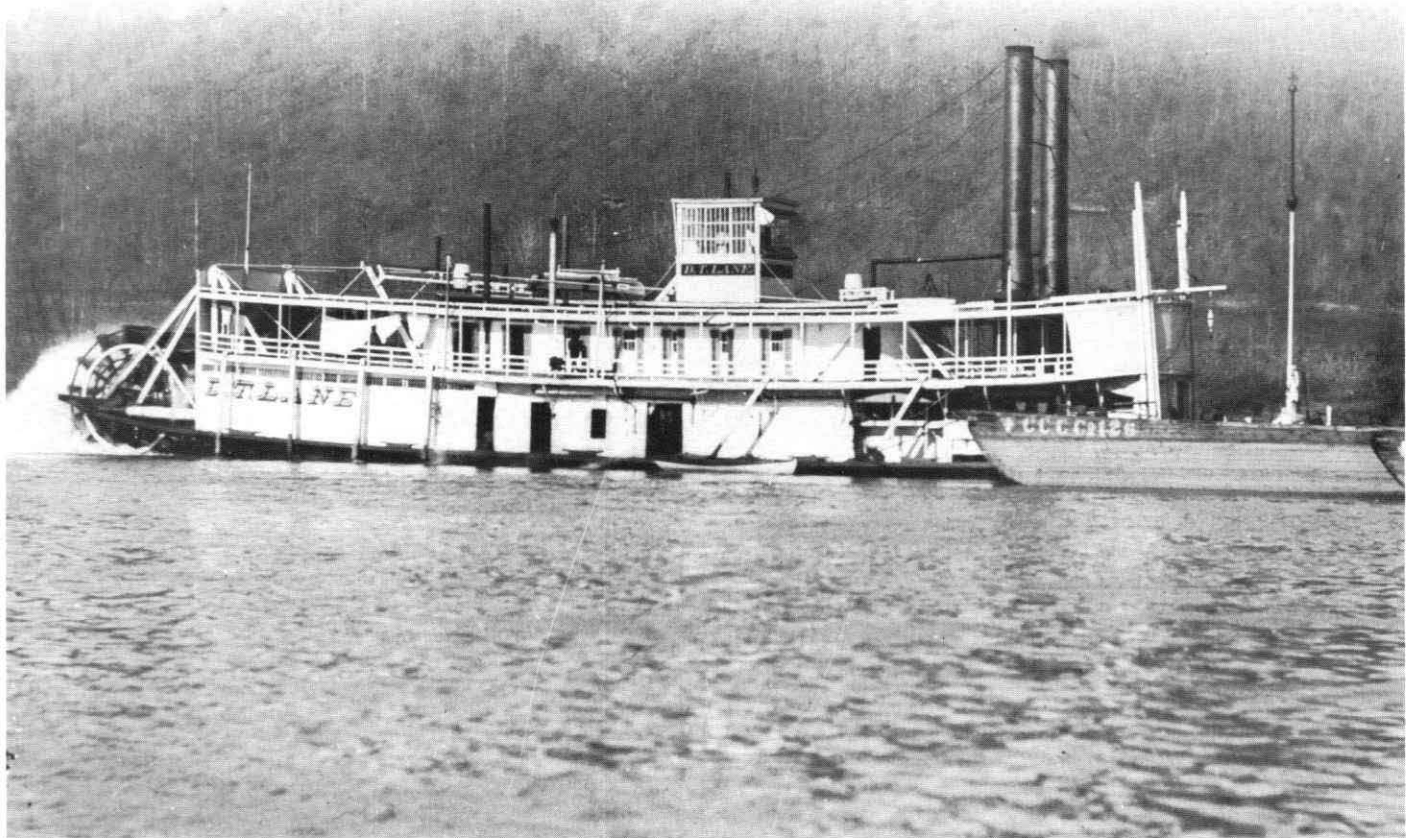
"In addition to the speed and power trials, a test of her power was made when pushing and backing, by a line pulling on a large steel yard, which showed 10,660 pounds when pushing and 8,000 pounds when backing.

"During her construction there were several changes of the U.S. Engineer Officers, Major Hodges, Captain Ruffner, Captain Craighill, and Major Zinn being at different times in charge. The resident Engineer, Mr. A. M. Scott, who favored the project, having resigned, strong opposition was brought to bear, to prevent the boat being accepted. The RUMSEY being a low, one-deck boat, the Baltimore & Ohio Railway used her as an argument against raising the bridges on the Allegheny River, urging that boats of this class could be

built and go under the bridges, and there was no need to raise them.

"The Engineer Officer at Pittsburgh, and others interested in raising the bridges, came to the trial trip of the JAMES RUMSEY, took the pilot-house by storm and condemned the boat. It then became necessary to establish the power and efficiency of the boat.

"The RUMSEY, of 120 tons, 30 inches draught, and 425 IHP, challenged the steamer D. T. LANE, of 350 tons and 450 IHP, to a pushing and backing contest, the RUMSEY agreeing to push the D. T. LANE upstream against her full power. A time was fixed and announced; thousands lined the river bank, windows and housetops; the two boats were lashed head to head. At a signal the contest began, both boats pushing at each other with all their might and power. The D. T. LANE, for a second, seemed to gain slightly on the RUMSEY, but gradually the RUMSEY held her back and pushed her upstream against the LANE's full power, a strong current and a downstream wind. The boats then changed position with regard to the stream, when the RUMSEY backed upstream quite easily, overcoming both the full power of the D. T. LANE and the current against her, thus demonstrating



Towbat D. T. LANE of the Campbell's Creek Coal Co. as she looked at the time of the pushing contest with the JAMES RUMSEY. She was built in 1871 by David Torondo Lane of Franklin, Pa. on the Allegheny River. Mr. Lane in prior years had built two small towboats for the Allegheny, the ADVANCE (1862) and ADVANCE NO. 2 (1863), both built at Franklin. The LANE's engines, 16'-5½ ft. stroke, originated on the Civil War gunboat GENERAL THOMAS, then were on the side-wheel INGOMAR. Capt. William H. Patrick of Charleston, W. Va. was master of the LANE in 1903, and his pilot was Capt. Wesley Summerfield who later was associated many years with Pfaff & Smith Builders Supply Co. on their Kanawha towboats. The original D. T. LANE was dismantled in 1908, when another D. T. LANE replaced her. Mr. Lane, for whom both boats were named, never had interest or connections with Kanawha towing; he died at Franklin, Pa., 89, on November 6, 1915.



the superiority of modern engineering and the supremacy of the new type of boat.

"Later, the contract trial was again arranged with the Government, Major Zinn being in charge, and the JAMES RUMSEY was put through every conceivable test with the Government fleet of dredge, dump scows, crane boats, fuel boats, etc. in tow, that the Government's captain, who was opposed to the innovation, could suggest; also a run of one hundred miles in free course was made.

"The contract requirements, verbatim, were as follows:-

"It is further understood and agreed that the boat shall be a good and efficient towboat, and what is known as a good handler, steering well, either to the right or left, with or without tow, whether going ahead, backing or flanking. The boat must also make, without a stop, with engines not exceeding 300 revolutions per minute, and average speed, up and down the river, of not less than twelve miles per hour.'

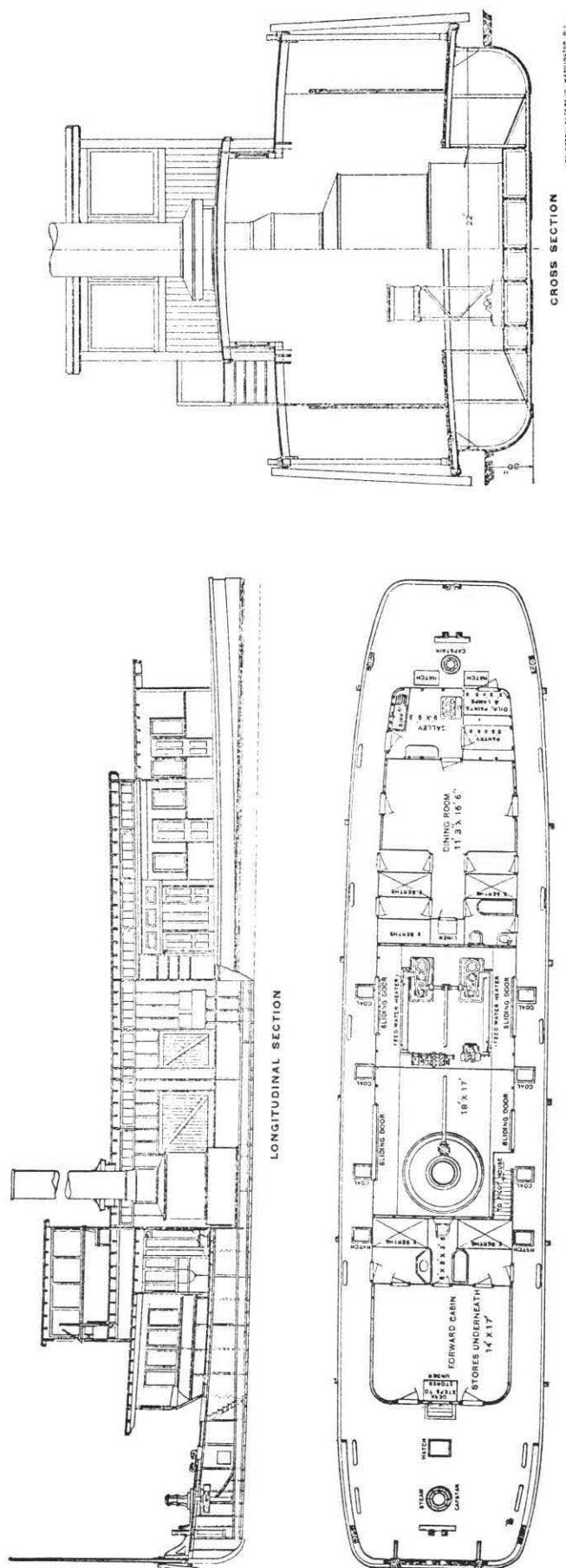
"These requirements were declared fully met and the JAMES RUMSEY was by Major Zinn, on behalf of the Government, accepted. She has now been doing service upwards of six years and is a most efficient, economical boat in every respect."

Quite illuminating, and surely unbiased, is a newspaper report of the LANE-RUMSEY contest, printed in the Charleston (W. Va.) "Daily Gazette" under date of Sunday, March 8, 1903. The contest had been staged on the day prior, Saturday, March 7, 1903. The story:-

"More than five thousand Charleston people witnessed an exhibition on Saturday of the triumph of modern and scientific steamboat building in the contest of the relative power possessed by the towboat D. T. LANE, owned by the Campbell's Creek Coal Co., and one of the best known of the Kanawha River craft, and the JAMES RUMSEY, the United States Government's newly completed twin-screw steamer, which was built entirely at the Ward Engineering Works, in Charleston, and which is to take the place of the steamer BEE, which has been condemned and gone out of service.

"Since the completion of the JAMES RUMSEY that craft has undergone many peculiar and novel tests. She is built on lines entirely new to engineering skill in the western waters, and like all advances in science, has been subjected to the skepticism of the laymen as well as the doubts and objections of the old line steamboat engineers and rivermen. The RUMSEY is a twin screw propeller with quadruple expansion engines. The steam generated for the motive power is used four times through cylinders of 7, 10, 14 and 20 in. diameter, that alone being a triumph of mechanical skill most noteworthy and valuable in this line of business. She has a steel hull 120 feet long, has 22 ft. beam, and a depth of hull of 4 ft. 6 in., all of which is steel. She has an average draft of 28 in., and her guaranteed speed was 12 miles an hour.

"The speed requirement was the first feature of the RUMSEY to surpass the expectations of the builders. On her first trip, before the installation of one or two perfecting features, she



made thirteen and one third miles an hour and thus prominence as to speed was established. The horsepower of her engines is 450, the steam for which is generated in one of the Ward upright boilers, already well known in the steamboat world. In the construction of the RUMSEY the ingenuity of the builders stands out in most prominence. The engines, boilers and all of the machinery of the craft are located directly in the center of the boat, the coal being stored in invisible bunkers along the sides.

"Entering from the bow is a large office for the captain, with stateroom, bath room, lavatory, and private apartment. At the stern is the kitchen, diningroom and sleeping apartments for the remainder of the crew, with the same personal conveniences as are noted for the bow. Every detail of convenience seems to have been studied in the construction of the craft, and she appears to the observer as a model of ingenuity and convenience.

"As has been said, the RUMSEY has been subjected to almost every known test of practicability since her completion. She has had all of the paraphernalia of the government property in the Kanawha lashed to her sides, and has swung them up and down the river, across and back to the banks, landed, swung around in midstream with all these encumbrances and through all stood her tests with remarkable firmness and ease.

"But it remained for the builder of the craft to put the RUMSEY to a test of strength and power which few would have had the temerity to have proposed. Mr. Charles Ward, the senior of the firm of builders, proposed that the RUMSEY enter into a contest of strength with the D. T. LANE, one of the very best, most reliable and strongest towboats plying the Kanawha River. Practically all experienced steamboatmen were astounded at the proposition made by the Wards. They gave the RUMSEY credit for being a marvel in convenience, stable and able for her requirements, but in a strength test with the D. T. LANE she would be a pigmy in the hands of a giant. But the Wards believed they could show their faith by the works of the RUMSEY, so when it was insisted that the RUMSEY be accommodated with an opportunity, the owners of the boat gave their consent, and Saturday about ten o'clock the LANE came in from above with a tow of barges, lashed them to the bank near the big bridge, and stood out in the stream, big, square-built and imposing, as if to invite the diminutive steel hulled model to the evolution that is taking place in western waters to come on for the sacrifice.

"The RUMSEY was not long in coming across. She had been moored on the South Side near the Ward works, and when it appeared that all arrangements were complete she moved slowly and evenly into the river, executing a swing or two, just to show the big antagonist that she was not afraid, and then came smoothly up and stuck her nose against the prow of her gigantic antagonist.

"Captain Patrick was in charge of the LANE, and was assisted in the test by Captain Summerfield. The fact that these two well known and competent steamboatmen were in command of the LANE meant beyond all doubt that the RUMSEY would be required to show all the spunk in her if she won in the apparently unequal contest.

The activities of Charles Ward, Esq. have not, to our knowledge, been researched. He has stated in a paper that his second tunnel boat was built in 1896. His first one dates four or five years earlier, perhaps 1892 or even 1891. These, and other early editions, were yachts. The Ward firm built the UNIQUE in 1901 with a hull 90 by 14 which had a long and varied career. The Memphis District U.S. Engineers bought her in 1904 and some years later her steam equipment was taken out and she got a Wolverine 100 hp. diesel. The JAMES RUMSEY came along in 1903, Ward's first serious bid for river towing, followed in 1906 by the A. M. SCOTT with a steel hull 150.9 by 26. This towboat did a lot of work on the Missouri, Mississippi and Warrior. Then Ward built the INSPECTOR in 1915, hull 144 by 30, which long served in the Memphis U.S. Engineer District. These boats all had tunnel sterns and their performance was no better, and often not so good, as sternwheelers.

In 1920 the Ward firm built the NATCHEZ for Federal Barge, hull 200 by 40, twin prop, steam, rated 1800 hp. This was followed in 1921 by the VICKSBURG, same power and size. These were real river workhorses.

The INDIANA and LOUISIANA were built in 1930, both 191 x 40.6, twin prop, steam, turbo-electric drive, each rated 2000 hp. These, plus the OHIO and TENNESSEE (built by Dravo) were identical, the star performers in Mississippi Valley Barge Line. All four in later years were converted to diesel, and all four are still in service, 1967.

The Ward Engineering Works at Charleston, although noted for propeller pioneering, turned out superior sternwheelers noted for graceful hull lines and top performance. The best sternwheel packet from their yard was the CHRIS GREENE (2nd) in 1925, the last of its breed. The GREENBRIER, for the U.S. Lighthouse Service, Ward-built in 1925, was a tailored showpiece. The towboat E. D. KENNA of 1926 was a dandy for her size (she later was lengthened). Ward built the steam side-wheel railroad transfer STE. GENEVIEVE in 1922, the biggest hull they ever launched, 286.3 by 54.

In 1921 Ward built the GENERAL FRANK M. COXE which, although registered as a "river steamer," belonged to the U. S. Navy and was a feature of the San Francisco Bay area. She had a hull 150 by 28, prop, steam. In later years Navy sold her to private ownership and she ran excursions for the Golden Gate Scenic Steamship Lines.

For some time Ward specialized in small-class sternwheelers. The W. C. KELLY in 1923 had pitman drive although diesel. The J. B. BATTLE was another, 1924. Then came the MAJOR, SCOTT, TECUMSEH, CRITERION, BULL DOG, ALPHA, CAPT. ERIC BERGLAND and others.

They built the GEORGE T. PRICE in 1925, twin prop diesel, perhaps their first diesel-prop job. The F. H. HILLIARD appeared in 1927; the INCOR in 1928. Also in 1927 they produced the W. A. SHEPARD, twin props with 720 hp. from F-M diesels; and the DUNCAN BRUCE with a sternwheel (later converted) which still operates.

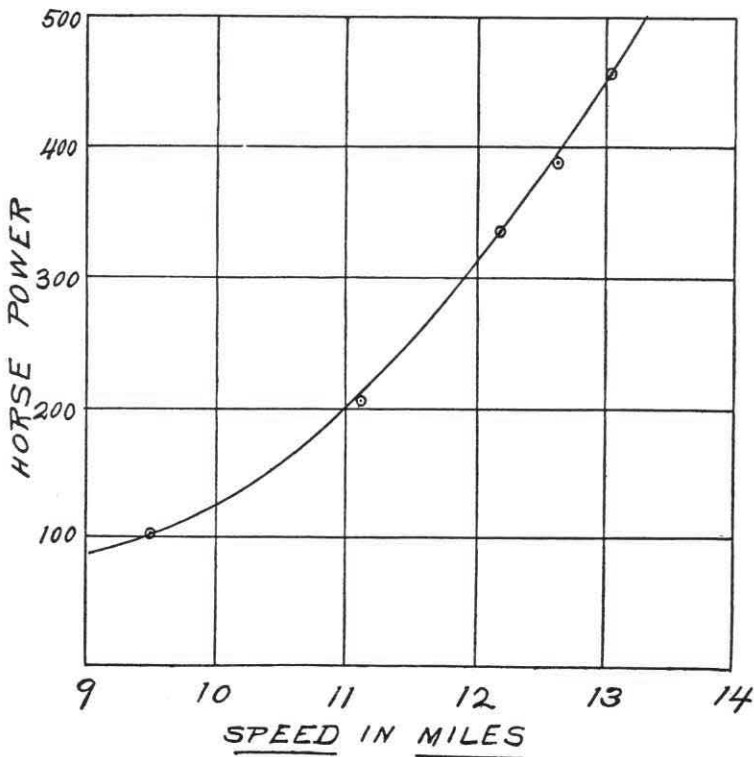
Among the final contracts were the steam prop towboats HENRY A. LAUGHLIN and VESTA for Jones & Laughlin Steel, these in 1931. The latter today is the J. S. LEWIS, still operating on the Kanawha although with diesels.

*Speed & Power Trials U. S. Str. "James Rumsey"  
On Kanawha River. Feb. 7, 1903 Water Gauge 9' 9" open river.  
Light variable winds.*

Run #	Current	Rev. per mile	Rev. per min.	Time over course	Speed per hour.	Mean Speed	Mean I.H.P.	I.H.P.	Travel of screw	Slip %	Mean Slip %
1	Against	1530	267	5' 44"	10.46			459.7	16.94	38.2	
	With	1005	262	3' 50"	15.65	13.05	454.7	449.7	16.62	5.83	22.08
2	Against	1511	253	5' 58"	10.05			384.3	16.08	37.5	
	With	992	251	3' 57"	15.19	12.62	388.8	393.4	15.93	4.65	21.
3	Against	1510	242	6' 14"	9.62			317.6	15.38	37.5	
	With	972	238	4' 42"	14.75	12.18	336.6	355.7	15.03	1.86	19.68
4	Against	1455	208	6' 59"	8.59			210.3	13.23	35.07	
	With	912	207	4' 23"	13.66	11.12	205.1	200.3	13.16	-3.66	15.7
5	Against	1483	172	8' 35"	6.99			96.5	10.94	36.10	
	With	848	169	5' 0"	12.	9.49	102.7	109.	10.72	-10.66	12.72
6	Against	1566	158	9' 55"	6.05			90.5	10.02	39.6	
	With	835	161	5' 10"	11.6	8.82	93.8	97.1	10.24	-11.72	13.94

*Wards Engineering Wks. Charleston, W. Va.*

**SPEED & POWER CURVE  
STR JAMES RUMSEY  
THE CHARLES WARD ENGINEERING Wks.  
CHARLESTON, W. VA.**



TABULATIONS made on first trial runs of the JAMES RUMSEY prior to her contest with the D. T. LANE. The figures shown in the "Time over course" column apparently indicate minutes and seconds. Some bright engineer with a slide rule might come up with another fact:- What was the speed of the current in the Kanawha that day?

"It was announced that the LANE was in the prime condition. She had had a good trip, her 450 horsepower was not hampered in any part, and her crew were working like the parts of a well timed watch. She is about twice the weight of the RUMSEY, her horsepower the same and Government requirements as to steam about the same as the contesting craft. She has two high pressure engines, each with a cylinder 16 in. in diameter by 5½ ft. stroke. There wasn't an imperfect feature in the LANE's makeup and she looked fit for any reasonable contest.

"As soon as the prows of the two boats had been fastened securely together, and they stood out in the water just below the first big pier of the bridge, the thousands who had assembled on the levee and from the windows of the buildings along the river had a fine opportunity to note the tremendous disparity in the sizes of the two craft. The LANE towered above the RUMSEY like a Goliath, but the little boat's sturdy appearance inspired a degree of confidence in some who watched intently at the preparations for a vital contest which would mark the passing of the old craft and the coming of the new and modern power.

"Then, lashed together, the two boats stood out in the water, the LANE being on the upper side. This gave the LANE the current, the wind, which was rather stiff at the time, as well as the advantage offered by being within direct range of the bridge pier. The little RUMSEY had nothing in her favor. At a given signal the engines began their work. The ponderous wheel of the LANE began to revolve with tremendous power. All that could indicate that the RUMSEY was doing anything to assist the awful force of the big towboat was a whirl of her smoothly running machinery and a swirling of the water from the rear of the hull. Presently the RUMSEY began to perceptibly move downstream. The LANE puffed, her big wheel whirled with awful force, throwing great fragments of water in the air. The RUMSEY was moving against the almost resistless force. Capt. Jim Martin, of the W. B. CALDERWOOD, who was intently



watching the contest from the deck of the RUMSEY, noted that the RUMSEY was being pushed not quite so fast as the current. The situation continued until the boats reached a point at the west limit of the city levee. Then a signal was given and the power of both craft was shut off. The boats stopped dead still.

"At a given signal the power of both was again turned on. There was a shuddering sensation on board the RUMSEY, the LANE roared with her fires; like a mighty giant she struggled a moment and then began to slowly but surely move back up the stream. The RUMSEY had asserted her power! She had conquered the giant towboat and was pushing her up the stream against all the power and force that could be driven from a great wheel and ponderous engines. When she had pushed the LANE a distance of about sixty feet, all hands signalled off, and there was a stop.

"Hundreds were amazed that the LANE should have pushed the RUMSEY the distance noted; and then in turn be started back a moment later. Experts on board the RUMSEY and LANE gave this explanation: When the start was made the current, wind, and the break-water of the pier were tremendously in favor of the big boat. In addition the firemen of the RUMSEY were unable to raise steam to a proper pressure. With all these handicaps it was surprising that the first stage of the contest was not a walkaway for the big boat.

"Following this trial the boats then reversed, the LANE taking the lower side, while the RUMSEY swung upstream. Three separate tests were made while in this position, in all of which the RUMSEY slowly but surely bore the big boat down the stream. Then the test was reversed and a backing contest was tried. In this the RUMSEY showed to much better advantage than in the pushing contest and with apparent ease carried the LANE up the stream for some distance.

"In the beginning of the contest there was but little enthusiasm displayed by the thousands of people who lined the banks, as it was evident that almost the entire populace assembled had their sympathies with the little boat. But when the little wonder rounded out to her real form, and began sending her big antagonist almost at will, the crowd appreciated the fact that her superiority was established and the air was soon filled with the huzzas of the crowd, and the crew on board the little craft received many encouraging cheers.

"Mr. Charles Ward, the senior of the firm, as well as his two sons, Messrs. Charles E. and Harold, were on the RUMSEY during the entire time of the test and watched every feature of the contest with intense interest and noted every movement of the towboats. At its close the elder Mr. Ward expressed his entire satisfaction as well as gratification and declared that the RUMSEY had done no more than he had expected, knowing so well and so thoroughly her qualities and build.

"A representative of the GAZETTE was in the company of Capt. Jim Martin, of the W. B. CALDERWOOD, on the RUMSEY, most of the time during the test of strength. Captain Martin watched the work of the boat with a critical eye, noted every movement she made, and at the finish was loud in his praise of the wonderful work of the vessel. When the boats cut loose, and pilot Johnson, of the RUMSEY, had been relieved, Captain Martin

The JAMES RUMSEY was operated by the U. S. Engineers from the date of her acceptance in 1903 until sold at public auction in the fall of 1934. Capt. Walter Johnson was her skipper for the U.S. a good while; also Capt. William A. Wright. Capt. Hiram Roush died of a heart attack while acting as a temporary master for Capt. Johnson in Sept. 1925. In Sept. 1932 the RUMSEY was the first boat put through Marmet Lock, Kanawha River, during an impressive ceremony in which Charles Curtis, U.S. vice president, participated. Capt. Earl Barrows may have been the RUMSEY's master at that time (we are uncertain about this).

The Louisville (Ky.) Sand & Gravel Company bought the RUMSEY in 1934, changed her name to STEVE CLICK, JR. and towed sand and gravel with her. In Sept. 1936 she sank in the head of the Louisville-Portland Canal at the foot of 12th Street and three weeks later was put afloat. In 1935 she made a trip up Cumberland River to Carthage, Tenn. under management of Capt. Harry Voight, with Capt. Sam Felts piloting. Larry Leek, brother to Capt. J. Wylie Leek, was the mate. Capt. Elmer Broadway piloted her to Paducah. In 1939 her master in the sand trade was Capt. C. C. Ashcraft, and engineer was the veteran J. H. Campbell who had served many years on the Louisville-Jeffersonville ferryboats. He died on watch aboard the CLICK, aged 68, in Dec. 1939.

In June, 1946, the Sand Company sold the CLICK to Jesse L. Cooper of St. Louis. One year later she sank at Helena, Ark. (July 3, 1947) and was lost. The Louisville Sand & Gravel Co. replaced the CLICK by purchasing the single prop diesel towboat FRED W. OLCOTT which they renamed STEVE CLICK (this in 1946) and she still operates there.

went to the pilothouse, took the wheel, and the RUMSEY was given her nose for a whirl up and down the river at her best pace. Captain Martin turned her with the ease almost of a duck, and as she came skimming back past the levee her big foghorn whistle was let loose and the thousands of spectators on the banks gave her a joyous reception. Mr. Charles E. Ward, assisted by Captain Dryden, ran up a new broom on the masthead, denoting the victory of the RUMSEY, and one of the most memorable events in the history of Charleston was ended.

"This exhibition of the RUMSEY is of most far-reaching importance to Charleston, as well as to the builders and owners of the great plant here that bears their name. It establishes beyond all doubt the superiority of this class of vessels for towing purposes, and is convincing proof that the days of the big and expensive towboat are numbered. It also cheapens the cost of navigation to one-third and will enable boats to ply in less water than formerly. The Wards are to be congratulated on their achievements and Charleston should feel a just pride in claiming them as citizens."

Sirs: Thank you for the write-up of my book "Steamboat Days On The Tennessee River." It was greatly appreciated. Any more whistle blows this summer? If so I plan to attend.

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

=No Whistle Blow scheduled as of this writing. -Ed.

Sirs: After much experimenting I have designed an unusual (it seems to me) whistle that will match the "down in the cellar" deep notes of a steamboat, or ocean liner--and does not require much of a boiler to do it---and does not seem to be temperamental as long as the steam is dry.

Someday I would like to get together dimensions of some of the better known steamboat whistles and try to recapture their lion-size roar in pussy-cat size. If any of the die-hards are interested I will be glad to correspond.

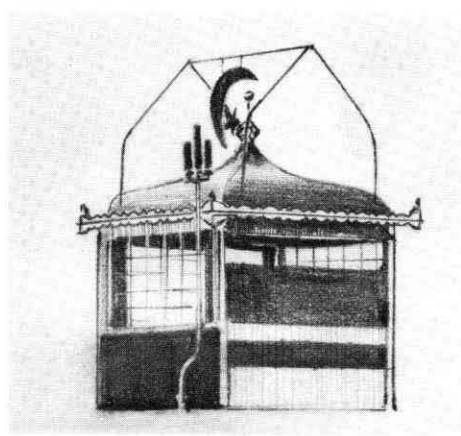
I was striker engineer on the ISLAND QUEEN several years. There is no match for that supreme thrill of standing on that big throttle-box, looking back along that long and shiny, graceful side-wheel engine, and waiting for Cap or Wes Doss to ring up a bell.

Dick Carmell,  
207 Arborcrest Drive,  
Route 2,  
Loveland, Ohio 45140

Sirs: While doing research for my model of the excursion steamer IDLEWILD (1914) I came across a very unusual (to me) application of a crescent moon and star decoration. It has really aroused my curiosity. Thus this letter.

In Alan Bates' book "BELLE OF LOUISVILLE" there is a photo of the IDLEWILD at Memphis with the KATE ADAMS in the background. She is obviously brand new. Up on the pilothouse roof there are some unusual objects. According to Alan these are men but I'm afraid 'taint so. I have another print of this photo and have examined it carefully. I finally put it in an opaque projector, enlarged it and made the enclosed tracing. As you can see, hanging from an A-frame arrangement is a crescent moon. I think there is a star also, but this is partially obscured by the decorations on the pilothouse dome.

Now my question is simply this: Why was that paraphernalia



put up there? I don't think that it stayed there very long. I have another photo of the IDLEWILD taken not too many years later and the crescent moon and star are gone.

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

=We have looked at the picture and yes, crescent moon and star are there. Same combination was on paddleboxes of GENEVA (see page 1 picture, June, 1966 issue) and also shows between stacks on old packets at New Orleans. Our guess is that Shriners were in the neighborhood. -Ed.

Sirs: Some time ago you wrote me that the ferryboat JESSIE BERGER was built in 1887 and that you didn't know what happened to her. My grandfather Capt. John Long was her pilot for a while, after he retired from the river runs. She was a ferry between South Wheeling and the Ohio shore north of Bellaire. She burned while at the wharf on the Ohio side. I do not know the date, although we kids played on her wheel which lay on the bank for years.

I am quite proud of our family river heritage. Grandfather Long started to work on the Ohio River aged 14 as cabin boy for uncle Benjamin Williams. In 1851 he was a steamboat mate; in 1856 he is listed in Wheeling directories as a pilot. His brother Benjamin Long was pilot on the JOHN LOMAS at the time she rammed and sank the SCIOTO.

Please send me six application forms for joining S&D.

James B. Long,  
3102 Trumbull St.,  
Bellaire, Ohio

Sirs: Enclosed is check and send me please Vol. 3, No. 1 of the S&D REFLECTOR. Would you please

send it in an envelope? For that matter would you please make a motion for me to the S&D to start sending all of the REFLECTORS in envelopes. You see, Mr. President, many of us members have them bound. I do, every two years. They make one of the best books that I have ever seen. When they are shipped without an envelope the Post Office kind of hacks up on the outside covers. This happened to my latest edition.

Ted C. Pearsall,  
1307 Judson Place,  
Henderson, Ky. 42420

=Mr. President can't make a motion, but will be happy to offer the suggestion. -Ed.

Sirs: I have read with great interest the March, 1967, edition of the S&D REFLECTOR.

Of especial interest was the article entitled "Steaming on the Big Sandy," by Capt. Jesse P. Hughes. Though it may be of no real significance, there were two errors in the article. On page 24, a reference was made to Capt. Green Meeks as the owner and captain of the THEALKA. This gentleman was Capt. Greenville (Green) Meek, who was my grandfather. On page 25, the caption under the picture of the THEALKA referred to Mrs. John C. C. Preston, which should have read Mrs. John C. C. Mayo, my mother.

John C. C. Mayo,  
Mayo Arcade Building,  
Ashland, Kentucky

=Chalk up page 24 error to author Capt. Hughes, however unintentional. Chalk up page 25 error to misinformed editor Way. Would that all such error be corrected for the benefit of future river writers. -Ed.

#### IMPROVEMENT PROJECT

The approach to the steamer W. P. SNYDER, JR. is being improved by a crew of the Marietta street department. The road at the foot of Sacra Via is being looped around the Rotary Club shelter to join another exit road and the whole of it will be suitably paved. This got under way in late April, and undoubtedly will be completed by the time the reader gets this issue.

The towboat W. P. SNYDER, JR. has recently taken on some of the decor of the Motor Hotel Lafayette. Steve Hoag presented carpeting and furniture.

Sirs: This is me again, away down among the Florida keys. I have just read the March issue of the S&D REFLECTOR and am amazed at the endless amount of interesting information. The GREAT REPUBLIC surely cut a swell when she came out, even to having Capt. and Mrs. Fred Dippold on board for their wedding trip. The sketches by John L. Fryant showing suggestions for a new DELTA QUEEN are good, but time alone will tell about that. I can hear the old HUDSON's whistle when I look at the color painting of the QUEEN CITY by William E. Reed. The Big Sandy River story looks fine and takes me back a lifetime with those natural pictures. The MAXIE YOST was preparing to squeeze under the C&O bridge during high water, and that explains her stack laid back. The ARGAND will ever be the greatest boat up that river. I was delighted with the picture of my wife, Telia, at the keyboard of the calliope. Fond memories linger of our wedding day, sixty-three years ago on April 3 this year. The picture of the Catlettsburg wharf shown was taken on April 25, 1924.

Further, I was greatly interested in the remarks about the two Moundsville pilots, Davis and Joe Alexander. I remember hearing Capt. Jim Rowley speak of them as the best in their day. I noted the story about the KANA-WHA going to Loup Creek, and will say I had the CRICKET up to the head of navigation on the Kanawha River with a tow of trading boats in 1902. We also had the GORDON C. GREENE up around above Wheeler Islands to Boomer, W. Va. in August, 1946, close up to Mount Carbon.

We expect to be back in Louisville about May 1st. Meanwhile my best wishes to all.

Jesse P. Hughes,  
Coral Sands Trailer Resort,  
Florida.

Sirs: My grandfather Sheets was born and raised at Willow Island on the Ohio River above Marietta, and the family farm is now the heart of the American Cyanamid plant there. Of the ten or so children in that family only one survives today, my uncle Jack Sheets, 93, who lives in Hagerstown, Md. He relates that Willow Island in his younger days was a real island, with a big gravel bar at its head. The Sheets boys went out in summer to gather coal, spilled from sunken coalboats and barges. They some-

times skated from Willow Island to Marietta.

Grandfather Sheets married a Devol. Her sister, Nettie Devol, married Charlie Fouch whose father was lockkeeper at Devol's Dam, No. 2 on the Muskingum. I stopped there last summer and walked out on the locks, which looked in pretty poor repair. I learned to swim right there.

Jack Hickman,  
1527 Bennett Road,  
Baltimore, Md. 21207

Sirs: As a newcomer to inland water transportation, my 27 years of coastwise experience stands me in good stead. But there is much to learn and I am re-experiencing the sheer joy of the novice's learning process when he digs into something exciting. And the "River Story," past, present and future was, is, and--I feel--will be, exciting.

Alan Carling,  
Research Analyst,  
Waterways Freight Bureau,  
Suite 711,  
1319 F Street, N.W.,  
Washington, D.C. 20004

Sirs: I am an amateur student of the ante-bellum south, and want to learn about the old river boat days, and especially how those boats were built.

Arnell Overstreet,  
303 South Jefferson St.,  
Mobile, Ala. 36603

Sirs: We have a River Room here that would interest your group. They'd be amazed to see the old Stone Hill wine cellars, some of the largest in the world.

Ed Heckmann,  
Route 2,  
Hermann, Mo. 65041

Sirs: There is one little mistake in your story of Capt. Ben D. Stout (Dec. '66 issue, pages 16-19). O. J. Stout was not his brother, but a nephew. Capt. Ben had five brothers and a sister. They were:-

John L. (Jack) Stout, of the Parkersburg Mantle & Tile Co. O. J. Stout, referred to above, was his son.

George G. Stout, of the Parkersburg Electric Light & Power Company.

William G. Stout, farmer and teamster and, incidentally, my father.

Elias M. Stout, riverman; he died of malaria after his return from his second trip to New Orleans.

Dr. H. Beauregard Stout, physician and surgeon for the B&O.

My father moved to a farm on Washington Bottom (where Lock 19 is located) formerly owned by George G. Stout's first wife, at her death in 1884. Perhaps that famous '84 Flood put the fear of the river into my mother; she feared that river! My father had a yen to make a deckhand trip but for ten years mother would not hear to it. Finally he went. The day he returned, carrying his luggage, mother stopped him at the porch.

"Into the wash-house!" she exclaimed. "There's a fire, hot water, soap, towels and clean clothes. Get rid of those lice and bedbugs!"

That was father's only steamboat trip, except years later when he once went along as a guest on one of uncle Ben's boats for a ride.

I nursed Capt. Ben D. Stout during the last eight months of his life. His mind wandered and he was confused. Once during those last days he said to me: "I climbed those big pilotwheels up and down like a squirrel."

Nancy Stout Beckwith,  
(Mrs. H. A.)  
Route 2, Box 311,  
Washington, W. Va. 26181

Sirs: That picture of the SILVER MOON... I am very much interested in this. Captain Bugher was an uncle of mine. He married my mother's eldest sister, Louise Langdon. I don't remember him as he died before I was born.

John L. Gates,  
Carew Tower,  
Cincinnati 2, Ohio

Sirs: My husband and I moved here in 1960. I have been keeping a log of towboats passing since Feb. 1966, and now have 218 different ones, not including those that pass at night or when I am away. I drop everything to watch a towboat pass. We have very good neighbors who feel same as we do, Mr. and Mrs. Mavis Hutchinson.

Mrs. Gray Stamper,  
Stampers Landing,  
Patriot, Ind. 47038



Sirs: Greetings to Bob Pyle who shows up in the last issue with a letter on page 3. I recall his remarkable script as per this page from my old autograph book. Robert H. McCann joins in sending greetings to him.

C. W. Stoll,  
Louisville, Ky.

blow some type of whistle to re-create the tones of these old steamboats?

Incidentally we have a steam hobby group, the Lake Erie Steam Association. We have a tooting good time with 4 steam launches. Some of our members want to stage a "tootenanny" along the Detroit River---to whistle at the passing

on notes that his brother-in-law had given.

Alene Stottlebower,  
614 West Second,  
Madison, Ind.

Sirs: Betty Blake Simcox has been named vice president of Greene Line Steamers, operator of the DELTA QUEEN. She is a graduate of University of Kentucky and a member of Kappa Alpha Theta. Betty is married to Jack Simcox, owner of New Dilly Gifts, Cincinnati, and they reside in Mt. Adams, 949 Pavilion St., this city.

Greene Line Steamers,  
Cincinnati, Ohio

AUTOGRAPHS

Frederic Way Jr., Pilot, St. Senator Cordill  
 Ralph G. Quisler, Greenline Steer.  
 H.P. Lyle, J.M. Ohio River Transportation Co  
 Robert H. McCann - Juror, St. Senator Cordill  
 James A. Walley - Huntington Advertiser  
 Jesse P. Hughes, Huntington W. Va  
 "Bob" "F. Pyle" "Pilot" "St. Senator" Cordill  
 W. L. Hill 2321 S. Ashland St.  
 M. D. Strain Augusta Ky.  
 Wilson Miller New Haven or wa  
 Loretta M. Howard Jeffersonville Ind.  
 Jess Singleton Mauckport Ind.  
 Isaac W. Betts, U.S. Local Inspector Louisville Ky.  
 J.W. Heath Bellevue Ky  
 Selby H. Crader - Pilot  
 Hamburg Ind.  
 Capt James Phillips  
 Mrs James Phillips  
 St Louis Mo 9/3/37 mtd  
 Master Steamer  
 "Adriatic"



Betty Blake Simcox  
A vice president, she..

Sirs: I started out as a steam-boat man here on Flathead Lake in the 1920's as a boy and it is hard to get out of a person's system. We dredged into the hull of the old packet TACONY which ran to Fort Benton while working at Fork Peck. I have some of the oak planking and a few spikes.

James J. Kehoe,  
Bigfork, Montana

=The TACONY, built at Paducah in 1864, was a side-wheeler operated by the Lexington Railroad & Transportation Co. She sank from "unknown cause" at Fort Peck in 1870. -Ed.

Sirs: The W. P. SNYDER, JR. will be featured in the forthcoming book, "Historic Ships Afloat" by Phyllis Flanders Dorsett.

The Macmillan Company,  
Publisher,  
New York, N.Y.

Sirs: I have a steam launch, the SILVER STAR, which operates on the Maumee River and Lake Erie--22 feet long. I have tried out nine steam whistles on her, some with three or four tones in a single bell, but none of them give a melodious chord equal to the GEORGE M. VERITY, LUCY COLES or MINNIE BAY as recorded in Whistle Echoes, Vol. 1. Query: Could my 2 hp. boiler with 50 to 100 psi., using a 1/2" steam line,

freighters.

Dan M. Weber,  
3080 121st St.,  
Toledo, Ohio 43611

=To sing like Caruso you have to be a Caruso. -Ed.

Sirs: Miss Rachael Haigh, who lives here in Madison, is granddaughter of Joseph P. Haigh who owned 2/6 interest in the GREAT REPUBLIC; she relates that her grandfather lost it all, and more inasmuch as he had gone security

Sirs: Amen to comment that the far-flung activities of the E. W. Van Duzen Co. should be researched. (See Dec. '66 issue, page 21)

There was much consternation in some quarters when a proposal that the new BELLE OF LOUISVILLE western-style boilers be equipped with Van Duzen gauges was vetoed. Simply because of unavailability.

As a lad I was carillonneur (!)--or bell ringer if you prefer --of the Trinity Methodist Church in Louisville, which boasted a chime of 12 tuned bells in its ornate tower. Also I repaired broken ropes, unhooked springs, ropes off the trolley guides, etc., so many times I was up in the bells high above the corner of Third and Guthrie. Each bell was engraved with the name of the firm that made them--the E. W. Van Duzen Co.

The bells were played by a manual clavier originally located in a balcony of the church, and there's where my father played them about 1910. Rope trouble was so bad this clavier was later moved into the attic space above the church proper. And when I began playing them at the age of 11 it was moved up into a platform room, way up in the tower, directly below the bells.

This clavier bore, as I recall, a cast plate which read "Van Duzen Bell Foundry, Cincinnati, Ohio."

The old church was torn down about six years ago, and replaced by a modern high-rise combination church and apartment building. But the Van Duzen bells still ring out over downtown Louisville speaking from within a modernistic screened-in enclosure about 12 stories up, and played from a small electrically motivated keyboard.

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

Sirs: L. M. (Mac) McLeod recently gave me a copy of the December issue of the S&D REFLECTOR, the first I have seen. This magazine contains a wealth of material set forth clearly and concisely, an outstanding piece of workmanship. My heartiest congratulations and best wishes for S&D's continued success.

Frank W. Leahy,  
215 Stewart Ave.,  
New Orleans, La. 70123

=Cmdr. Frank W. Leahy USCG (Ret.) is one of the Who's Who on all streams flowing into the Gulf of

Mexico and tribs--and has been so since Hector was a pup. -Ed.

Sirs: The Jolly Green Giant on TV now ships tender young peas on a steamboat ho ho ho. If the steamboat is the DELTA QUEEN maybe this is the Jolly Greene Giant we're looking at!

John L. Fryant,  
4160 South 36<sup>th</sup> St.,  
Arlington, Va. 22206

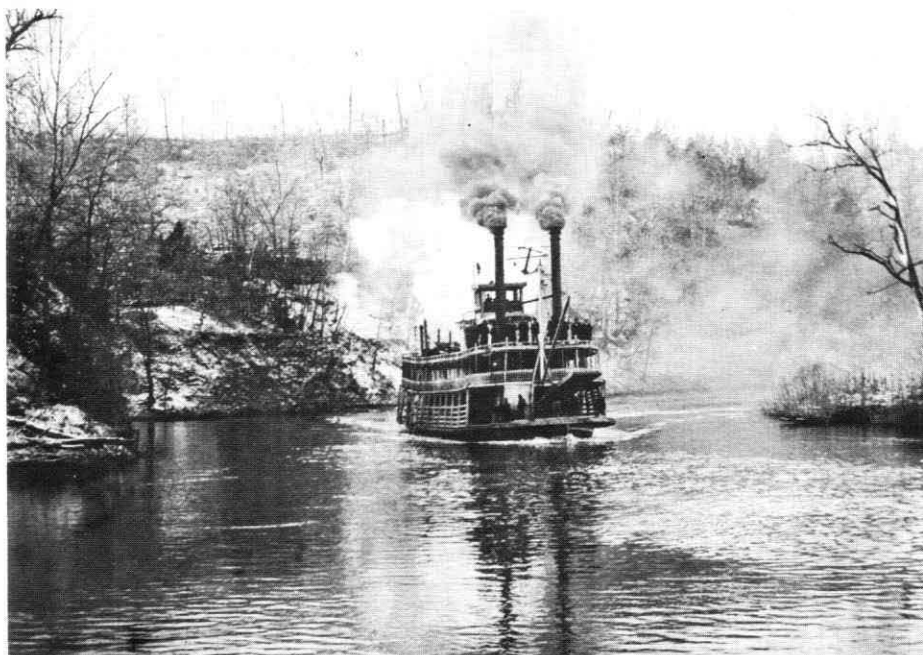
=End of commercial. -Ed.

Sirs: There is a real steamboter on the staff of the Nashville (Tenn.) BANNER. He is the cartoonist for the editorial page.

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

=The BANNER is more apt than not to come out with its Saturday afternoon edition ablaze with a front page full-color cartoon of river life & lore. The freshwater fan-artist is Jack Knox, veteran of the Memphis COMMERCIAL APPEAL (12 years) who quit to punch cows in Texas, then came to the Nashville BANNER in 1946. In the last year Jack Knox has had catfish, shantyboats, snow geese, the SCOTT CHOTIN, the ROB'T. E. LEE, the PAT CHOTIN and Capt. Joe Chotin top front page in color. -Ed.

Sirs: About the picture of the packet CHAPERON which has become so popular:- I took this in the winter of 1911, on the first



CHAPERON on her first trip to Mammoth Cave...see letter above.

packet trip to Mammoth Cave after the Brownsville locks (upper Green River) were opened. The men appearing on the upper deck were a bunch of business and professional men from Bowling Green and Evansville. Among them was Emmit Logan, associate editor of the Louisville "Courier Journal" and "Times." He was aboard as a special guest and he wrote up the trip in his papers. I was the photographer for the occasion and my pictures were published in a special edition telling of the event.

George H. Dabbs, Sr.,  
Box 36,  
Morgantown, Ky. 42261

=Famed Green River photographer Dabbs has recently moved into an apartment (406) in Morgantown's West Heights, but the address above remains the same. -Ed.

Sirs: But Cap--that photygraf ov the pilothouse of the GREAT REPUBLIC--I think you've been took. Them Pittsburghers may have made things ruff---but not that ruff. Wy two backwoodsmen with a broad aks an draw nife cud do a job an make a better lookin pilothouse inside. Ever see a breast bord yu cud step over onto the texas roof? An how the heck can the pilot see the heel ov the jack-staff? Nosir that foteygraf is a fake and I bet it was tuk on sum dirty ole towbote. I just want to show yu i am on the bawl.

Cobb L. Stonelevy,  
Along the Erie Canal.

# BUCKEYE BELL FOUNDRY.

ESTABLISHED 1837.

## Vanduzen & Tift,

MANUFACTURERS OF

Church, Academy, Plantation, Factory, Steamboat, School-house,  
Chime, Fire-alarm, Tower-clock, Court-house, and other

## BELLS,

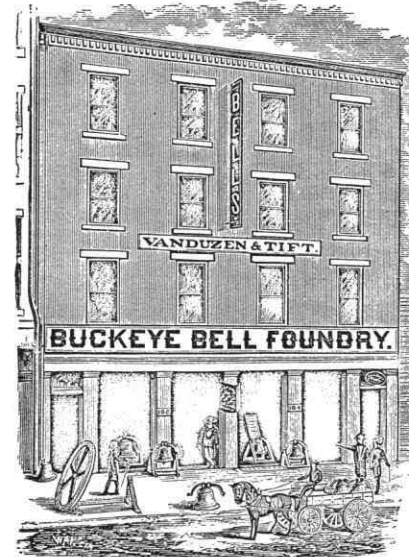
There has been a good bit of correspondence in our columns lately concerning the E. W. Vanduzen bell foundry in Cincinnati. Clyde N. Bowden, the curator of the Inland Rivers Section, Cincinnati Public Library, has been sleuthing the subject and now comes forth with some pertinent facts.

E. W. Vanduzen started as an apprentice in the shop of the George W. Coffin & Co. in 1838. Coffin specialized in bells, with a shop on Columbia Street, and greatly enlarged in about 1844 to become the Buckeye Brass & Bell Foundry. In 1856, E. W. Vanduzen became a partner in that firm. After the Civil War, in 1865, Buckeye Bell became Vanduzen & Tift, the partners being E. W. Vanduzen and C. T. Tift. The shop and foundry was at 102-104 East Second Street. Later it was moved a few blocks to 428 East Second Street, and in 1894 the firm name became E. W. Vanduzen Company. Mr. Vanduzen died in 1911. His daughter Martha W. Vanduzen carried on as vice president of the firm until she died, about 1949. Sidney Merrill became the president, and Louis Schweer the manager. The construction of the highway interchange erased all buildings in the area, as noted in our last issue, and the famed bell foundry came to its end between 1954-1958. Its beginnings trace directly back to the establishment of the George W. Coffin brass and bell foundry, started 1837.

The most famous bell ever built by the concern was "Joseph," the world's largest swinging bell, in the tower of St. Francis de Sales Church, Woodburn Avenue and Madison Road, Cincinnati. It weighs 35,000 pounds, and was hung in 1895. Only once was it swung, in January, 1896, the peals shaking buildings and shattering windows. Since then it has been tolled by hammer-stroke. Vanduzen bells are in use around the world. The big trans-Atlantic liner UNITED STATES carries one. The ill-fated aircraft carriers LEXINGTON and HORNET carried their Vanduzen bells to the bottom of the sea. These latter bells were in the 800-pound class.

Bell metal is 20 to 23 per cent tin and the balance is copper. Upping the tin content hardens the bell and improves the sound.

One of the relics in the office of the old Vanduzen foundry was the blue ribbon and medal awarded the firm at the Columbian Exposition in Chicago in 1893 for a massive church chime of ten bells. One of these, the largest, was bought by the Louisville & Cincinnati Packet Co. and became the roof bell on the side-wheel CITY OF LOUISVILLE.



ACADEMY, FACTORY, STEAMBOAT, AND PLANTATION BELLS:

Also for Small Churches, Chapels, etc.



RANGING from 100 pounds to 350 pounds, mounted with our Improved Patent Rotary Hangings, by means of which the Bell can be readily turned in the Yoke, so as to present a new point for the stroke of the Clapper, when desired. Yoke, Frame of Ash timber, Iron Stands, and Iron Wheel.

BELLS.			HANGINGS.	
WEIGHT.	DIAMETER.	RANGE OF TONE.	SIZE OF FRAME OUTSIDE.	PRICE OF HANGINGS.
Pounds.	Inches.	Range.	Inches.	Price.
100	18	G to A	24 x 24	\$9 00
120	19	G to A	27 x 27	10 00
130	20	F <sup>2</sup> to G <sup>2</sup>	27 x 27	11 00
150	20	F to G	27 x 27	12 00
175	21	F to G	29 x 29	13 00
200	22	E to F	29 x 29	14 00
225	23	E <sup>2</sup> to E	32 x 32	15 00
250	24	D to E	32 x 32	16 00
275	25	D to E	32 x 32	17 00
300	26	D to E <sup>2</sup>	34 x 34	18 00
325	27	D to E <sup>2</sup>	34 x 34	19 00
350	27	C <sup>2</sup> to D	34 x 34	20 00





S. Durward Hoag has sent this picture to us and says it is the Marietta Band on the roof of a packet at Steubenville, O., taken in May, 1888. The musicians are identified. Standing, from the left:- P. Schlicher, Jr., Charles Strauss, Milton Westlake, Carl Becker, Philip Peters and Joseph Brenan. Seated, from the left: Fred Wehrs, George Morris, Frank Brenan, Edward Coulter and Gus Hinkleman.

Steve Hoag has no idea what it's all about, nor any clue as to what boat they're aboard. No doubt about the place, for the Ohio River landing at Steubenville looked just as it does here until recent years. After 1905 a bridge approach ran up the main street at the left, and still does. The shoddy buildings are familiar, housing as they did their shady business; a player piano in the "parlor," a madame, and her refined retinue of hard working attendants. Every river passenger who went up the hill at Steubenville ran this sometimes startling gantlet. And ran it again coming back to the boat.

Going by looks it is hard to believe that Joseph Brenan and Frank Brenan are closely related but possibly they are--brothers even, or father and son. River history relates of many such community bands taking trips, and playing for their keep. When the SENATOR CORDILL made her first trip to Pittsburgh in the summer of 1920 a feature was the Coolville, O. Band, recruited probably--well undoubtedly--by the Waldens who shipped eggs, chickens and butter from Hockingport. In the March, 1966 issue of this magazine is a good picture of the St. Marys, W. Va. Military Band at

**32** Willow Grove, W. Va., having come down aboard the JEWEL to see the cornfield-stranded VIRGINIA.

Various river towns those days had ornate bandstands in the town park where players such as these held forth as kids caught fireflies in their bare hands and their elders swatted mosquitoes. Gallipolis still has one; maybe other places. A true bandstand looked like an Anchor Line pilothouse, shameless imitation of elephant howdahs of the Mysterious East.

**Sons and Daughters of Pioneer Rivermen**

89 Park St.,  
Canal Winchester, Ohio 43110



Return Requested

Printed in U.S.A.