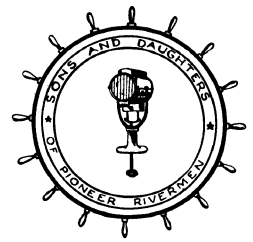


S & D

REFLECTOR

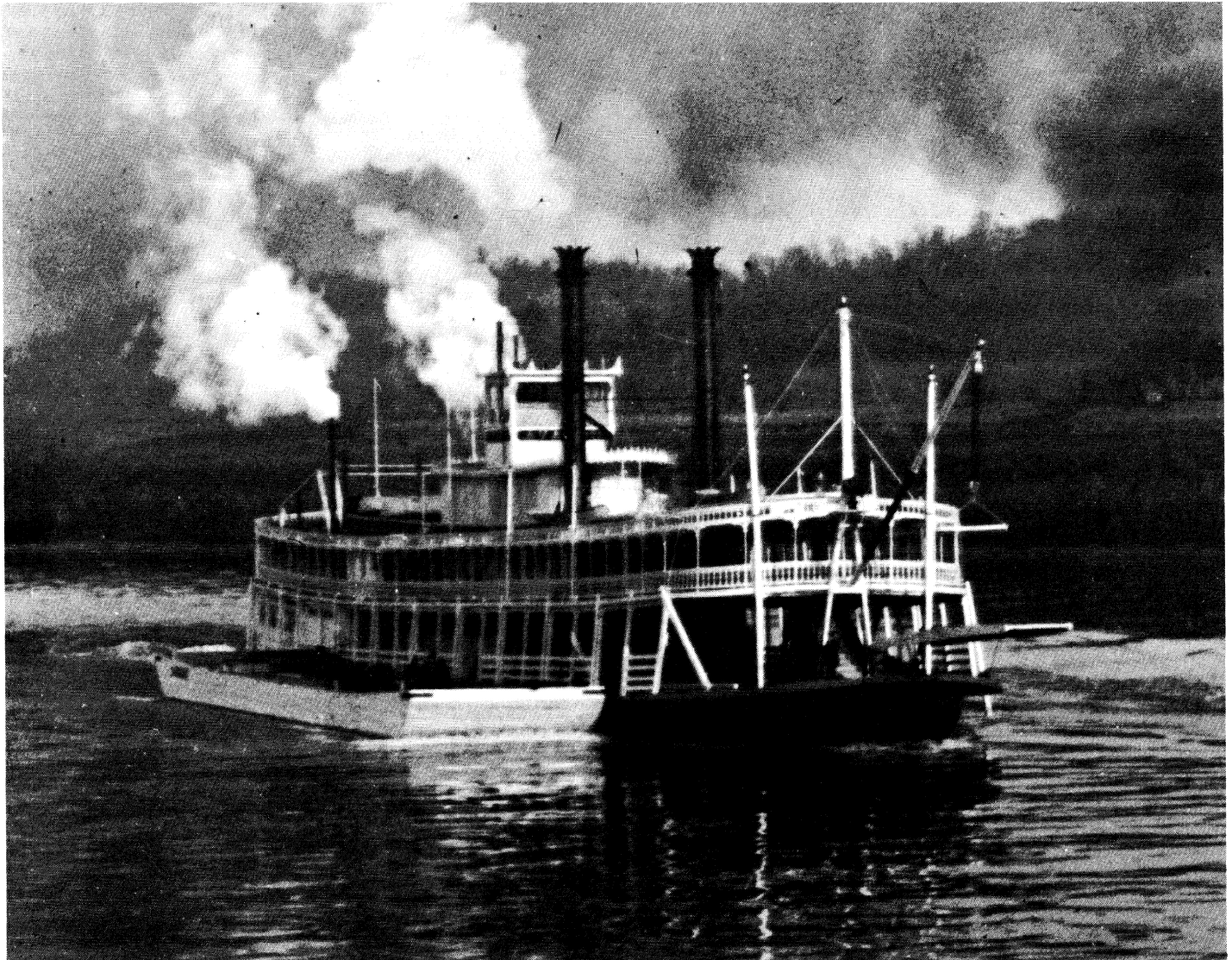
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 4, No. 4

Marietta, Ohio

December, 1967



Late one chilly November morning in 1901 Capt. Jesse P. Hughes snapped this picture of the AVALON between Parkersburg and the head of Blennerhassett Island on the Ohio River. This was an event without precedent. The AVALON had just been lengthened 35 feet forward of the boilers at the Parkersburg Docks and was on her way to Paducah to re-enter the Tennessee River trade to Chattanooga. Capt. Lanford Cramer and others had tried her in this lengthy run (464.1 miles) the previous year and couldn't handle the great volume of freight offerings.

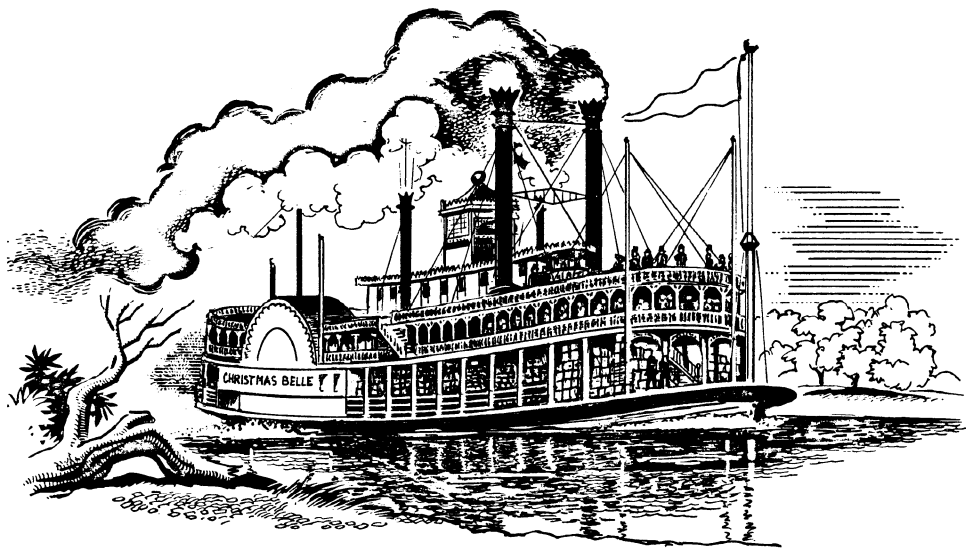
The Tennessee River at the century's turn had not had benefit of T.V.A. but had been improved with the completion (1888-1890) of a major canal and lock system circumventing Big Muscle Shoals above Florence, Ala. (nine locks) and the Elk River Shoals (two locks) above. More recently, in 1897, the Colbert Shoals lock had been completed although the canal in 1902 was still being worked on. All of the locks above Florence

were 60 by 285 and Colbert Shoals was 80 by 340. All were plenty big for the lengthened AVALON with a hull 199.2 by 33.4.

The phenomenal success of this singular packet trade was due to excessive railroad freight rates between Chattanooga, Paducah, St. Louis and Memphis. Chattanooga merchants boycotted box cars and patronized the AVALON. Another service the boat performed was to bring to the Shiloh battlefield a number of cannon carriages which later were placed to designate the position of artillery batteries.

The upshot was a paradox. The railroads "came to time" and filed lower tariffs, whereupon the Chattanooga merchants with scant thanks withdrew their river freights and went back to the box cars. The Cramer family of Clarington, O. had contributed a singular service to the Deep South.

We are indebted to Woody Rutter for the handsome enlargement from Capt. Hughes' original glass plate.



*Wishing you a boat load of Christmas Cheer
.... and New Year Happiness*

-Dick Halvorsen sent this picture to his friends, Christmas, 1966.



Sirs: The above shot was taken in the pattern loft of the Point Pleasant (W. Va.) Machine Works. Ruth Ferris, Alan Bates, Dave Cornelius and I stopped there on our way home from S&D to see if we could get some syphons for the BELLE OF LOUISVILLE--we got 'em--and you can see we left plenty of patterns. There's a truckload of them, though many of them aren't steamboat.

Bert Fenn,
Box 157,
Tell City, Indiana

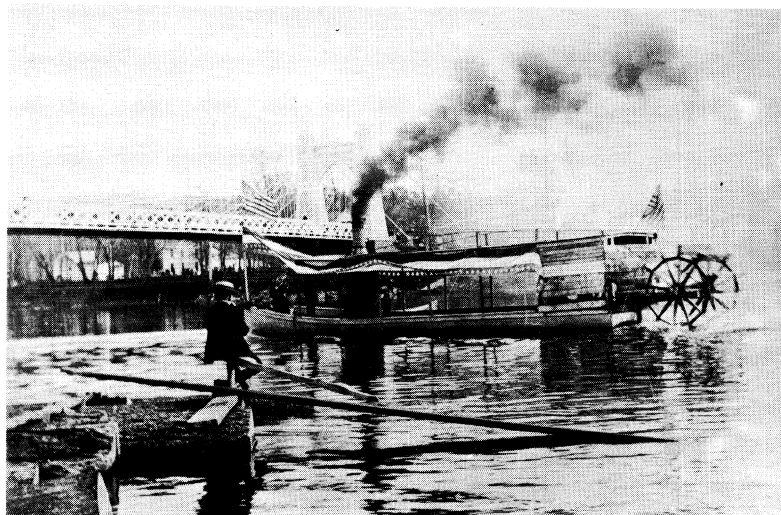
=Oh boy, we count six paddlewheel flanges in sight. -Ed.

The AVALON on the cover is not Maybe what you thought. With Louisville's metal pride No kin-ship is implied. Very different, of early date, This AVALON was built in '98. Renamed OHIO she sometime latter Ran from Pgh. to Cincinnati. One night a Bad Guy stole o'er, Sprinkled gasoline on the floor; He touched a match, jumped ashore And AVALON-OHIO was no more.

Sirs: The picture I'm sending was in the Warren (Pa.) "Times-Mirror and Observer," Saturday, October 7, 1967, in a full-page ad for Northwest Savings. The caption says: "Hiram C. Shirley, owner of the SHIRLEY-BELLE, died when it blew up on the Allegheny in front of the Carver House on Tuesday, September 17, 1878. Struthers Wells raised the boat and salvaged a reverse gear invented by Mr. Shirley." Thought perhaps you'd never seen the photo.

"Bill" Smith,
Oil City Sand & Gravel Co.,
Oil City, Pa.

=The upright boiler on SHERLEY-BELL was second-hand, bought at Tidioute, Pa. According to witnesses it had 80% of steam when it let go, and contemporary accounts agree the calamity happened about 1½ miles below Warren, upbound from Irvineton; not in front of the Carver House. Hiram Sherley was 45, survived by wife and eight children of Glade. The engineer, Thomas Bell of Warren, was badly hurt. Only passenger aboard was A. Dingley of Brooklyn (N.Y.) and seems the boat was plying regularly. One Warren paper remarked: "For some cause the public did not think the boat was safe, and hence there was but one passenger on board." Proper spelling of the boat's name was more likely SHERLEY-BELL, inasmuch as H. C. Putnam had a visit from Dr. Raymond W. Sherley of Philomath, Wash., grandson of Hiram C. Sherley, in May, 1955. Engineer's name was Bell, hence boat properly was SHERLEY-BELL. -Ed.



SHERLEY-BELL photographed at Warren, Pa. on the Allegheny River, 1878. See letter above.



Sirs: I ran across this photo in my file recently and wondered if this is your BETSY ANN?

Dale Williams,
U.S. Army Engineers,
Federal Building,
Pittsburgh, Pa. 15222

=From the right:- JULIA BELLE SWAIN, BETSY ANN, NORTH STAR, excursion barge MANITOU, GENERAL WOOD and towboat J. D. AYRES. The picture was snapped May 15, 1931. Sea-going NORTH STAR was being loaded by her owners, Victor Lynn Transportation Co., with pickles and ketchup from the H. J. Heinz Co. If memory serves right, she rounded out from the wharfboat, the whole cargo shifted, and she limped back in considerably out of plumb and with a red-faced skipper. (Rage, not embarrassment.) The BETSY ANN had been in the Pittsburgh-Cincinnati trade from Nov. 3, 1930 until April 25, 1931 replacing the SENATOR CORDILL. The JULIA BELLE SWAIN ran excursions all summer 1931 and burned that December. -Ed.

Dick Thomas runs a daily column in the Gallipolis "Tribune" and he heads it "In Our Town." Dick and his wife came to S&D at Marietta, went home, pounded out copy enough to fill his space for the next three days--all of what he had seen and heard at S&D.

Excerpts:-

Russell R. Stone of Pt. Pleasant, retired riverman, was there, along with his favorite dogs, Ringo, Peggy, and Connie, who roamed the vast expanse of the river bank while their master enjoyed himself, talking over old river days.

Pittsburgh, Pa., May 15, 1931.
See the letter in left column.

One of the most enjoyable features...was the presentation of a slide show. One of the ones I liked best was a picture of the Gallipolis wharfboat moored at the foot of Grape Street. At the top of the hill was the building which housed the Gallipolis Boiler Works, later to become the Acme Boiler Works. It was originally the Greene Line freight house and in the picture you could see the incline railway they used to bring the freight from the foot of the hill to the building.

The incline and the floating wharfboat are gone but the building is still here. After sitting idle many years, it was remodeled into a fine residence on the river bank by Raymond Hoy and was recently purchased from him by Dr. Mel B. Simon, a staff member of Holzer Hospital.

On the evening of Tuesday, Sept. 26 we received a phone call from Garland W. Kimble from his home at Glen Cove, Long Island, N.Y. He had just read in the Waterways Journal of the absence of J. Mack Gamble from the S&D annual meeting and was concerned. Happily, and thanks to J. W. Zenn who had a phone talk with Mack several days after the meeting we were enabled to give Garland a cheerful report. Seems Mack was cavorting aboard the SERGEANT FLOYD on an Ohio River inspection trip with Brig. Gen. Willard Roper, Division Engineer, Cincinnati, and conserved his strength to do so. Garland Kimble was on his

way to Daytona Beach, Fla. for a visit with Mr. and Mrs. Horace P. Lyle. He hopes to attend S&D in '68 and bring the Lyles along.

Sirs: I have just remitted to Mrs. Rutter for membership in S&D and assume my first copy of the S&D REFLECTOR will be the December issue. So I am enclosing my check for \$1.25 for one copy of the September, 1967 issue which I must have with its fascinating article on the QUEEN CITY.

James M. Nickey,
3424 Brookline Ave. Apt. 2,
Cincinnati, Ohio 45220

=Those who join S&D are promptly sent one copy of the current issue of S&D REFLECTOR. -Ed.

Sirs: The 1903 shoving contest between the D. T. LANE and the JAMES RUMSEY is most interesting. At the time the W. C. Kelly Barge Line fleet assembled at Pittsburgh, Pa. to commence operations (I think 1926) Capt. Phil Elsey, of Jones & Laughlin Steel Co., pitted one of the J&L sternwheel towboats against the diesel-prop GEORGE T. PRICE or W. A. SHEPARD, I have forgotten which. The result was that the twin-prop boat outshoved the sternwheeler. Phil may remember the names of the boats and the date of the event.

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

A steam packet "expressly for the Parkersburg-Glenville trade" was built at Glenville, W. Va. in the late fall of 1869, according to a report in the Pittsburgh "Gazette," issue of Dec. 18 that year. The name selected was to be LITTLE KANAWHA BELLE, although no such boat was documented. She was built 62.9 miles above available slackwater navigation (which then extended to Burning Springs) and 103.4 miles from Parkersburg. -Thanks to researching of Russell M. Lintner.

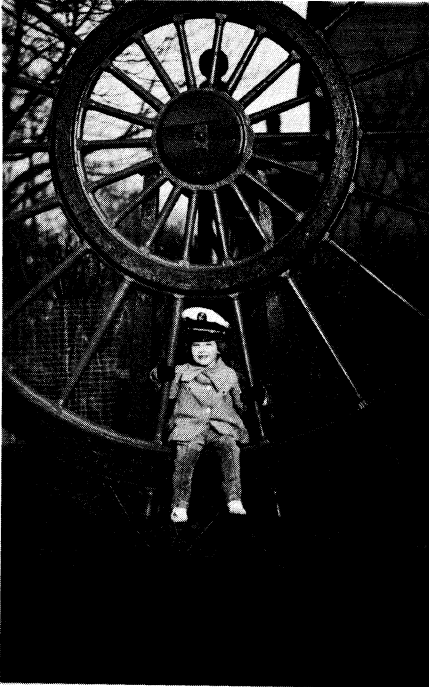
Our felicitations to Dr. and Mrs. James H. Rodabaugh, who now are at Miami University where Dr. Jim has a professorship in history. Mrs. Rodabaugh, known as Mary Jane to her friends, is now an instructor in the Miami University School of Education.

During the formative years when the River Museum was being started, Dr. Rodabaugh was S&D's valued friend in many projects, then with Ohio Historical Society working out of Columbus.

Sirs: The QUEEN CITY pilotwheel was big, but not that big. Maybe the young man standing beside it is a shortie. (Sketch in Sept. '67 issue, page 10).

Sam Orez,
Line Island, W. Va.

=In this actual photograph Miss Penny Pollock, aged 2, begs to differ. The QUEEN CITY's pilotwheel was mounted and displayed outdoors at the residence of Capt. and Mrs. William S. Pollock in Beaver, Pa. from 1934 until 1959. Ultimately, despite sever-



al rebuildings, it disintegrated. Capt. Pollock was on watch when QUEEN CITY landed at Pittsburgh terminating her last trip. He rang off the engineer forevermore. -Ed.

Sirs: I note with interest the picture of the sunken RIVER QUEEN on page 3 of the September issue. I was in Paducah on several occasions while "How the West Was Won" was being filmed, and I suspect that this vessel is the Igert towboat STANLEY PETTER, all gussied up.

The Cinerama people acquired the boat, which originally towed wooden barges of mussel shells on the Tennessee and Cumberland Rivers, and used her in several different guises, putting a different "face" on her each time to look like a different vessel. I have a color slide I took of her in Owens Island Chute in one of these disguises.

I seem to recall that after the filming, with much fanfare

she was sold to parties on the Illinois Waterway and was to be made in to a restaurant and night club a la JAMES Y. LOCKWOOD (now SARI-S.) or the GORDON C. GREENE (now RIVER QUEEN). She seemed a little small for this to me, at least, but that's what the article said.

From the picture she is apparently well decorated, but what a pity she came to such an inglorious end.

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

=STANLEY PETTER was built at Wolf Creek, Ky., 1928 originally named R.T. Wood hull, 59.5 by 14 ft. A Wolverine diesel drove her until replaced by a Cat in 1950. -Ed.

Sirs: I was fascinated with the September 1967 issue of the S&D REFLECTOR featuring the QUEEN CITY. I am having this copy bound in hard board for my library.

Chapin S. Newhard,
Fourth and Olive,
St. Louis, Mo.

Sirs: The September issue of the S&D REFLECTOR, to me, is like turning life's pages backward. I don't quite remember the maiden voyage of the QUEEN CITY, but I do remember many happy days spent aboard. She was truly "queen" of all the boats--to our way of thinking. Will you please send a copy of that issue to my sister, Mrs. C. A. Wile, Route 1, Felicity, Ohio 45120?

I've just read the letter in that same issue from an old friend, Howard Oakes, and the Oakes family lived directly across the river from my father's old home. I used to visit them. More pleasant memories!

A year and a half ago I broke a hip. It didn't heal properly and I was always on crutches and in pain. Last month I was back at the hospital, and am now home again and apparently getting along quite well. When back on my feet the first thing I look forward to is a boat trip. Hope there will always be a DELTA QUEEN in service; the present one or a new one.

Louise Meldahl Carley,
(Mrs. Jack)
393 Garland,
Memphis, Tenn. 38104

Sirs: You speak of yourself as "we." Everyone addresses you as "Sirs." Do you have a tapeworm?

Cobb L. Stonelevy,
On the Erie Canal.

=It's an old French custom. A Frenchman says oui, oui and so does an Editor. -Ed.

Sirs: Am enclosing check to join S&D, having been raised along the Ohio River near Cincinnati. One of my brothers, Harlan, is the author of "Shantyboat" which you may know about.

Frank Hubbard,
25 Beach Road,
New Rochelle, N.Y. 10804

=Does your brother Harlan ever come out of them thar hills fer-nix Milton, Ky.? -Ed.

Robert H. McCann observes that the QUEEN CITY in her latter days had a paddlewheel with 18 full-length buckets; not 16 as reported on page 13 of the last issue.

Sirs: The young man in the foreground of the RIVER QUEEN picture (Sept. '67 issue, page 3) is our son Craig Gerard.

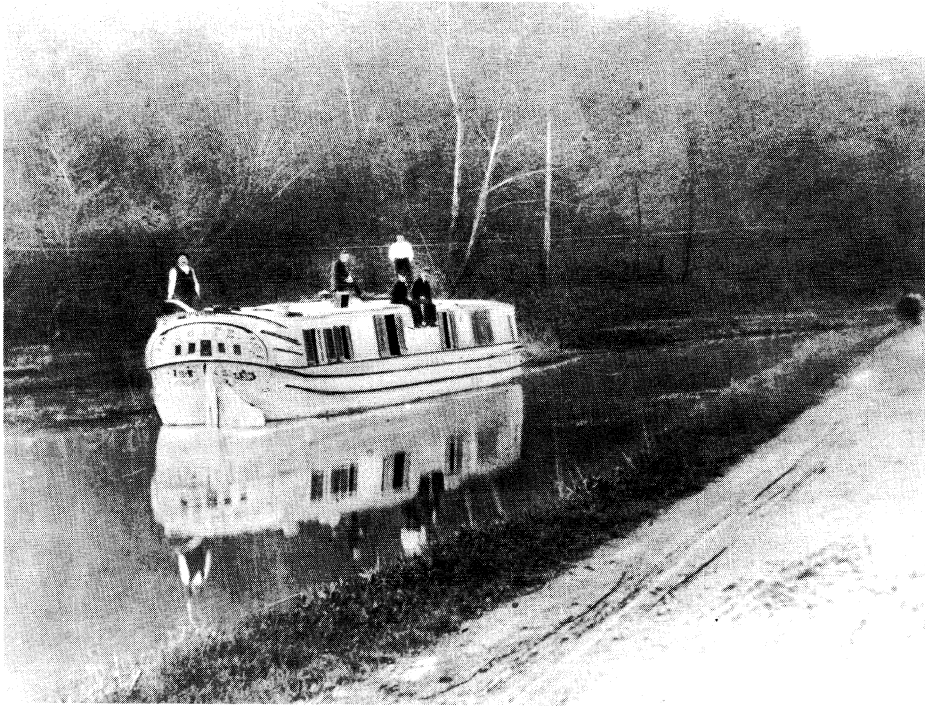
We have just returned from a research trip along the Mississippi. Saw the showboat RHODODENDRON (ex-towboat OMAR) at Clinton, Iowa; wreck of the stern wheeler C. C. WEBBER (1927) at Savanna, Ill. which they are now working on; the wooden-hull stern wheeler built by Kahlke at Rock Island in 1898 and now at Winona; also saw various small steel-hull modern sternwheelers along the way.

At Okobojie we enjoyed an excursion on the QUEEN, with an expensive charcoal iron hull built at Dubuque Boat & Boiler, 1884.

There is a good revival of the river spirit along the Des Moines River in Iowa. The Hotel Manning at Keosauqua serves the best food I've tested since I once rode on the GORDON C. GREENE.

Charles F. Gerard,
4406 N. Sacramento Ave.,
Chicago, Ill. 60625

=Hotel Manning has operated since 1893 and has been featured in Ford Times and Dodge News. Like the Lafayette in Marietta it is flood-prone. In 1947 there were 32" on the first floor and somebody bust two door panes when he rowed through the lobby in a rowboat. -Ed.



ried lots of passengers. I remember a number of times she landed at Florence, Ind. on the up trip and the clerk, usually Frank Buening, would come out and announce "No berths left, folks."

In any event the REFLECTOR edition is a monument to a fine and palatial boat. Congratulations.

Roy L. Barkhau,
The Waterways Journal,
701 Chemical Bldg.,
St. Louis, Mo. 63101

=That "cheap tin overhead" was aped from the ISLAND QUEEN, as were the double-strand wire railings, then the mod. Many P&C officers whispered confidentially to friends, after swearing them to secrecy, that they liked the VIRGINIA's cabin better. Only the very brave and incautious said so aloud. In later years George W. Henderson told this scribe that the VIRGINIA was the family favorite always. -Ed.

Sirs: The accompanying canal boat print was made from a 16 by 19 inch colored photograph found last week by Bob McDonald of our Cold Drawing Department. Bob was taking an old picture from a frame and found this canal boat in the back, used for stiffening.

You will notice the name SHIPE on the sternboard. Below this, on opposite sides, are the words "Big Assn." Pencil on the back of the picture is "Cols." possibly an abbreviation for Columbus, and a name which looks like Swartz.

I assume this canal boat was on either the Ohio & Erie, or the Miami & Erie, but am hoping some reader of the S&D REFLECTOR may give a definite location and some part of the story.

James A. Wallen,
Alloy Products Division,
International Nickel Co.,
Huntington, W. Va. 25720

=While steeped in canal water, readers please take a look at the other picture shown here. Who knows anything about that? -Ed.

Sirs: I, too, have a warm spot in my heart for the QUEEN CITY for, after the 1918 ice and the CITY OF LOUISVILLE and CITY OF CINCINNATI were memories, along came this beautiful boat as their successor in the L&C trade and kept things going. The trade must have been good then for I can remember them placing last minute shipments where ever they could spot them in holes in the freight;



This was taken at St. Marys, W. Va., an exhibit of THE MONSTER WHALE; HIS MOUTH HOLDS 25 PEOPLE. The hull of the showboat obviously is an old canalboat but nobody so far seems to know where the rig came from or who ran it, or even when. Thanks to Walt McCoy for supplying this.

there was no room on the deck. And the QUEEN CITY was no slouch when it came to carrying freight. I'd stack her up against the best of them.

One thing I could never understand about her was why, after spending all the money on her, giving her a magnificent mahogany cabin, they gave her that cheap tin overhead and no chandeliers worth mentioning. But, to my mind, that was the only thing wrong with her.

And in the L&C trade she car-

Sirs: My great-grandfather Mark Deal Wayman had a steam towboat named in his honor, the M. D. WAYMAN, built by the Pittsburgh Plate Glass Co. His daughter, Mrs. E. E. Hennessee, said her father designed the boat and had it built.

Tom Wayman,
1519 Clairmont Ave.,
Cambridge, Ohio 43225

=M. D. Wayman, Esq. was the first chief engineer of the Pittsburgh Plate Glass Co. plant near Tarentum, Pa. on the Allegheny. -Ed.



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.

S & D MEETING

S&D celebrated its 28th year with the largest meeting in its history, held at Marietta, O. on Saturday, September 16 last. Mrs. J. W. Rutter announced to the Board of Governors that the enrolled membership now exceeds 700, a new high. Over 175 members relished the noon luncheon held at the Marietta Boat Club. The annual banquet at the Hotel Lafayette was completely sold out the day before the meeting, and 60 extra chairs placed in the Riverview Room for the program were not enough to accommodate the throng.

Cap'n Way said he felt like S&D had two front teeth missing due to the absence of board chairman J. Mack Gamble, the first meeting Mack ever missed, and also the absence of C. W. Stoll due to company affairs. For solace, Dorothy Frye and Mr. and Mrs. Larry Walker sent S&D's president a supply of Tums, Anacin and Alka-Seltzer, plus a few "Ouchless" bandages. Thanks to pinch-hitting Walter W. McCoy these were not needed.

Walter acted as pro-tem chairman of the Board meeting held in the Ohio Valley Room at the Hotel Lafayette. All Board members were present with the exception of J. Mack Gamble. H. C. Putnam, Jr. furnished a treasurer's report showing all bills paid and a bank balance as of September 1 of \$512.16. Most of the disbursements, totalling \$2,262.25, were for publication of the S&D REFLECTOR. "Madame Secretary" Mrs. Rutter drew a round of applause when she shied from an increase in her stipend. Virgil Bennett warmly praised the editorial policies of the S&D REFLECTOR. There was discussion about issuing bound copies of back issues of the magazine, in the midst of which Ted Pearsall brought to the dias a completely bound volume of his own for a sample. Many S&D members attended the Board discussions.

The weatherman cooperated perfectly, and the luncheon at the Boat Club was under clear skies with comfortable temperature. Bob Smith provided "whistle" music for background as 175 delegates

helped themselves to the buffet spread prepared by Glenn Seevers with generous assistance from Chuck and Catherine Remley and others. Sadly missed was "Commodore" C. R. Smith who was laid up at home following the amputation of a leg, and many delegates visited him later.

As centerpiece for the luncheon, John L. Fryant exhibited his latest boat model, the excursion steamer IDLEWILD (now BELLE OF LOUISVILLE) which he and his wife had brought from their home in Arlington, Va. John had run into something of a shock when Jim Swartzwelder appeared with the original IDLEWILD blueprints just discovered, but the model measured up handsomely. Artist William E. Reed showed a new painting of the BETSY ANN he had just completed for Mr. and Mrs. C. H. Fuchs of Mansfield, Ohio, and a beauty it is. Also Bill had completed a painting of the packet GREENWOOD for Mr. and Mrs. William E. Greenwood of Newport, O. and some delegates stopped at the Greenwood Farm later for a look-see.

The annual so-called "business meeting" was a rewarding adventure for those many delegates who were there. Capt. Jesse P. Hughes, just in from visiting Expo 67, was warmly applauded. Mr. and Mrs. H. B. Ellis were there from Harmony, Pa. and Mrs. Ellis is the former Stella Pope whose uncles were Capts. Ben and Elmer Pope of Parkersburg. An impromptu address was presented by Capt. Lewis B. Reade, who proved himself a good speaker as well as a river pilot. Hon. Spencer K. Creel demonstrated old steam gauges and showed a very fine model steam engine built by Robert L. Kesterson of Belpre, who was present. Mrs. James E. Howard of Jeffersonville, Ind., S&D's honorary president, greeted her friends. All were happy to see Ruth Ferris from St. Louis who now is curator of a floating museum at that city aboard the ex-MISSISSIPPI, now called BECKY THATCHER. H. N. Spencer, Jr., who recently acquired The Waterways Journal, was introduced in this, his first visit to an S&D meeting. Applauded as having come the longest distance to be present was Harold B. Neimeyer of St. Paul, Minn. Comdr. E. Jay Quinby told of the latest plans for the new Greene Line proposed tourist boat. Capt. Way was presented with an honorary membership in the Quinsippi Island Fleet at Quincy, Ill. John W. "Sandbar" Zenn even made a speech. In fact for a time it looked like everybody had something to say, with two or three hands waving for the chairman's attention. Walter McCoy assisted by introducing many of the first-time members and others.

The evening banquet was served promptly at 6:30 when 150 were seated in two reserved dining-rooms, and many others repaired to the Gun Room at the Lafayette. Capt. Hiram A. Carpenter had received signal honors in his hometown of St. Marys, W. Va. earlier in the afternoon when the Ohio River bridge there was dedicated in his honor. He was again honored at the evening S&D program when Cap'n Way read an editorial from the Marietta Times and asked "Hi" to introduce his guests of the evening, a considerable Carpenter clan, which he did without a hitch.

The lights were dimmed and Woody Rutter after brief introductory remarks showed a number of slides made from original Jesse P. Hughes photographs of the long-ago. This was a truly remarkable performance, the moreso because Cap'n Jesse was right there in the front row exclaiming to mayor Bob Bruce (28 years mayor of New Martins-

ville, W. Va.) about the details of each view. Those who saw the show came away with a belief that they had watched a 4-star technicolor movie complete with professional discourse and orchestration. What was seen, actually, consisted of 70 inert black-&-white slides. What was heard was Woody's voice alone. Yet the illusion was real, and everybody was right back there in 1904 or whatever helping take those pictures.

Bob Schmertz came on with his banjo after a brief intermission, announced he had just joined S&D by the simple method of handing five bucks to Bets Rutter---which amazed Bob---and then he did three or four songs, and probably could have gone on for the rest of the evening. But there was a two section movie coming up, and it was a winner. Nobody could have told for sure when it was over whether it was in color or black-&-white (which it was, b&w). "Heritage Of the River" was prepared under the sponsorship of Standard Oil of Ohio, script prepared by Frank Siedel of Cleveland, and actual shooting done under direction of Ray Culley. Designed primarily for showing in Ohio schools, there wisely is no talk-down to kids, and it's so good that attendance on the W. P. SNYDER, JR., featured in the show, has upped 30% since the film was released this summer.

Jim Swartzwelder brought in the report of the nominating committee and recommended reelection of all officers, which the members promptly did.

On Friday night, Sept. 15, Chuck Remley and his crew turned on all the lights and held open house aboard the W. P. SNYDER, JR. The old boat seemed twenty years younger, thronged with S&D members, and making fluid silver reflections on the mirror-smooth Muskingum. The event was so very pleasing that it was again repeated Saturday night. Catherine Remley and her crew opened the doors of Campus Martius at 8:30 Sunday morning and served coffee and doughnuts to those many never-say-die S&D members who hate to go home.

It's easier to report who did not attend. Mr. and Mrs. William G. Patterson, who caused such interest in 1966 when they arrived aboard their BELLE OF RICHMOND, were aboard the DELTA QUEEN enroute to St. Paul. They wired best wishes and regrets. "Doc" Hawley, acting master of the DQ, sent his regards, and was ably represented by his parents who attended from Charleston, W. Va. Capt. William C. Dugan of Vanceburg, Ky. was unable to be present, but promised to come in 1968. Bob Kreamalmeyer, so helpful at the last whistle blow, sent regrets from his home at Neville Island, Pa.

The romance of the rivers was evident, too, as Anne Putnam carefully exhibited a beautiful engagement ring and introduced her fiance Bill Malinon to her friends. They were married later, at Warren, Pennsylvania, on Saturday, November fourth.

But somehow it was Jessie Hoyt who crystallized the spirit of S&D. Jessie wandered into the River Museum to discover the new push-button on the Bryant calliope. She did what the sign said--she pushed it. A recorder, thanks to Bill Patterson, commenced to play "Beautiful Ohio" in the dreamy cadence of a warm summer night. Jessie took a furtive glance this way and that, made sure she was the only person in the room, and then reached forth her fingers and ran them over

the inert brass keys, making like she was playing the music. She nodded her head this way and that and had one glorious moment.

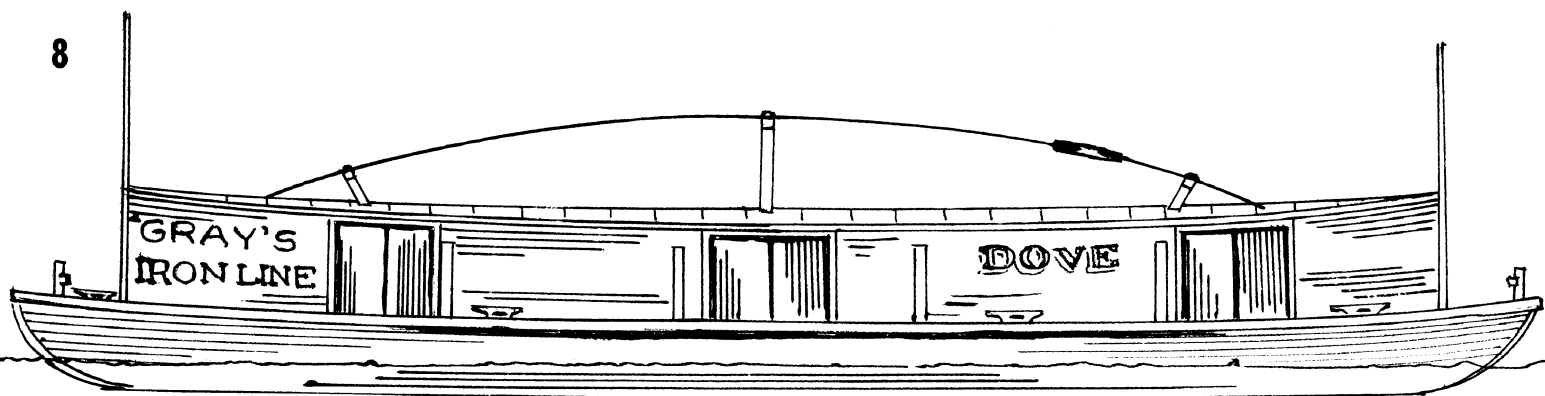


Capt. Jesse P. Hughes "on watch" aboard the W. P. SNYDER, JR. on Friday, September 15 this year. --Photo courtesy Marietta Times.

Sirs: At one time my father, Grant North, of North's Landing, Indiana, was quite a large shipper of hay to Cincinnati and Louisville. Sometimes he had such quantities he telephoned or wired ahead to the Louisville & Cincinnati Packet Company offices to reserve space on the packets. When I was ten or twelve years old he used to take me with him, as he always accompanied his shipments of hay or straw and sold it from the shore. That was a while ago, as I'm now sixty-seven.

We have two invalid grandsons, Russell and Bruce Ryle. Russ is a great river fan and keeps a log of every boat he sees. We live just below Rising Sun and, by using binoculars, have a good view of passing boats. Russ is trying to find river maps or books pertaining to the boats.

Mrs. Stanley Stegemiller,
Route 2,
Rising Sun, Indiana 47040



Gray's Iron Line

The first common carrier barge line on the inland rivers, of consequence, was organized in 1863 by two Pittsburghers, Capts. Richard C. Gray and M. W. Beltzhoover. Gray's Iron Line, as it was called, brought iron ore from the mines near St. Louis to the mills of Wheeling, Steubenville and Pittsburgh. Iron and steel products and miscellaneous cargo was handled on the return trips. By 1878 the firm was capitalized at \$200,000 and owned three steamboats and thirty model barges.

These model barges, built of wood, were the progenitors of the modern cargo barge. They measured 230 feet long by 39 feet wide and could carry 600 tons on four feet loading, and had a capacity of 1400 tons on seven feet. They looked quite like the usual conception of Noah's Ark, a rakish craft with model ends surmounted by a cargo box running almost full length, and overhead a "rainbow" or "arch" hogchain system for support. The cargo box was 200 feet long, 38 feet wide, with an inside top clearance of 12½ feet. A considerable commerce of carrying grain developed between St. Louis and New Orleans, and these model barges could load 35,000 bushels.

Gray's Iron Line named their barges, painting the titles on the sides in huge block letters. Some of them were the LION, LIONESS, EUGENE, SAM DEAN, GIANT, BILLY McCONNELL, ROVER, LITTLE GIANT, BUCKEYE, HAWKEYE, MONONGAHELA, BOB FINNEY, M. BLOCH, IRON MOUNTAIN, IRONSIDES NO. 1, IRONSIDES NO. 2, TOP MILL, IRONDALE, PENNSYLVANIA, J. S. GILMORE NO. 1, 2, 3, 4, OCCIDENT, DOVE, ALLEGHENY and JOHN CROSSAN.

During a November flood, 1877, two of these model barges broke away from the Belmont Mill at Wheeling. The GIANT hit the Bellaire bridge and was a complete loss, spilling a cargo of 237 tons of glassware and 3800 kegs of nails. The other one, the IRONSIDES NO. 2, was caught by the tow-boat NAIL CITY and was safely landed.

Two of these barges played famed roles in the "Battle of Homestead." The IRON MOUNTAIN and MONONGAHELA were loaded with Pinkerton detectives when the strike of 1892 was being contested.

As model barges were undocumented, there is no official listing of where they were built, nor when, but contemporary newspapers often reported such construction at the boat yards in Freedom,

Pa., at Sewickley, Pa. and at Belle Vernon, Pa. Other barge lines organized later built great numbers of model barges at Cincinnati, Madison and nearly all of the Barrett models came from Levanna, Ohio.

A statement of iron ore tonnage survives, and during 1883 it shows 43,695 tons of Pilot Knob ore loaded at Sulphur Springs, Mo. in Gray's model barges for delivery to Carnegie mills in Pittsburgh. During 1884 Carnegie received total of 24,004 tons from the same source. In 1886 the going freight rate for ore shipped from Carondelet and Sulphur Springs to Wheeling and Steubenville was \$2.25 per ton. Such barges usually were loaded to 4½ or 5 feet because of the long upstream shove on the Ohio River, with cargo running between 430 and 520 tons per barge.



Capt. Richard C. Gray

Capt. Gray managed the Iron Line from an office at 94 Water Street, Pittsburgh, where, as one reporter said, "his powerful form was displacing about 14,000 sq. in. of air at every stride." He weighed 214 pounds as of April 1, 1879, aged 57, short iron grey beard, about 5'10" and ever a bachelor. His partner Capt. Beltzhoover also never married. The St. Louis office was at 517 North Levee Street. The Pittsburgh landing was in the mouth of the Monongahela between Liberty and Penn, known as Gray's Landing. In later years this was the location of Wheeling Steel's river operations.

A contemporary river reporter said of Capt. R. C. Gray that "he was first to introduce boilers with drilled holes, first to introduce American made steel paddlewheel shafts, first to introduce steel boilers on the Western Waters, and first to introduce barge transportation from Pittsburgh for general use." Captain Gray was born in Allegheny City (now North Side, Pittsburgh) where his father Richard Gray had a brickyard in the area between present-day Seventh and Ninth Street bridges.

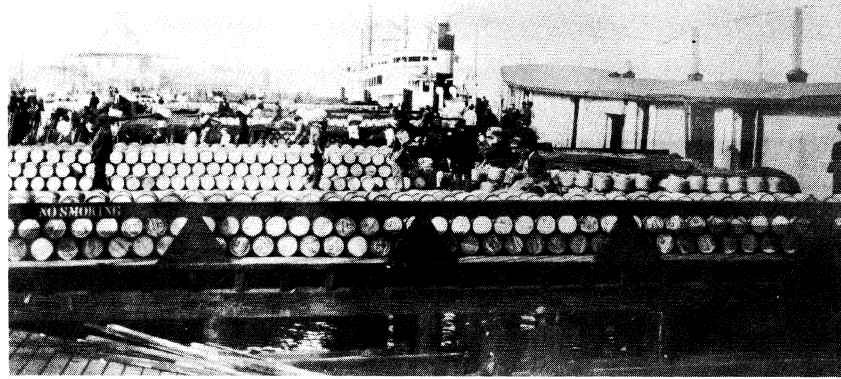
Captain Gray's older sister Sarah married an enterprising steel master of the day, James Park, Jr., son of an Irishman who ran a grocery and ironware shop. James Park, Jr. built the Black Diamond Steel Works in Pittsburgh, 1861, an early producer of crucible steel. As consequence a considerable tonnage of Missouri ore was handled by Gray's Iron Line for the Park interests, and virtually all of the boilers on Gray's Iron Line towboats were built of Black Diamond steel.

Captain Gray's mother was Sarah Anderson Gray, whose brother (and hence Captain Gray's uncle) was Gen. Paul Anderson, who dabbled in steamboats and lived in Cincinnati. Uncle Paul's wife died giving birth to their only child, daughter Mary who was raised in Cincinnati and married Charles H. Lewis of Louisville, Ky. There were three daughters and a son to this marriage, and one of the Lewis girls, Mary, married David E. Park, son of James Park, Jr. It was David Park who built Pittsburgh's first "skyscraper," the Park Building.

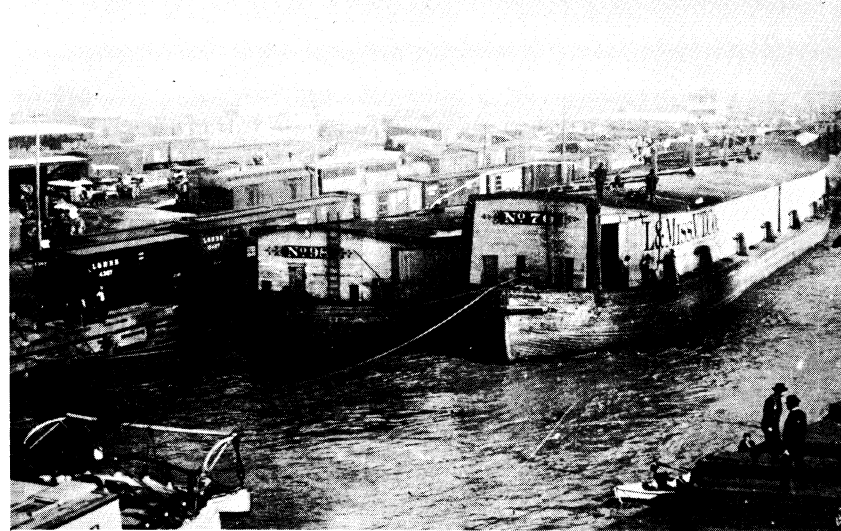
Another uncle of Captain Gray on his mother's side was Col. James Anderson for whom Anderson Street on Pittsburgh's North Side is named, and whose bust today graces the North Side Carnegie Public Library. It was James Anderson who allowed a young messenger boy named Andrew Carnegie access to his well-stocked library, and Mr. Carnegie later dedicated this, the first of his many libraries, to Col. James Anderson "in grateful remembrance."

By way of postscript, while on the subject of relationships, mention is in order that an aunt of Captain Gray, Mary Ann Anderson, joined in holy wedlock with a Pittsburgh merchant named Abishai Way who, after due process, turned out to be the great-grandfather of S&D REFLECTOR's editor.

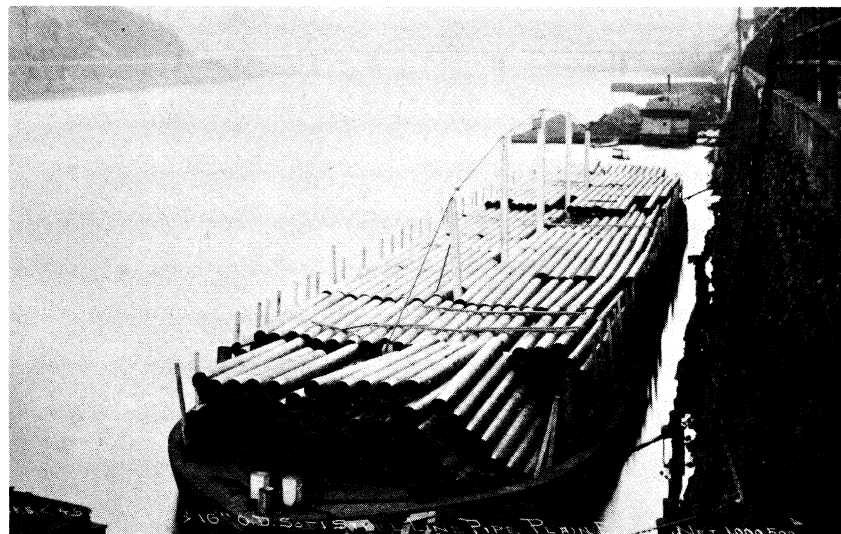
The partnership of Capt. M. W. Beltzhoover and Capt. Richard C. Gray to form the river's first barge line was a natural. Beltzhoover was the elder of the two, born 1815 (Capt. Gray was born in 1822) and before the Civil War these two



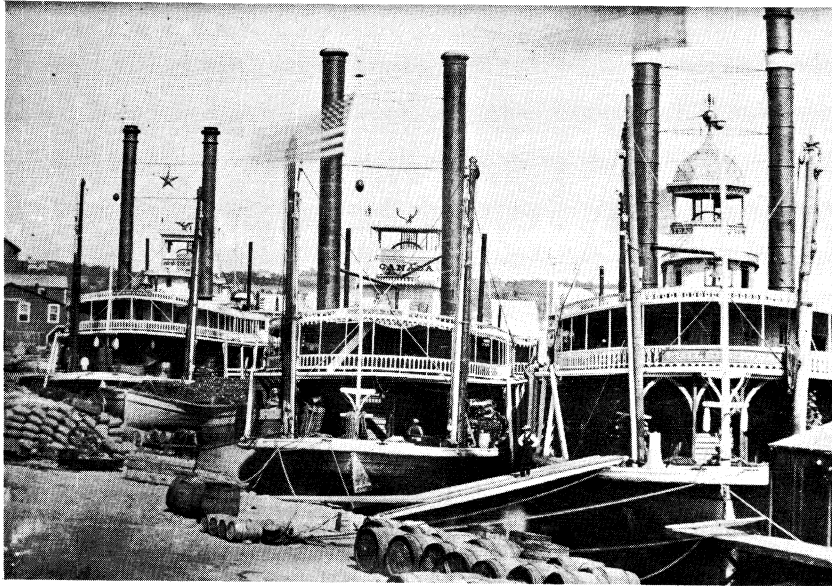
KEGS OF NAILS, SPIKES AND ROLLS OF BARB WIRE at the New Orleans Docks about 1903, unloaded from the model barge at the right. In the distance, center, is the sternwheeler excursion steamer J.S. -J. H. Long, photo.



MODEL BARGES MOORED AT NEW ORLEANS alongside the L&N Docks, photo taken about 1903. Both of these were owned by the St. Louis & Mississippi Valley Transportation Co. In respects these carriers looked like overgrown canal boats. Initial cost in the 1890-1910 period ran between \$3,000 and \$4,000 each. -J. H. Long, photo.



MANY MODEL BARGES HAD NO HOUSE. This deck-type is the PACIFIC, hull 225 by 36 by 6, built at Madison, Ind. in 1899. Photo made at the Penn Tube Works, on the Monongahela at McKeesport, Pa., Saturday, November 5, 1910. Cargo is 2,474 lengths of 16" OD soft steel line pipe with plain ends. When this pipe is coupled it will stretch 45,047 feet. Net weight of cargo is 1,999,500 pounds. National Tube Co. was the shipper. -Photo courtesy of John Kyle, Elizabeth, Pa.



HAWKEYE STATE (left), CANADA AND PHIL SHERIDAN at St. Paul, Minn. The PHIL went to the Upper Mississippi in 1866, the earliest date this picture could have been taken. The CANADA is the oldest of the lot, built at Brownsville, Pa., 1858 and originally owned by Capt. James Ward and William Anderson of St. Louis and Capt. Adam Jacobs of Brownsville. The CANADA and HAWKEYE STATE both belonged to the Northern Line in which Capt. R. C. Gray was a director. The PHIL was owned by the opposition Davidson Line.

had been partners in building steamboats. Two of the first were the LATROBE and ALTOONA, 1853, to connect with the Pennsylvania Railroad newly arrived at Pittsburgh. On one trip, Capt. Gray took the LATROBE on a scheduled trip Pittsburgh to Terre Haute, Ind. and return, which is something when you look at a map.

Capt. Gray got his schooling in Allegheny City and then in his 'teens went to St. Louis to work in a grocery store but soon was mud clerk on the LOUISVILLE, clerk on the ALLEGHENY with Capt. Wm. Dean and by the age of 25 he was shareholder and captain of the PENNSYLVANIA in partners with James Park, Jr. and David Holmes (who built the fast side-wheel BUCKEYE STATE) and W. C. Gray who may have been his brother but possibly not for a cousin William C. Gray was identified in Gray's Iron Line later, and long owned a fine home in Sewickley, Pa.

The PENNSYLVANIA ran mostly Pittsburgh-St. Louis, but occasionally was in the Pittsburgh & Cincinnati Packet Line during the same period while Beltzhoover was skipper of the BRILLIANT and BUCKEYE STATE in the same organization.

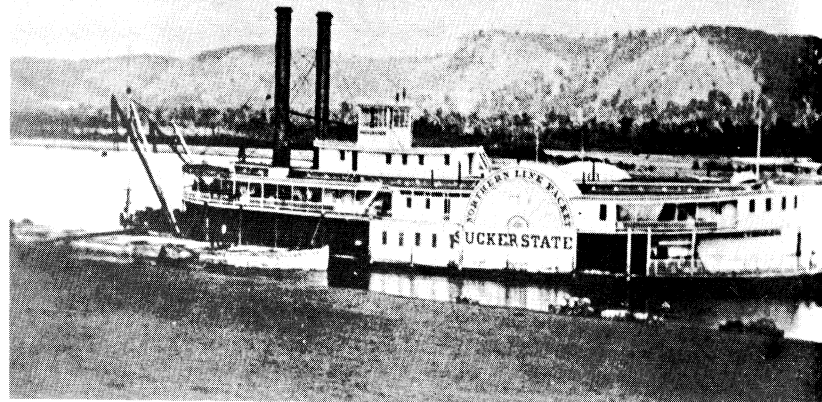
The first packet built by Capt. Gray in which he was majority stockholder was the PAUL ANDERSON which obviously was named for his Cincinnati uncle, built 1850 at Brownsville, Pa., a stern-wheeler with hull 165 by 28. He started out making trips Pittsburgh to New Orleans, later did low water work for the Pittsburgh & Cincinnati Packet Line in summer, went to the Upper Mississippi with German emigrants for Iowa and Wisconsin (one trip he made them all get off and walk from Louisville to Portland so's to lighten the boat over the falls) and also he took prospectors from Pittsburgh to St. Joe on the Missouri who were enroute to Sacramento with wagons and mules.

The PAUL ANDERSON burned in 1855 and Capt. Gray then went to Shousetown, Pa. and contracted for a side-wheeler designed primarily for operation on the Upper Mississippi. She was named the DENMARK, new in 1856, hull 171 by 34. Capt. Gray owned 5/8 of her and his partners were William B. Anderson, Samuel C. Young and Nathan Porter. These three were all associated with the Shousetown boat yard, and William B. Anderson was no kin. Plying in the St. Louis-St. Paul trade, Capt. Gray formed a great attachment for the Upper Mississippi and its possibilities.

In 1860 he came back to Shousetown and ordered two new side-wheelers, superintended construction and named them HAWKEYE STATE and SUCKER STATE. He delivered both to St. Louis and remained captain on the former. These were operated in the Northern Line in which both Gray and Beltzhoover had financial interest. In 1861 Capt. Gray took his HAWKEYE STATE from St. Louis to St. Paul in 3 days, 6 hours and 20 minutes, a record. This was a commercial trip with 54 landings enroute handling freight receipts of \$2,087.32. She made eight through trips that spring in 73 days.

Then came the Civil War and drastic changes. Capt. Beltzhoover was down the Mississippi, contracting for transportation of troops and supplies with the side-wheelers LUMINARY, LADY GAY and others "and made a great deal of money" and this is a quote. He and Capt. Gray teamed up to build a towboat named ROVER at Wheeling in 1863. She was of modest power, three boilers and engines of 16" bore and 5½ ft. stroke. Barges were procured and the ROVER commenced bringing iron ore from Carondelet and Sulphur Springs to the upper Ohio.

Unfortunately no photograph of the ROVER, the first "barge line" towboat, exists. She had a long and lucky career. Gray's Iron Line used her until 1877, then swapped her off to Dravo and McDonald for the FEARLESS. Her original engines, built by A. J. Sweeney, Wheeling, later went to



THE SUCKER STATE LANDED AT WINONA, MINN. She was a fixture in the St. Louis-St. Paul trade 1860-1871. Peak of her career was a hard-fought race in 1868 with the PHIL SHERIDAN from St. Louis to Dubuque, and on to St. Paul. The results are yet debated. Her masters included Capts. T. B. Rhodes, James B. Ward, W. P. Hight, Ben A. Congar and F. S. Lee. Capt. R. C. Gray designed her and superintended construction.

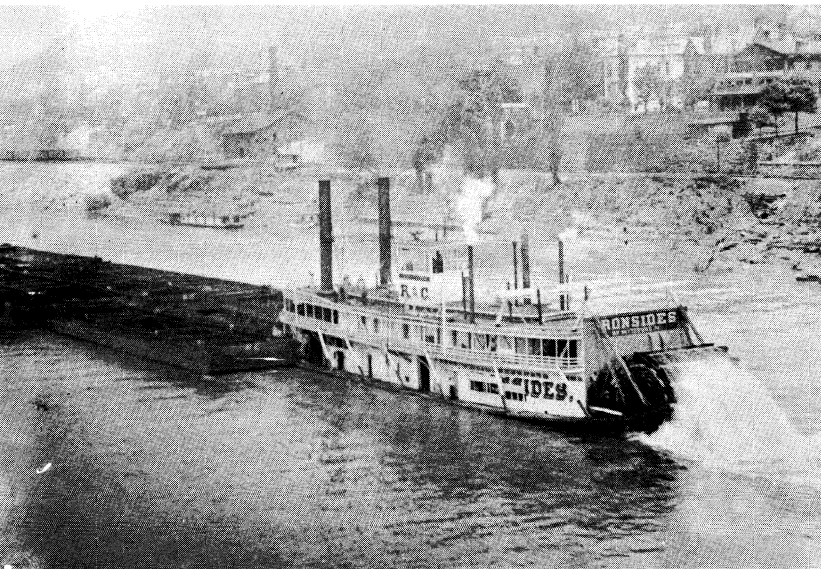
the towboat HENRY DE BUS, then to the J. T. HATFIELD.

Another towboat was added to the fleet in March, 1864. The LITTLE GIANT, built pool style, had three boilers and worked engines 15's - 5 ft. stroke. She was used several years and then sold to Duncan, Cornell & Co. These same engines later went to the JOSEPH W. GOULD, and thence to J&L Steel's TITAN.

Also in 1863 Capt. Gray contracted for a 203 ft. side-wheeler for the Northern Line, hull built at California, Pa., completed at Pittsburgh and named DAVENPORT. Another side-wheeler was built at Wheeling, named MUSCATINE, also for the Northern Line, under Capt. Gray's direction. Her first trips in 1864 were in the Pittsburgh and Cincinnati trade, Capt. J. J. Robinson, who had been master of DENMARK and SUCKER STATE. Soon as the spring season opened up, both DAVENPORT and MUSCATINE went to the Upper Mississippi.

Whether Capt. Gray had a hand in building the side-wheel MINNESOTA at Wheeling in 1866 is debatable, but he probably did have. She was for the Northern Line. Most of these Wheeling-built steamers were launched at West Wheeling where Dunlevy & Co. had a yard. He did build the side-wheel DUBUQUE at Wheeling in 1867, and his cousin W. C. Gray put the machinery on. She was 230 feet long and artist Emil Bott did the interior landscapes and cabin decoration--probably explaining why he was not commissioned to "do" the GREAT REPUBLIC which was being completed at Pittsburgh at the same time.

All of the above Upper Mississippi boats loaded out at Pittsburgh for their maiden voyages to



The IRONSIDES UPBOUND WITH EMPTIES, photo taken at Wheeling from the suspension bridge by W. C. Brown. Date is about 1908 and the R.C. on the pilothouse notes she is owned by the Combine. In October, 1912 she was renamed W. K. FIELD by that firm, and in 1918 they rebuilt her at Elizabeth, Pa., setting the pilothouse forward of the cabin, pool style. A year later she was bought by the Island Creek Coal Co. who towed coal with her between Huntington and Cincinnati. Capt. J. Emory Edgington was her master and in January, 1924 he was replaced by Capt. Wilbur Chapman, his first towboat job. Finally the W. K. FIELD was retired and sank of old age at the plant of the Marietta Manufacturing Co., Point Pleasant, W. Va. on August 6, 1927.

St. Paul, Minn.

The MINNEAPOLIS, built at Wheeling in 1869 also was superintended by Capt. Gray. The hull was towed to Pittsburgh by the towboat STORM for completion. It was aboard the MINNEAPOLIS that Samuel L. Clemens rode from Hannibal, Mo. to St. Paul while writing "Life On the Mississippi" in May, 1882.

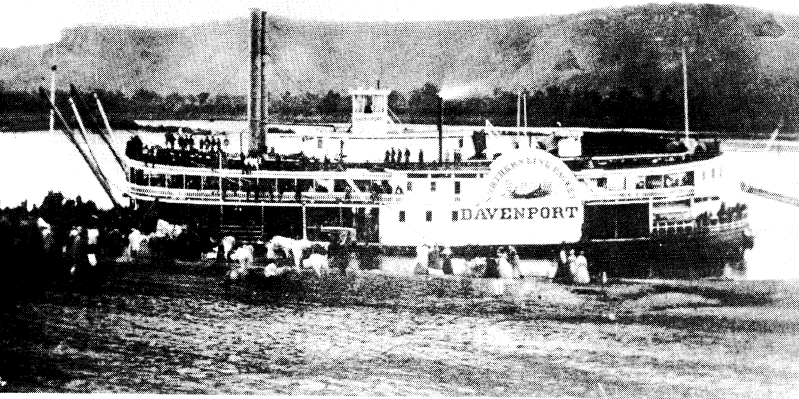
The Pittsburgh newspapers, usually garrulous in praise of new boats of the area, paid scant heed to the new towboat IRONSIDES built in 1869 and did not report what yard she came from. She was passed off as built for Capt. Gray and the Northern Line, and one reporter was a mite surprised that Capt. Beltzhoover, who had been ashore for several years, came out master of her. The IRONSIDES had a hull 154 by 30, four boilers, and engines 20's- 7 ft. stroke. Yet, for so hushed a start, this boat operated 57 years, something of a record for wooden construction. During her Gray's Iron Line days the IRONSIDES was the pet of the fleet and during winter months her crew often included notable skippers from the upper Mississippi. Capt. W. P. Hight of the Northern Line was her master several years. Capt. Sam Dean commanded for a time, who had raced the side-wheel BUCKEYE STATE up the Ohio in 1850.

Of all the old towboats in this writer's recollection, the IRONSIDES was oldest of all. She was moored at Freedom, Pa. in 1911 when Capt. Oliver Douds took us aboard. Her cabin was just like a packet complete with a big Burnside pot-belly stove, office, and fancy gingerbread trim overhead about the skylights. All woodwork done in white enamel, crazed with age, with stateroom doors parading aft complete even to white porcelain door knobs. I was impressed with a large metal eagle, gold-leafed, mounted on the pilothouse. Of her engineroom I retain scant recollection save for the enormous "doctor" pump supported on cast iron columns big enough for a Wall Street bank, and suitably fluted and crowned. She was laid up for summer low water and nobody but a watchman around but her main deck smelled delicious and bilgy of rope and paint. I think Capt. Douds told us that one of the Foremans from New Cumberland, W. Va. was master of her then; but he wasn't there.

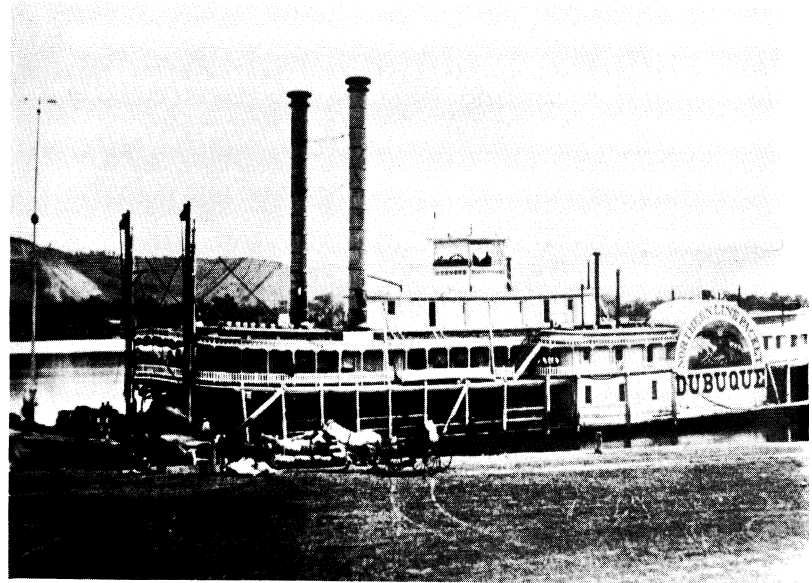
I think the largest Northern Line packet built at Wheeling was the LAKE SUPERIOR, constructed at the Dunlevy yard, winter of 1869-70. She had a hull 240 feet long with a beam of 39 feet. Up to that time Wheeling had produced 14 packets for the Upper Mississippi, and this may have been the last of the lot, and the biggest. She was completed at Pittsburgh and got Robert Lea engines, probably from the HAWKEYE STATE, 22½'s- 7 ft. stroke, and five boilers. Capt. Gray superintended the job, and cousin W. C. Gray put on the machinery. Artist Emil Bott, who lived in Monaca, Pa. in his old age, did the artistry for the cabin decorations. C. V. Starrett of S&D says he remembers Bott in Monaca, a strange thin man aloof from reality, the kind of old man boys like to snowball just to see what he'll do.

The Northern Line also built the side-wheel RED WING that winter, hull built at Brownsville, Pa. at the Cox yard. She was longer by five feet than the LAKE SUPERIOR and narrower by four feet, but Capt. Gray played no part. Capt. Adam Jacobs who lived in the area looked after her. Also

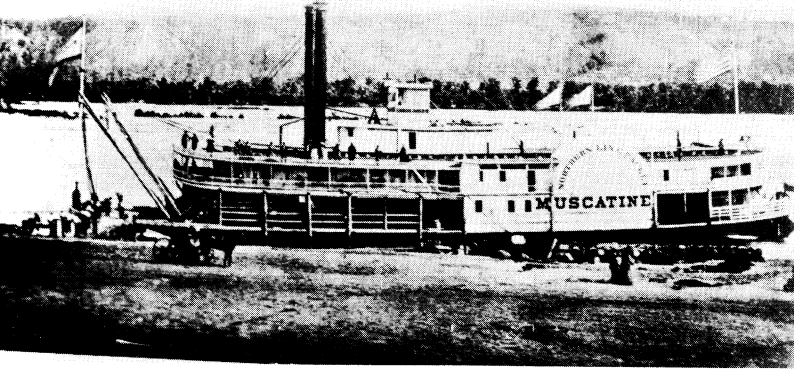
CAPT. R. C. GRAY BUILT THESE SIDEWHEELERS



DAVENPORT, built California, Pa., 1863.
All of the boats on this page were completed at Pittsburgh, Pa.



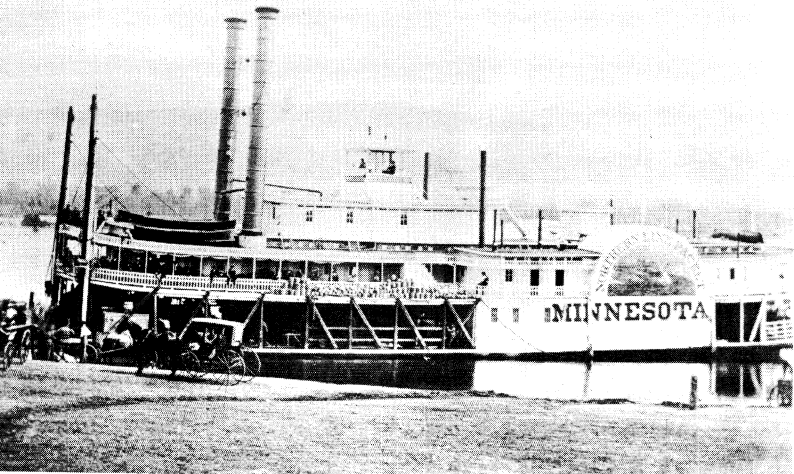
DUBUQUE, built Wheeling, W. Va., 1867.



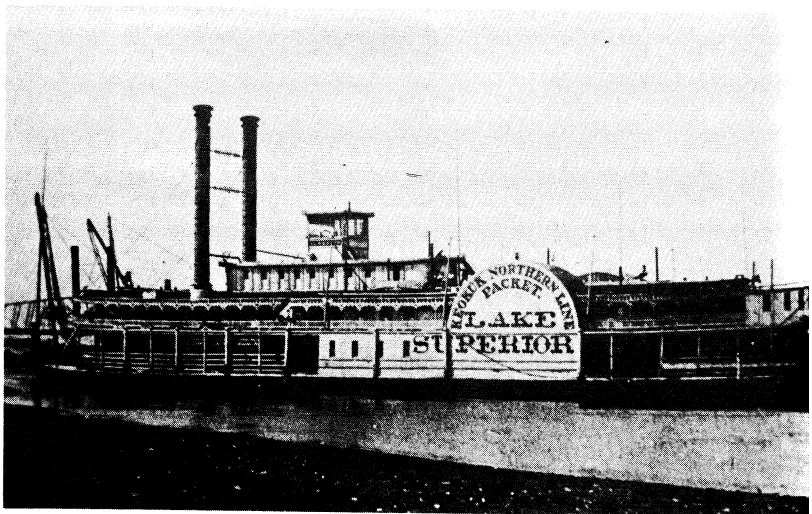
MUSCATINE, built Wheeling, W. Va., 1864.



MINNEAPOLIS, built Wheeling, W. Va., 1869.



MINNESOTA, built Wheeling, W. Va., 1866.



LAKE SUPERIOR, built Wheeling, W. Va., 1870.

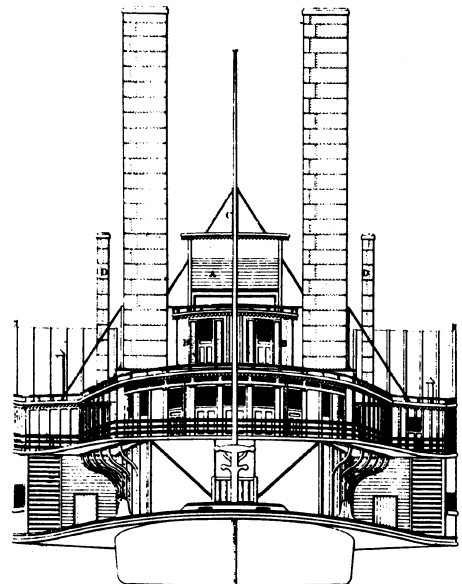
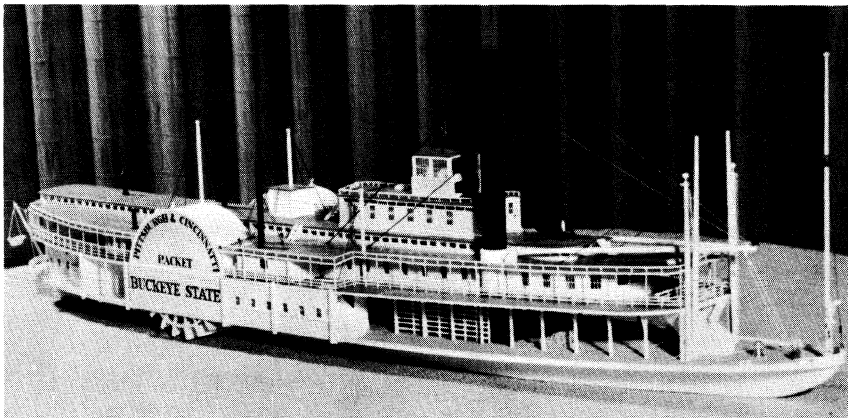
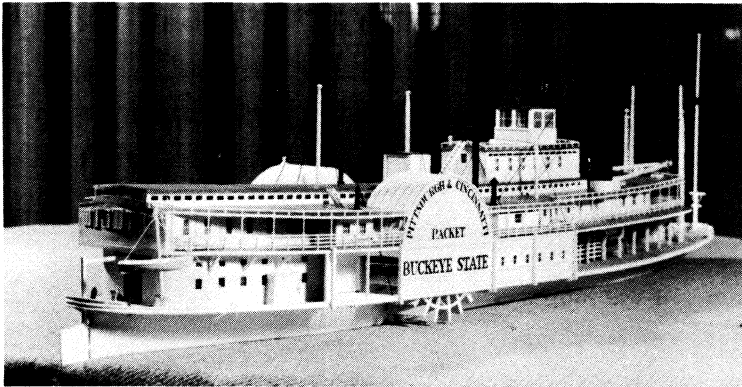
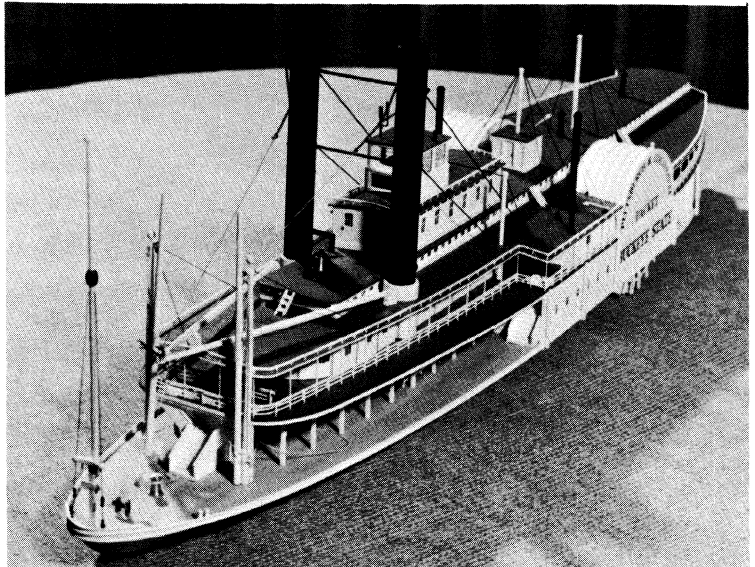


Capt. Samuel Dean

CAPT. SAMUEL DEAN was one of the original pilots on the towboat IRONSIDES for Gray's Iron Line. Raised in Martins Ferry, O., he was an uncle to American man of letters William Dean Howells. The portrait at the left came from Harry Miller, 409 Fourth St., Marietta, O. who is related.

In 1850 Capt. Sam Dean commanded the side wheeler BUCKEYE STATE on a special "fast trip" from Cincinnati to Pittsburgh, coming up in 43 hours flat, a feat never since equalled or whipped by any class of boat.

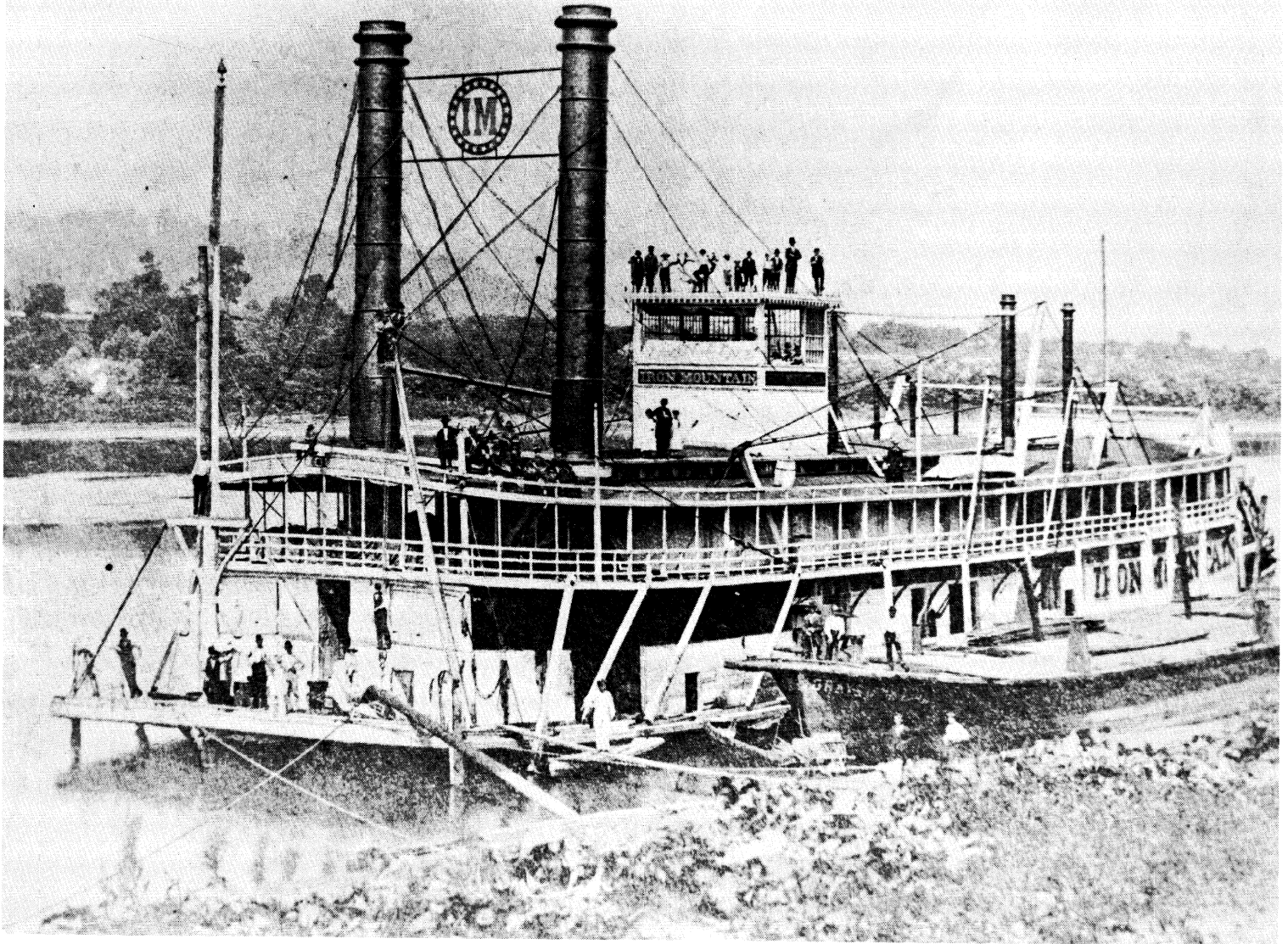
The three photographs on this page are of the excellent model of the BUCKEYE STATE made from the famed Tredgold drawings (one of these is reproduced on this page). This model, the best perfected one on display at the Marietta Museum, was built by Grant D. Ross in 1958 while he was an official of the Marathon Corporation at Marathon, Ontario, Canada. Later he moved to Delray Beach, in Florida.



they built the NORTH WESTERN at Cincinnati, about the same size as the RED WING, and they built the ROCK ISLAND at Madison, Ind.

This spree of building Upper Mississippi packets ended suddenly. Due to rail competition and cut-throat competition between competing lines nobody was making money. The competitors agreed to consolidate and did so in 1873 but faction fights within, bitter, prolonged and costly, did

much harm. At one meeting in 1875 the majority of the board of directors started to leave the room and would have done so save that Capt. Gray planted his big hulk against the door and maintained the blockade until Commodore William F. Davidson jerked him away. In many respects the lawsuits (many, many) were essentially a battle between Capts. Gray and Davidson, and both died legally undefeated, but considerably out of pocket.



The IRON MOUNTAIN AT FREEDOM, PA., probably in 1877 where she was moored all summer. Gray's Iron Line had two model barges built there at that time, the IRON CLAD and IRON DUKE, both 210 by 38 by 7½. Capt. William S. Pollock procured this picture from one of the Gray family living in Beaver, Pa. some years ago.

Both of the above-named model barges were included in the deal when the IRON MOUNTAIN was sold, fall of 1879, to Mound City Ice Co. A new subsidiary was promptly formed, the Mound City Transportation Co. They also owned the hulls of former packets ILLINOIS, INDIANA and GREAT REPUBLIC, rebuilt into model barges and of great tonnage; the GREAT REPUBLIC barge could load 3500 tons.

Thenceforth commanded by Capt. John Greenough,

the IRON MOUNTAIN towed between St. Louis and New Orleans. In September, 1880, she went south with her three ex-packet models loaded completely with grain, 7,000 tons of it.

While upbound on such a trip she struck an obstruction at Stumpy Point, near Island 102, on the Mississippi, and was lost. This affair happened on March 25, 1882 and caused quite some comment inasmuch as the IRON MOUNTAIN went completely out of sight, and nothing of her ever was located save a few splinters from the cabin and an ice box cast into a drift pile at Omega Crevasse, discovered in latter June, 1882. All of the crew escaped safely save the chambermaid who clung to floating debris and was picked up the morning after the accident.

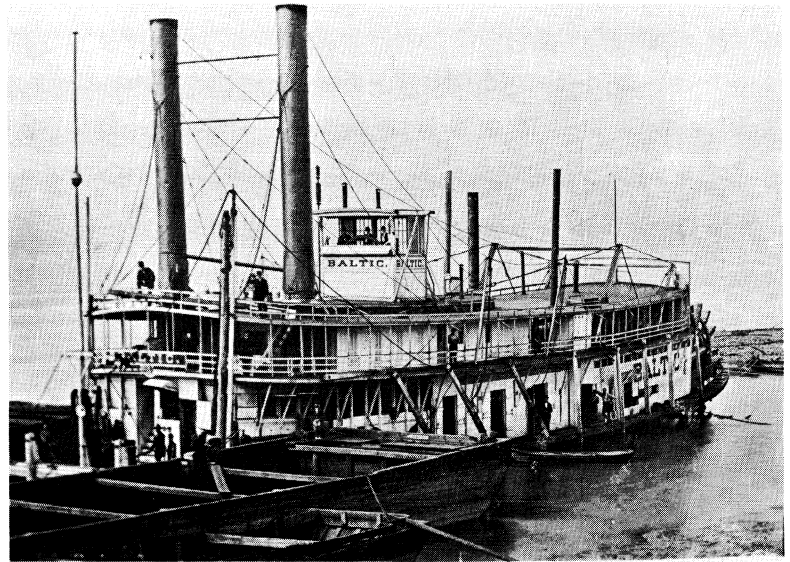
The IRON MOUNTAIN, built at Freedom, Pa. in 1872, was the biggest of the Gray fleet, hull 181 by 35. She was a five-boiler boat working engines 22's- 8 ft. stroke. Capt. William C. Gray came out master of her, and now a word about this gentleman. He was seven years younger than Capt. R. C. Gray, born 1829 in Belmont County, Ohio. His mother was a Carroll, granddaughter of Charles Carroll whose signature is among those preserved on the Declaration of Independence. W. C. preferred steamboating to farming, became an engineer, and helped put together the ROVER, IRONSIDES and numerous of the Northern Line boats. He married Rosalie Browne, daughter of Col. Joseph Browne who was a local hero around Sewickley, Pa. for his Civil War deeds while he lived out his old age with the Grays. This was before your author's time.

The IRON MOUNTAIN towed through to New Orleans and in late December, 1877, was noticed when she arrived in the Crescent City with model barges loaded with 42,200 bundles of cotton ties, 6984 sacks corn, 3947 kegs nails, 3686 plows, 1925 boxes glassware, 1092 bags oats, 1000 boxes Hostetter Bitters, 909 brl. potatoes, 882 bales of hay, 600 brl. lime, 579 brl. flour, 500 brl. cement, 240 sacks bran, 100 brl. pork and the balance sundries, total of 65,150 items. Capt. J.C. Clegg was master in 1877, and Eugene Handlon and William Underwood were the pilots.

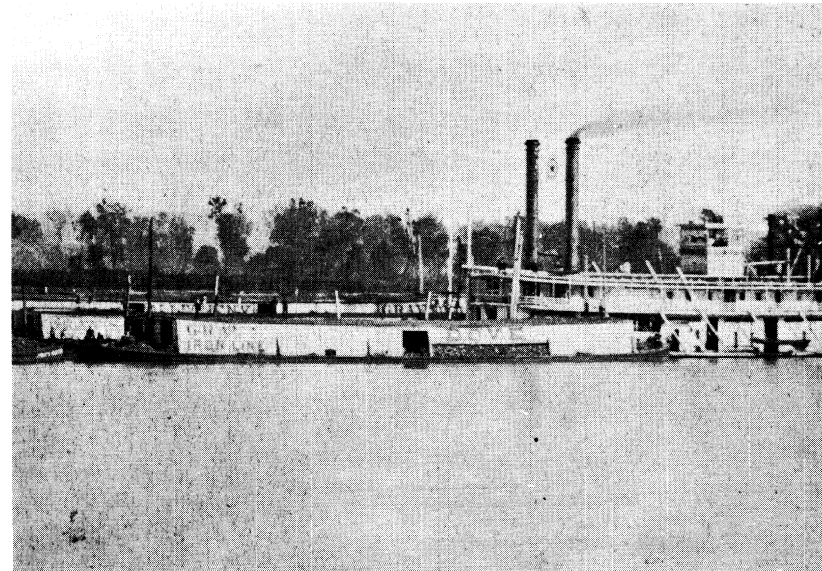
Also in 1877 Grays swapped off the old ROVER for the FEARLESS which wasn't any spring chicken (built 1865) but more powerful with 20's- 8 ft. stroke engines. Skipper of the FEARLESS at the time of the swap was Capt. J. M. Bickerstaff who resigned to become master of the JOHN PORTER, no bargain as things turned out (see Sept. 1965 issue, pages 14-17). Gray's Iron Line extended her bobtail cabin on aft and used her until the fall of 1880. At that time she was sold to Capt. Thomas Poe who wasn't long losing her. (See Dec. 1965 issue, page 12).

Also about this time Grays got the old BALTIC, built 1866, and made do with her until 1880 when they built a new towboat, the IRON AGE. This was quite a boat; five boilers, 22's- 8 ft. stroke engines, and hull 175 by 32. She was given the first electric light plant seen on a towboat, and on her first trip to the Upper Mississippi the natives of Keokuk and such places for their first view of the Edison invention, and an arc headlight, thanks to Gray's Iron Line. She had a steel paddlewheel shaft 28'2" long, made at Nashua, N.H. by the Nashua Iron & Steel Co., the third one they had supplied to Gray--the others being on the IRONSIDES and IRON MOUNTAIN. She had all-steel boilers (Black Diamond plate) made in Pittsburgh which had been pioneered on the IRON MOUNTAIN and then generally adopted. The hull was built at Freedom, Pa. and the architect and superintendent was James Elliott who by then was making a considerable reputation for himself building good towboats. (Seems to us that Bill McNally told us of having some of the draughting instruments formerly owned by Elliott).

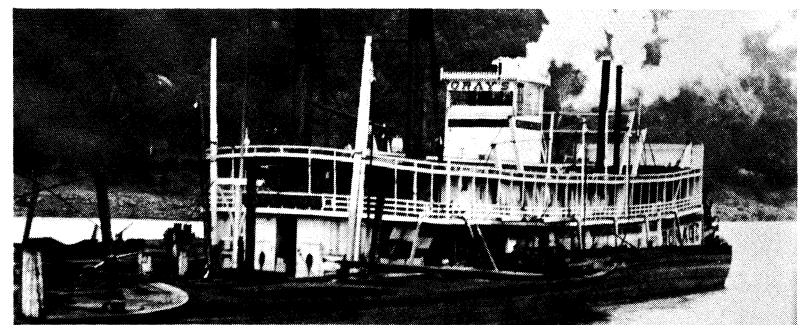
In our memory box we now see a stateroom door with an oval panel in which was painted in oils a decorative scene by artist Emil Bott. Yes, it was from the IRON AGE, and Virginia Lewis had it exhibited at one of her art shows at Pitt. This adds up, for the packet SCOTIA came out also in 1880 with hand-painted oval panel doors (Bott did



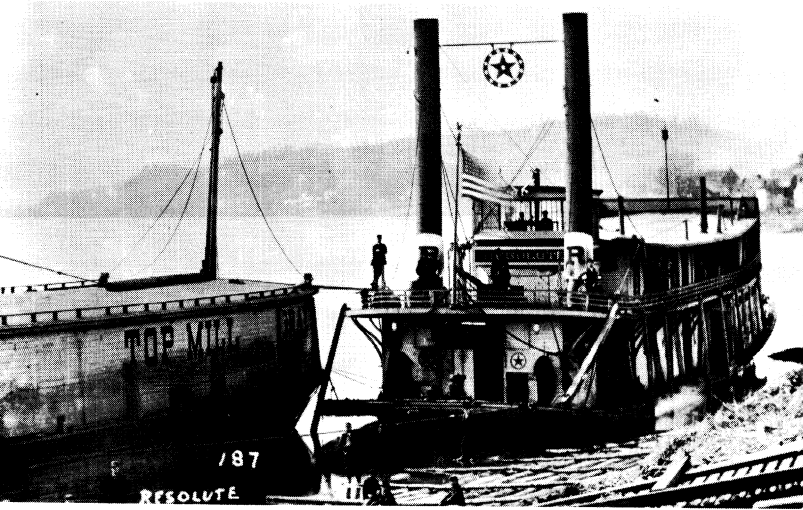
BALTIC



IRON AGE



The IRON DUKE pictured as she departed from Iron Mountain, Mo. one spring day in 1882 between 3 and 4 o'clock p.m. with the largest tow of iron ore handled from that terminal. Barges in tow: IRONDALE 500 tons, PENNSYLVANIA 500 tons, J. S. GILMORE NO. 1 435 tons, OCCIDENT 490 tons, DOVE 480 tons, JOHN CROSSAN 490 tons, ALLEGHENY empty and J. S. GILMORE NO. 4 empty.



Gray's Iron Line towboat RESOLUTE and model barge TOP MILL. Photo at Marietta, O.



WRECK of the IRON DUKE at Brewer's Point between Cairo and St. Louis, May, 1894. She collided with tow of the ALICE BROWN in broad daylight.



CAPT. WILLIAM B. RODGERS, SR. (1851-1925)
..He ran Gray's Iron Line in later years.

them too) and doubtlessly Capt. Gray saw these and wasn't to be outdone.

Now, to retrogress slightly, Capt. Melchoir W. Beltzhoover died at the Monongahela House, Pittsburgh, on Wednesday, November 12, 1879 in his 64th year. His first steamboating dated back to the packet ROBERT MORRIS in his early '20's with Capt. Hugh Campbell, and that boat was built 1845 with left-overs from the famous iron hull VALLEY FORGE, the first iron hull Western steamer. His last steamboating was as captain of the IRONSIDES in 1869. Captain Beltzhoover was the first guest registered at the Monongahela House when it was reopened following the Great Fire, and lived there, a bachelor, all his adult days.

The sudden loss of his partner may have influenced Capt. Gray to sell the IRON MOUNTAIN. She had just been given larger engines (25's- 7 ft. stroke) at Pittsburgh and had run her trial trips in the harbor. In any case, the Mound City (Ill.) Ice Co., represented by Fred Schulenberg, closed a deal to buy the IRON MOUNTAIN and four of the Gray model barges. If Capt. Gray felt a sense of desperation, he soon recovered, and expanded to build not only the IRON AGE, but in 1881, another one, the IRON DUKE.

In 1864 Capt. R. C. Gray was one of the incorporators and on the first board of directors of the Peoples National Bank, Pittsburgh. Samuel Rea was the first president, an old canal boater with the Union Line on the Pennsylvania Canal. He was succeeded by Barclay Preston, and in 1887 the president became Capt. R. C. Gray. This same bank following various reorganizations today is the Pittsburgh National Bank, second largest in Pittsburgh.

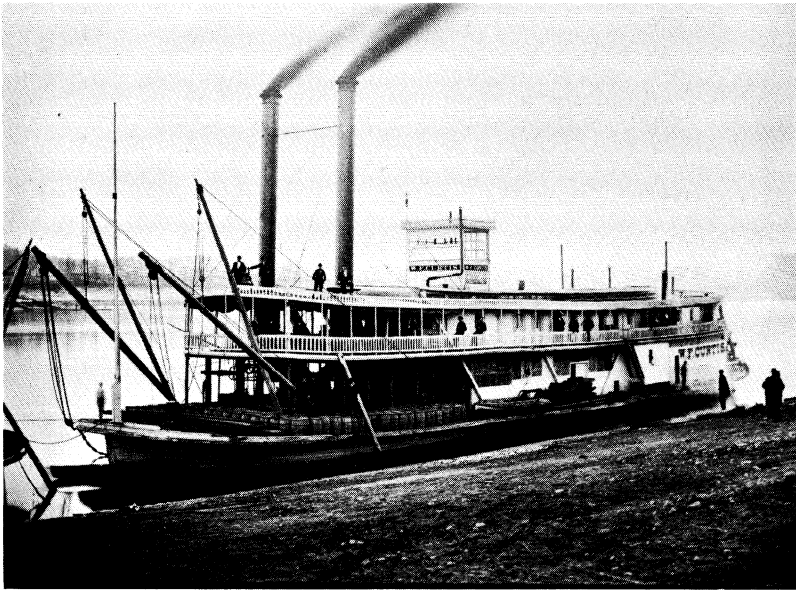
Following a reorganization after Capt. Beltzhoover's death, Capt. R. C. Gray was general manager, W. P. McConnell, secretary, J. H. Dunlap, superintendent, and W. B. Dunlap, assistant superintendent of Gray's Iron Line.

The last of the Gray's Iron Line towboats was the RESOLUTE built 1882, pool-style with the pilothouse forward of the cabin. Two model barges of supplies were brought to flood sufferers at Gallipolis in the spring of 1884 by this boat. In later years she was owned by the River Sand & Gravel Co. of Gretna and New Orleans who allowed her to deteriorate and after an extended lay-up commencing in 1912 she was dismantled.

NB Quite accidentally we just discovered evidence in the confidential report book for the firm Neare, Gibbs & Co., insurance underwriters, that the IRONSIDES was built at Brownsville, Pa.

Capt. Richard C. Gray died on Monday, May 28, 1888 at the Fifth Avenue Hotel, New York City. He is buried in the Allegheny Cemetery, Pittsburgh. That November Gray's Iron Line failed. Low bidder on the steamboats and 23 model barges was Tennessee Navigation Co., Riverton, Ala. However a reorganization was effected, headed by Capt. William B. Rodgers, Sr. and business was continued until 1899 when all equipment was turned over to the Monongahela River Consolidated Coal & Coke Company.

Capt. Cooley's First Boat?



The Waterways Journal ran this picture in its August 26, 1967 issue with a rehash of data lifted from Way's Packet Directory. We goofed it in writing that original account and now feel obligated to do right by our worthy WJ in presenting the facts. The CURTIS was built at Parkersburg (hull) and completed at Marietta, O. in 1864 for the Pittsburgh-Gallipolis trade, Capt. Thornley. She was named for a Marietta resident who was conspicuous in his time as a large property owner in local Washington County.

Her first trip was to Pittsburgh, with arrival in early September, 1864. Instead of entering the trade to Gallipolis she became a tramp, taking Marietta products and produce hither and yon. She advertised for a Marietta excursion to Blennerhassett Island for July 4th, 1867, but caught fire on June 27 at the Marietta wharf and burned "to the water's edge." Capt. Albert Brown by this time was heavy stockholder, also of Marietta and of some enterprise. He bought the wreck of the side-wheel EAGLE, damaged in ice the winter before, and, using the original engines and much of the EAGLE cabin, he rebuilt the CURTIS and had her ready to run again, December, 1867.

Primarily the boat distributed Marietta products and was known on the upper Mississippi and on the lower Mississippi, and on the Red. She sometimes filled out with barreled salt at Pomeroy. During low water of 1868 she was at Cairo and ran there to Louisville for the JOHN KILGOUR, while the bigger boat remained on the Mississippi. Every now and then she'd show up at Pittsburgh, the last recorded date being Feb. 7, 1871. That year she was "greatly enlarged" at the Knox yard, Harmar, O. and an almost certainty is that the accompanying picture was taken just after the work was completed.

Somewhere soon after this, she changed hands, but not the character of occupation. She was in charge of Capt. Cooley who loaded her at Muscatine and elsewhere with grain, potatoes, onions, etc. and delivered at New Orleans. In winter he ran her on Bayou Tensas, and what we're wondering is whether this is the celebrated Capt. Leverrier Cooley later identified with the "big" OUACHITA

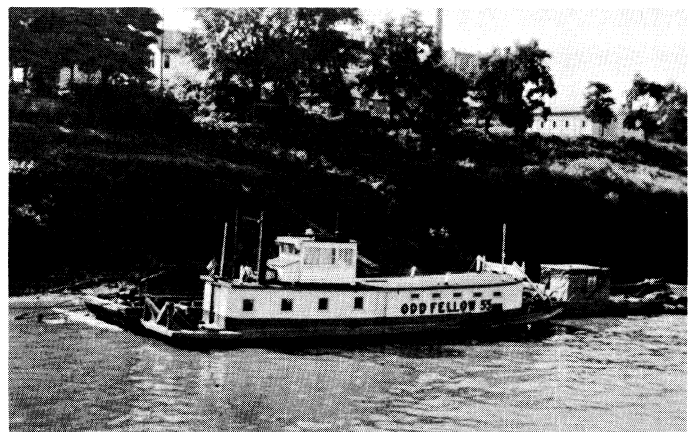
and the AMERICA? He was a native of Savanna, Ill., up there between Clinton and Dubuque, and the first packet he built was named TENSAS. That was in 1875, just about the time the W. F. CURTIS was retired. For the CURTIS was put out to pasture in her old age and dismantled in 1876.

--Our thanks to Russell M. Lintner for data.



James V. Swift of The Waterways Journal recently took the above picture in the Bellefontaine Cemetery, St. Louis, showing (right) the tombstone of Capt. Isaah Sellers, a noted Mississippi pilot of its packet hey-day, who died at the Gayoso House, Memphis, early in 1863. Sellers, other than his unique tombstone, which he is said to have personally designed, is immortalized in scholarly debate as to whether or not he originated the nom de plume Mark Twain adopted by Sam Clemens at that same early time--1863.

Off to the left rear is the newly erected monument beneath which rests Capt. Donald T. Wright, owner-editor of The Waterways Journal, who died on Thursday, November 25, 1965, Thanksgiving Day.



In the last issue mention was made, page 27, that we lacked a picture of ODDFELLOW 33. Thanks to C. W. Stoll here she is, at Pt. Pleasant, W. Va., while owned by Norris H. Smith. Original by Russell M. Lintner.

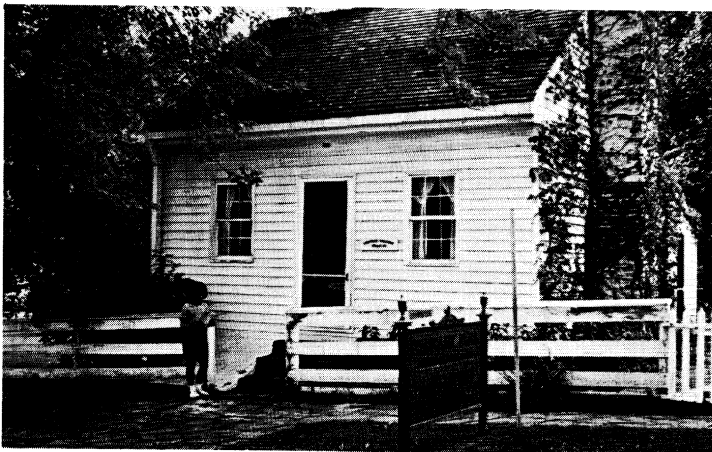
Grant Centennial Recalled

SPECIAL BULLETIN TO OUR YOUNGER READERS: The picture-spread and this story bear no relation to the explosion and fire which destroyed the excursion steamer ISLAND QUEEN at Pittsburgh on September 9, 1947. There were two ISLAND QUEENS both owned by the Coney Island Co. of Cincinnati. The first one, subject of this story, was built in 1896 with a wooden hull and was destroyed in a wharf fire at Cincinnati on November 4, 1922. The second ISLAND QUEEN, replacing the first one, was commissioned in 1925, built largely of steel. Both were big boats--first one was 281.4 feet long; second was 286.1 feet long.

Another oddity: Coney Island, an amusement park in the upper city limits of Cincinnati, is no island at all. Originally called Parker's Grove, it was dubbed Coney Island in 1883 by Capt. J. D. Hegler who operated his side-wheel GUIDING STAR there, and sold the park a year later to Lee H. Brooks and others who continued operating excursions which persisted under other ownerships until the last ISLAND QUEEN burned in 1947.

Ulysses S. Grant, 18th president of the US, was born at Point Pleasant, Ohio, April 27, 1822. It is odd that there are two towns bordering the Ohio River named Point Pleasant within 180 miles of one another, and that the other one, in West Virginia, at the mouth of the Kanawha, is more famed and distinguished in national history and its river commerce than Grant's birthplace. Many persons never have heard of Point Pleasant, Ohio, and are surprised to find it less than 25 miles upstream from Cincinnati. The distinguishing landmark is a bridge across Big Indian Creek and a clutter of houses containing population insufficient to get mention in Rand-McNally. Grant was born there, just the same, and today his home place is administered by the Ohio Historical Society. It was returned to its original location in 1936 after being absent for 51 years.

On Thursday, April 27, 1922, the centennial of



Birthplace of U. S. Grant at Point Pleasant, O. Photo taken in recent years since restoration by Ohio Historical Society.

Grant's birth, Point Pleasant, Ohio got in the national news. A fleet of steamboats conveyed a vast throng from Cincinnati to pay respect, and chief dignitary of the occasion was U.S. president Warren G. Harding who came to Cincinnati on a special train from Washington and was greeted by mayor Charles P. Carrel (son of Capt. Hercules Carrel, noted riverman) and Charles P. Taft.

The original idea was to convey President Harding up the Ohio aboard the excursion side-wheel steamer ISLAND QUEEN, and in preparation for the occasion a special suite was prepared in the forward end of the Texas to accommodate the presidential party. A last minute switch changed this plan, and Harding was loaded aboard the U.S. towboat CAYUGA, Capt. Tony Meldahl commanding. This quick-switch caught many delegates napping, among them Mrs. Ella Grant Wilson of Cleveland, secretary of the Grant Family Association of Ohio, and a distant relative of Gen. U. S. Grant. Mrs. Wilson boarded the ISLAND QUEEN, discovered the change, ran down the cobblestone levee to board the CAYUGA, slipped, fell in the mud, sustaining injuries to her hands and face. A bouquet she was carrying never was presented to Harding, as was planned.

The CAYUGA led the parade, the president's four-star flag flying from the jackstaff, heralded as the first time this had been done on any boat of the Mississippi System. Following came the U.S. towboat SCIOTO in charge of Col. E. W. Johnston, in charge of the Cincinnati U.S.E. District. The U.S. towboat MIAMI followed, shoving a barge on which was loaded two fire engines from the Cincinnati Fire Department in case of emergency.

Then came the ISLAND QUEEN followed by the side-wheel MORNING STAR, the two excursion boats of the Coney Island Co., Cincinnati. Both boats carried special invited guests. These were followed by the side-wheel excursion steamer AMERICA (ex-INDIANA) and the large sternwheel excursion steamer HOMER SMITH.

An escorting fleet accompanied the parade as far as Coney Island and then returned. These were the U.S. towboat IROQUOIS, the sternwheel packet GENERAL WOOD, the Greene Line sternwheeler TACOMA and the towboats FRED HALL and EUGENE DANA SMITH.

The sternwheel excursion steamer EAST ST. LOUIS was scheduled to participate but was late in arriving from winter quarters at Peoria, Ill. and missed the program.

Departure was made by the flagship CAYUGA at 10:45 a.m. The day was cloudy, cool, and a downstream wind was fairly brisk--so much so that most of the guests and passengers kept indoors most of the time.

Included in the delegation aboard the ISLAND QUEEN was a detachment of Federal troops, including a company of Infantry, a band, regimental colors and five officers from Fort Benjamin Harrison, Ind. and a detachment of the Eleventh Infantry and band of Camp Knox, Ky. Ohio State officials were liberally represented. There were Attorney-General John G. Price, State Auditor Joseph T. Tracy, State Treasurer R. W. Archer, Lieutenant Governor Clarence J. Brown, Supreme Court Justices R. M. Wanamaker, James G. Johnson, Thomas A. Jones, E. S. Matthias, James E. Robinson and Benson W. Hough, and Judge H. L. Ferneding of the Court of Appeals. United States Sen-

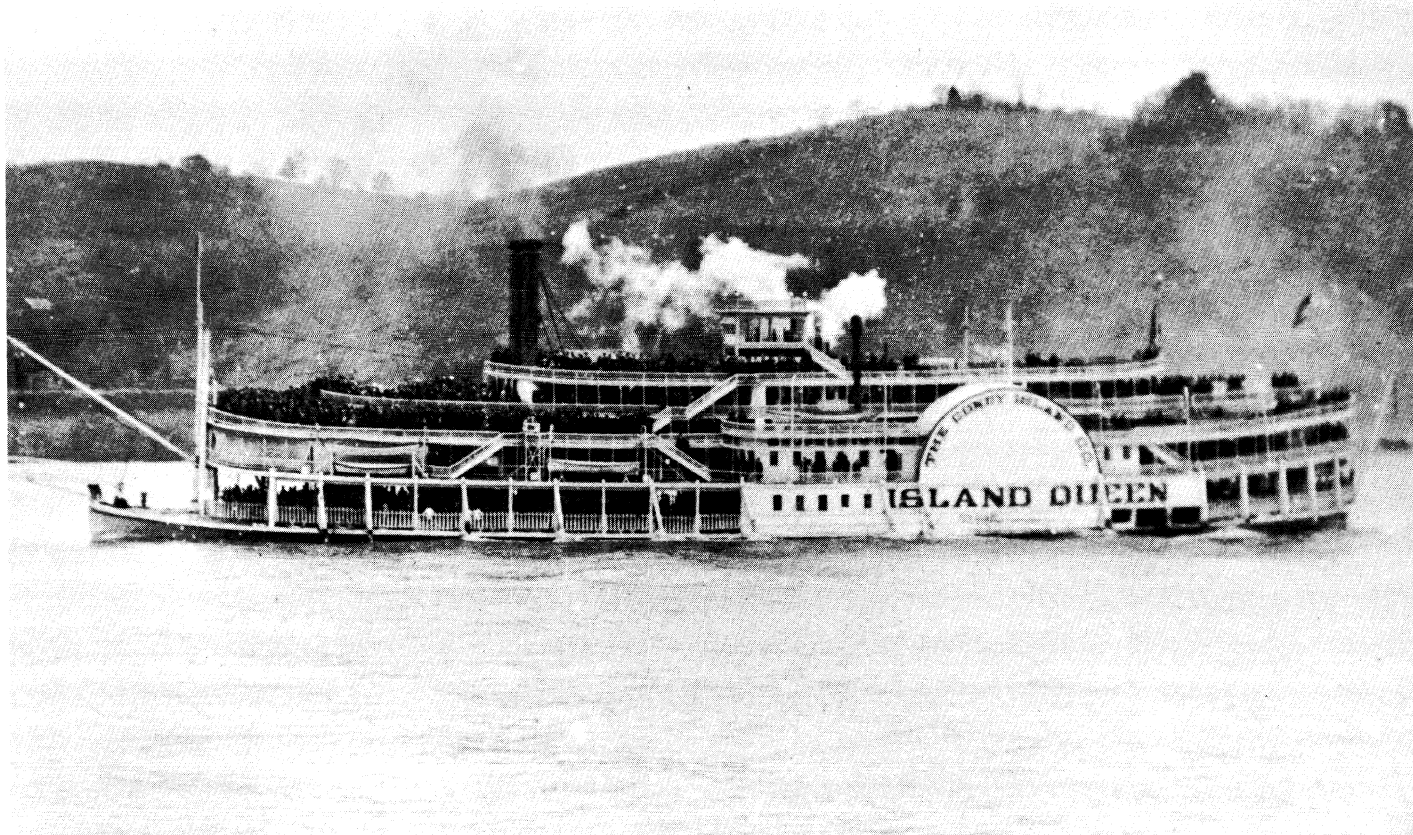


PHOTO TAKEN AT NEW RICHMOND, O. at the instant the forward skylight roof started to cave in as the ISLAND QUEEN was enroute to Point Pleasant, Ohio. Notice the huge crowd on the roof attracted there as the citizens of New Richmond put on a display. The Eleventh Infantry Regiment Band of Fort Knox was on the skylight roof about midway between the forward mast and the smokestacks where the dip is most pronounced. S&D REFLECTOR has no idea who took this momentous picture.

ator Atlee B. Pomerene and Mrs. Pomerene were guests. The bench and the bar of Cincinnati were well represented, more than 100 representatives being passengers.

The 1,685 persons loaded aboard the ISLAND QUEEN also included the school band made up of boys and girls from Manchester, Ohio. The capacity of the boat was 3,000, so the crowd aboard was barely a half-boatload.

At approximately 1:45 p.m., while passing New Richmond, O., the skylight roof forward of the ISLAND QUEEN's texas commenced to crack and bow downward. A vast throng of persons was congregated there at the time. As the skylight roof sagged, it brought down with it the forward portion of the hurricane roof, and all of this fell into the promenade forward of the dancefloor on the deck below. The Eleventh Infantry Regiment Band of Fort Knox, Ky. was playing in the area first to fail, but the loud cracks of timbers and a preliminary earthquake prompted them to scurry to safety. They reformed near the boat's roof rail and struck up "My Old Kentucky Home" in the midst of otherwise bedlam.

The Manchester Band, 58 strong, were downstairs directly under the failing upper roofs. They skedaddled and were safe enough from harm, but various of them returned to get their instruments and were exposed when the final crash came. Wilbur Morgan, 15, was thumped by a timber and

his back was believed broken. He was treated and returned aboard the boat to Cincinnati and sent to Christ Hospital. Richard Armstrong, 21, of Bethel, O. came off with a fractured left arm. Charlotte Lightfield, 16, of Cincinnati, slid down a pole to the boiler deck, fell toward the guard, and was caught by a policeman. In all, 28 persons were injured--nobody killed--and the most severe injury was to Wilbur Morgan.

Capt. Ben I. Pattison, master of the ISLAND QUEEN, ordered the boat's headway stopped. Pilot Harry W. Doss was on watch in the pilothouse. The mate on watch was Patrick Quigley. As soon as the injured were cared for the broken forward section of the boat was roped off and she proceeded to Point Pleasant as planned. This decision was because a temporary hospital completely staffed had been provided at Grant's birthplace town to properly care for such emergency.

And what was the U.S. president doing meanwhile? He shook off some of the dignity of the position of Chief Executive, went all over the steamer CAYUGA, shaking hands. He and Mrs. Harding soon discovered that the pilothouse was the most comfortable place and took up residence there in the good company of Capt. Tony Meldahl. Under direction of Joseph Oberly, maitre de hotel of the Hotel Gibson, Cincinnati, a buffet luncheon was served.

Shortly after New Richmond was passed, pilot

Decks of Island Queen Collapse, Injuring 28 as Flotilla Escorts President Up Ohio River

THE INJURED

SEVERE INJURIES

WALTER LEE MORGAN, 15, Manchester, O., member of the Manchester School Band, head broken; condition serious.

FRANCIS HENDERSON, 15, Manchester, band member, back injured; condition not serious.

RICHARD ARMSTRONG, 19, of Defoe, arm broken.

MINOR INJURIES

These others received minor injuries, some of which were treated at the first aid station established on the Island Queen by medical detachment of 147th Infantry, U. S. National Guard, in charge of Major Myron Hines:

R. L. GRIMES, Manchester, Manchester School Band leader, back contused.

MISS MARY HUGHES, 15, Manchester, member of band, scalp wound and ankle bruised.

MARGARET FAY GRIMES, Manchester, member of band, scalp contused.

MISS MARIE TINGLEY, New Richmond, leg crushed.

HOWARD M. KIMBLE, Manchester, member of band, scalp wound.

BRYCE MORGAN, Manchester, member of band, left foot contused.

A. L. DITES, 1610 Nelson-pl., scalp contused.

GORMAN BRADFORD, Manchester, member of band, scalp wound.

GUTHRIE BRADFORD, 10, Manchester, member of band, head contused.

EUGENE WEATHERLY, 3033 Jefferson-av., Cincinnati night police chief, head cut and back injured by large splinter, which tore thru coat.

CHARLES HORBERGER, Cincinnati service director, right leg injured.

MRS. K. F. LITTLE, wife of Dr. K. F. Little, X-ray specialist at General Hospital, ankle and back sprained.

MAJOR LEWIS STAMM, 147th Infantry, 317 Lexington-av., knee injured.

H. J. BUNTIN, attorney, 1902 Union Central Building, right hand lacerated.

MRS. LOWELL HOBART, national president, American Legion Auxiliary, Cincinnati, abrasions and bruises.

MRS. ELMER P. FRIES, 3657 Besuden-ct., head cut.

MRS. ANDREW H. POPPE, 2630 Herschel-av., left shoulder bruised.

MRS. RUTH GREGORY, 849 Roebuck-st., back and leg bruised.

GILBERT BETTMAN, 267 Greendale-av., vice mayor of Cincinnati, leg bruised.

ELEANOR BANNING, Manchester, member of band, foot contused.

GEORGE A. MASON, 837 Ann-st., Newport, watchman Island Queen, leg contused.

MISS NELL OBERHOLZ, teacher, Bulfinch, left ankle and hands injured.

MISS EMMA DAY, New Richmond, bruised.

HARRY KOEPEL, Manchester, member of band, head bruised.

EUGENE SCOTT, Manchester, member of band, head bruised.

MISS MARIAN LANG, Manchester, member of band, leg bruised.

MRS. GEORGE KEENE, 1231 California-av., head bruised.

MRS. FREDERICK SCHOENLE, 3238 Linwood-ct., slightly bruised.

MRS. PHILIP SWING, 6230 Robinson-rd., head bruised.

MRS. STANLEY STRUBLE, Cleves, slightly bruised.

MRS. C. H. ROUETER, 3152 Willis-av., slightly bruised.

MRS. DANIEL REECE, 1003 Chapel-st., leg bruised.

MRS. ISAAC PICHEL, 3107 Harvey-av., leg, arm and back bruised.

MISS CLARA LOEIS, 3107 Harvey-av., breast bruised.

MARIE PICHEL, 3107 Harvey-av., foot bruised.

MRS. CHARLOTTE DUBIEL, 20, of 380 Northern-av., hand cut.

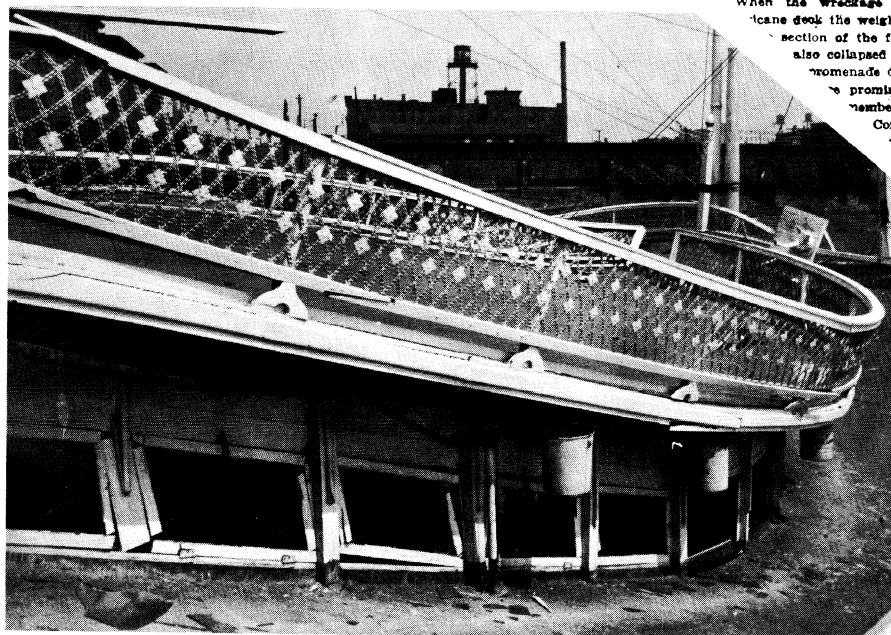
MISS KATHRYN P. NIEL, 17, of 360 Northern-av., hand cut.

REN MULFORD JR., Davenport-av., leg cut.

PAUL BRITTON, Manchester, member of band, slightly bruised.

FRANCIS HERSON, Manchester, member of band, slightly bruised.

WILLIAM BENHAM, 2547 Winslow-av., slightly bruised.



ARMY BAND

Perched on Beams,

"Hits 'Er Up" With Tune,
Ending Near Panic.

Passengers, Crowding,
Overweight Texas,

Sending Wreckage Upon
Youthful Musicians.

Girl Prevented From
Leaping Into River.

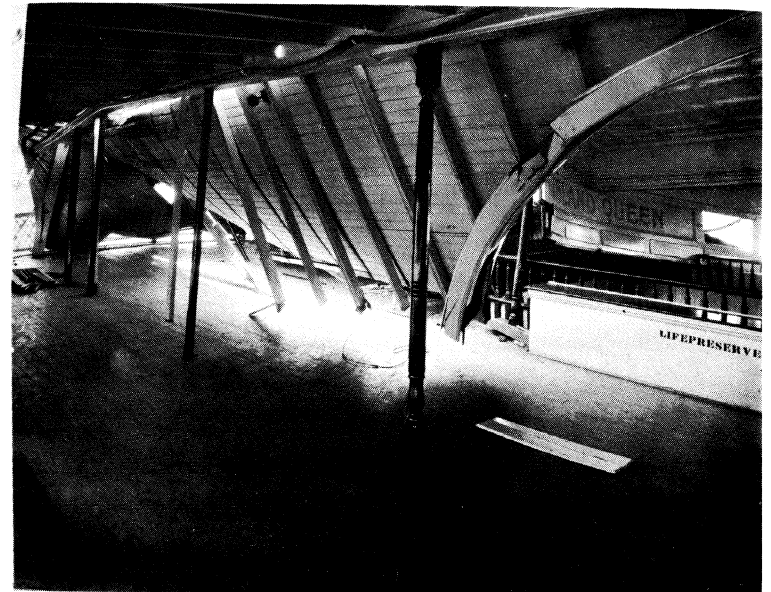
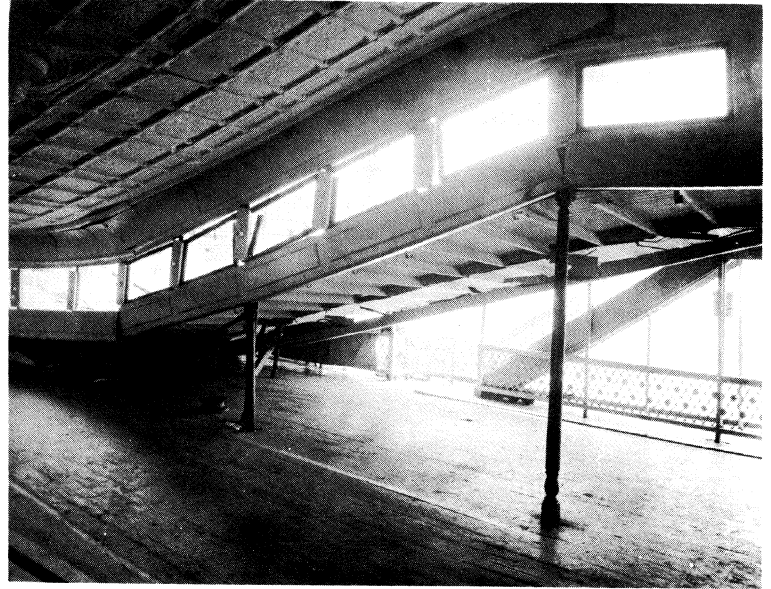
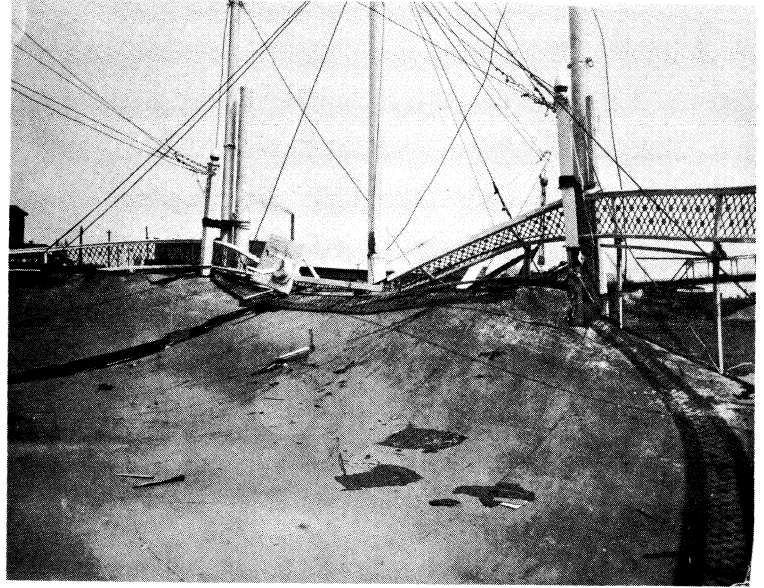
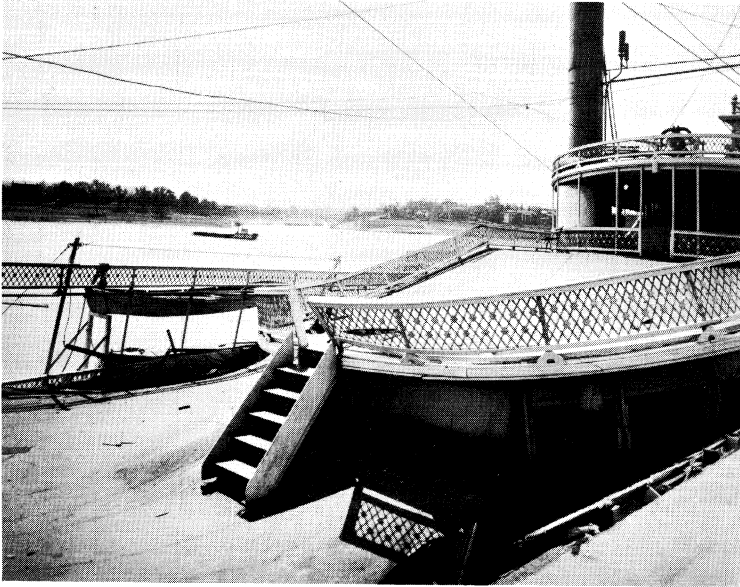
Governor's Staff Aids in
Extricating Victims.

Cincinnati Members of Harding
Reception Committee in
Accident List—Executive
Voices Sympathy.

Merriment turned to dismay yesterday afternoon on the big excursion steamer Island Queen, a unit of the flotilla carrying invited guests to the Grant Centenary Celebration at Ft. Pleasant, Ohio, when 28 persons were injured, one of them seriously, as a result of the collapse of supports of the forward Texas deck at 1:45 o'clock, just as the boat was passing New Richmond, Ohio, on the Ohio River, 26 miles above Cincinnati.

When the wreckage fell upon the dance deck the weight was so great a section of the forward part of the deck also collapsed and fell to the promenade deck. Many of the prominent Cincinnati members of President Harding's Reception Committee, members of the band and other guests of the band were on the deck.

THE CAVED-IN DECKS OF THE ISLAND QUEEN





Meldahl gallantly offered the pilotwheel to President Harding who declined with a smile, indicating that he did not believe his qualifications were as complete for that task as those of the pilot on watch.

A fast dispatch boat was in constant contact with the CAYUGA, painted with U.S. flags fore and aft. She was the HOOSIER GIRL.

The persons on the CAYUGA wearing high silk hats were President Harding; his secretary George B. Christian, Jr.; Attorney General Harry M. Daugherty, Jesse Smith, and James Prendergast of Marion, O. Miss Edelyn Edgington was the nurse assigned to the president's boat. Upon the return at Cincinnati, Harding and party went by autos to the residence of Charles P. Taft.

This was in the days before radio and t.v. but a throng in Lytle Park, Cincinnati, heard first-hand the presidential address at Point Pleasant by a special loud speaker relay hatched up by the Cincinnati and Suburban Telephone Co.

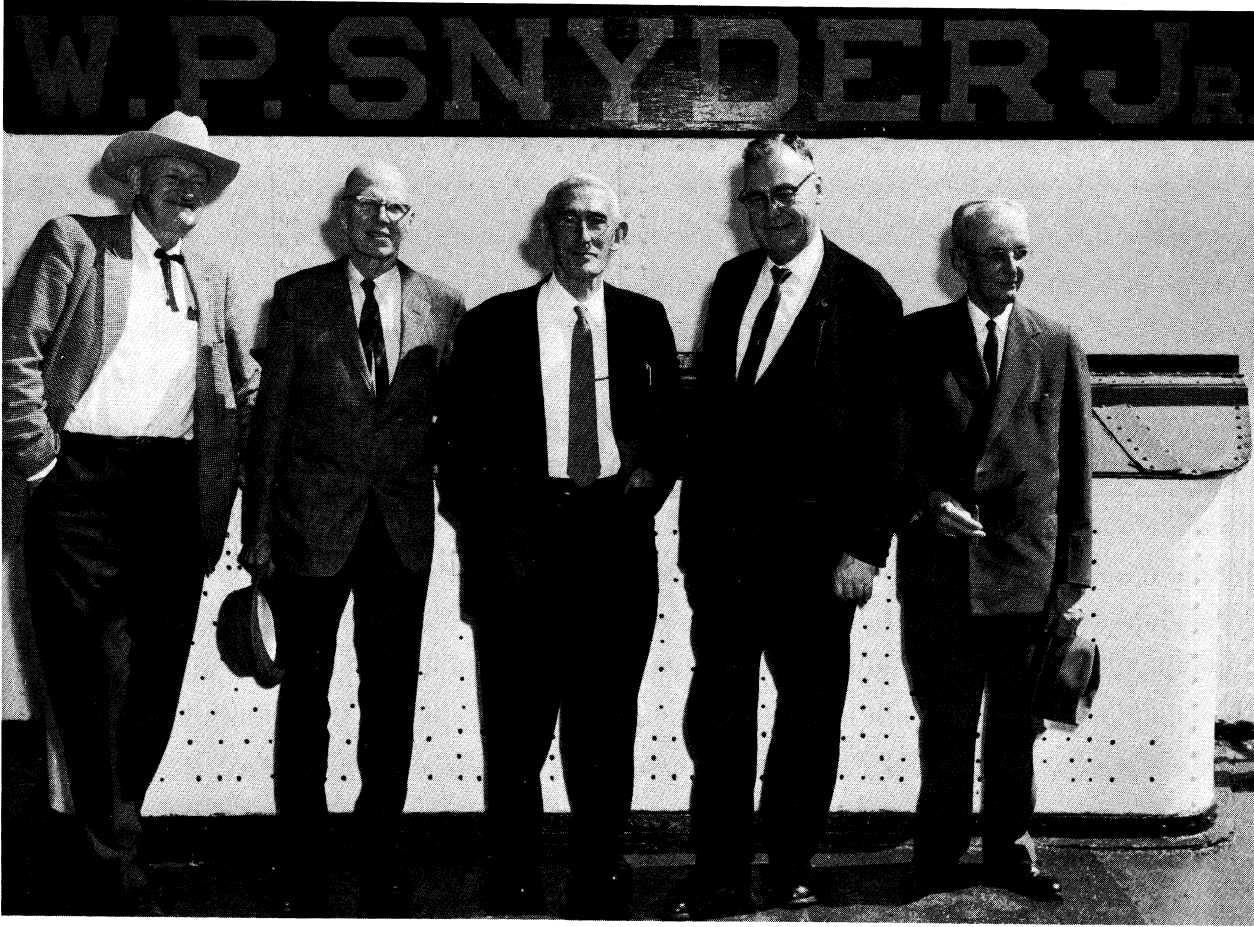
A special investigation of the cause of the ISLAND QUEEN accident was held at Cincinnati under the orders of U. S. Steamboat Inspectors George Green, supervisor, and John K. Peyton and George W. Dameron, local Inspectors. For causes undetermined a steel beam had slipped, one of the main members for supporting the upper roofs. The excursion steamer had undergone annual inspection on April 14, less than two weeks prior to the trip. Why the beam had slipped is as much a mystery today as it was in April, 1922. But who

predicts such things? Within a year and a half Harding's silk-hatted Harry Daugherty was involved in the Teapot Dome scandal; Harding was dead; the ISLAND QUEEN was burned and gone; and pilot Tony Meldahl was dead---his body was taken aboard the same CAYUGA for burial to Neville, Ohio, a scant 6½ miles above Point Pleasant, Ohio.

THIS STORY OF THE ISLAND QUEEN ACCIDENT is the end result of endeavor over a period of years. In 1955 Donald Anderson Maish of 3135 Portsmouth Ave., Cincinnati, presented S&D with the set of photographs depicting the damage. Donald had saved them inasmuch as his grandfather Langhorne Thomas Anderson was one of the three original partners in forming the Coney Island Company, the ISLAND QUEEN's owner. After Mr. Anderson died (1907) Donald's father managed the estate.

We had forgotten many of the details of the accident and applied to the Inland Rivers Section of the Cincinnati Public Library for assistance. Curator Clyde Bowden promptly sent us photostats of Cincinnati newspaper accounts of the affair taken from the library files. To these two sources our grateful thanks.

BULLETIN: We now learn, through excellent scouts, that the only boat mentioned in this story which survives today is the HOOSIER GIRL. She is stored in a warehouse at Rising Sun, Ind.



These superb pictures taken at the S&D meeting at Marietta on Friday and Saturday, September 15 and 16, 1967 are from the sharp-eyed camera of S. Durward Hoag. You will find them on three pages.

From the left: Comdr. E. J. Quinby, Cap'n Way, Capt. Jesse P. Hughes, Robert H. McCann and H. C. Putnam. Photo by the Marietta Times.



Dorothy Frye, Larry Walker, Grace Hawley and Ethel Walker. Larry runs an acorn factory in Cincinnati (see Sept. 1966 issue, page 31). Mrs. Hawley is mother of the noted "Doc" Hawley of calliope fame and v.p. of Greene Line Steamers. Dorothy Frye has talent galore, an artist in oils who was commissioned to "do" the JACOB STRADER (see March, 1966 issue, page 16). This we think is a mighty excellent group view, and particularly of Mrs. Walker.





Former Ohio River government light located at Utopia Landing, O. from 1940 until discontinued in 1965. It was one of three lit by gas. This light was presented to S&D by Miss Anna M. Bradfield who was lighthouse-keeper. Walt McCoy refurbished it, placed it in the River Museum, and now it shines as always, burning a modern electric bulb simulating a Welsbach gas mantle.



Bill Mallinson and Anne Putnam, and read all about it in the story of the meeting.



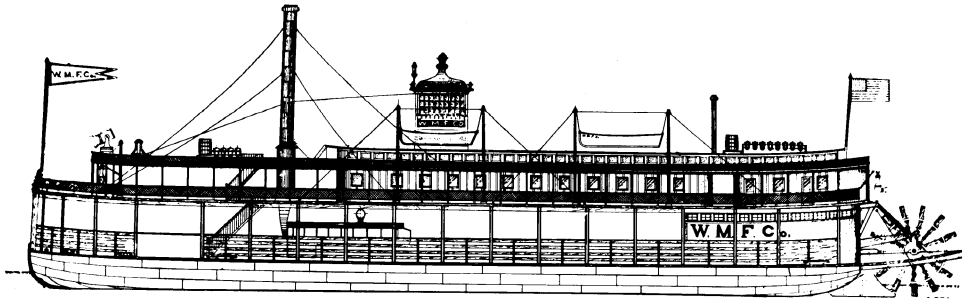
"What's with J. Mack, Bob?"
 "Well I'll tell you, Bill, he just plain isn't here today."
 "Is he sick?"
 "Why, Frank Pollock looked in on him this morning and says Mack's fine."
 "Bob, maybe he's playing hooky."
 "Could be or, as school teachers say, this might be his sabbatical year, his period of rest."



Jimmy Swift and Ray Spencer are not drinking iced tea.

SWERVING FROM STRAIGHT LINES

by Alan L. Bates



ALL STEEL STERN-WHEEL FERRY AND EXCURSION STEAMER.

ONE OF THE EARLY ARCHITECT DRAWINGS made for building the steamer IDLEWILD (now the BELLE OF LOUISVILLE). The scheme of running the boiler deck and rail forward to cover the forecastle has intrigued builders for years, but on Western Waters has seldom been done. The side-wheel JOHN W. CANNON had a modified version of it, and the Rees-built CHATTAHOOCHEE was another. Peculiarly the same bug bit Capt. Tom R. Greene when the DELTA QUEEN came from California in 1947--he wanted to shape the forward end same as shown in this drawing and discarded the notion only when Dravo's engineers could not figure, in such case, how to handle a stageplank to shore. The IDLEWILD, as every buff knows, was not built that way either. But witness the drawing; the compulsion was there.

Sirs: Back about 15 years ago I drew a set of steamboat plans. I was proud of them. I still am. They were made from known dimensions (a few), photographs (several), and memories and advice from Capt. Jim Howard (a lot). The resulting drawings purported to show the steamer INDIANA as she looked when she came out new. They are good enough to fool all but the most critical eye.

A set of them was sent to the Smithsonian Institution one time during a correspondence with the curator. He replied, with many thanks, that they were useless to the Smithsonian for all of their models were built only from original construction drawings in the interest of perfect authenticity. I disagreed for the reason (seems to me) that steamboats were designed by people, and built by people, for the use of owners who are also people.

Now then, of all the ungraspable, quicksilver, elusive things of this world people lead the pack. They just don't act as they should. They get contrary notions. They do things. And most of all they change their minds. Proof that these characteristics nullify the best laid steamboat plans was delivered to the office today. A gift from Jim Swartzwelder, this package contained a complete set (as far as we know) of the original working drawings of the steamer IDLE-

WILD built by Rees at Pittsburgh in 1914. They back my argument one hundred per cent.

Pity the poor draftsman at the Rees shop. There's no doubt that he drew what he was told to draw. Did a good job, too. Ink on linen. The job was done in fair detail with large scale drawings of small parts and accurate hatching and complete dimensions. When they were completed a set of them was sent to the owners, the West Memphis Ferry Co., and they got in their licks. The carefully drawn plans were shattered. And redrawn. And revised.

For example, one T. M. Rees took to making suggestions about guard outrigger framing and the result was six different versions of how the job could be done; three by Mr. Rees, one from the owner, one borrowed from the S.S. BROWN, and one presumably the draftsman's pet idea. All of these systems had one thing in common; none of them was used in the construction of the boat because of a change from a wood main deck to steel plate covered with two inches of asphaltic concrete.

Among others, there was even an early attempt at integration. First there was a "white" cabin spanning most of her boiler deck which was separated from the "colard" (their spelling) cabin by an open gangway. A later change substituted a drop curtain

to prevent contamination of the races.

At one time there was to be a deck over the forecastle. This idea bit the dust early in the proceedings, praise be. Probably the most obvious variation from plan was the texas. In the beginning there was to be no texas and the pilothouse squatted on the skylight roof. This gave 'way to a slightly taller version with a sort of half-texas extending about 14 feet aft of the pilothouse. She was actually built with a full texas, a pretty one with porches fore and aft, and a pilothouse crowning it in proper packet fashion. By this time the sleeve-gartered draftsman was tiring badly and this is obvious in the last drawing of the texas and pilothouse. Just a bare outline, no sash, no doors, no shading. The carpenters were, no doubt, hanging the doors as the white-collar man fought to catch up with the work.

None of this is unusual..far from it. It is, in fact, as normal as breathing in the construction of boats, buildings, and yes, even Ford cars. Weep not for the draftsman desperately rubbing out last week's ideas. Let not your heart be troubled for the owners, wondering in Memphis just what the devil they are doing to the boat in Pennsylvania. Rather let us mourn for the Smithsonian bravely trying to equate drawings with authenticated photographs of the finished product on her maiden trip. How they must suffer!

Alan L. Bates,
944 Logan St.,
Louisville, Ky. 40204

=Alan's Q.E.D. here is this:- If prerequisite of building a model of a Western steamboat is a complete set of authenticated plans of contemporary origin, there would be no models. Most steamboats built prior to steel construction had no finalized drawings. Alan points out, and his point is well taken, that pretty drawings of steel-built boats are likely to be unreliable, too.

Which seems to lead us to a fundamental inquiry:- What is a good steamboat model? Our conviction is that such a model is an art form displayed to harmonize the beholder with the compulsion which drove the builder to produce it. If such message is clear, then little matter whether it elicits sneers, snorts, or cheers from perfectionists. -Ed.



LOU SESHER
Nearly a half-million listened

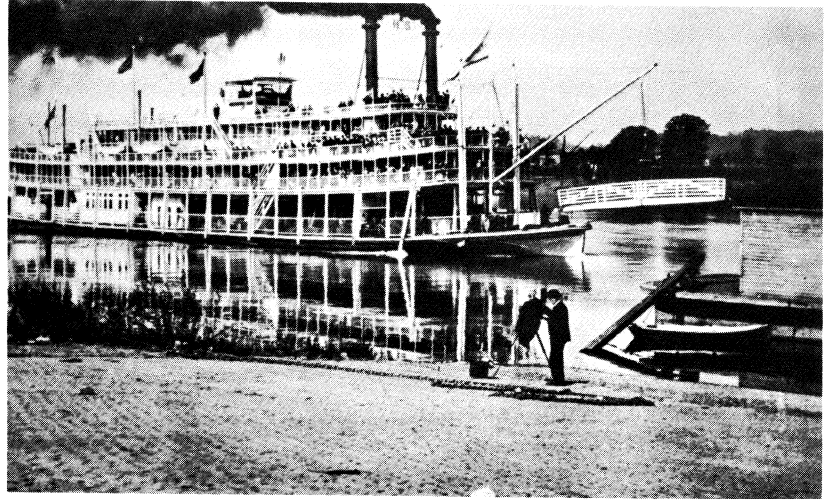
Louis I. Sesher, who has contributed to these columns about the Sacra Via and Harmar boat yards (Dec. '65 issue, page 3, and March '67 issue, page 35) has made quite a stir in national history news. Early in July he was invited by Henry Glassie III, Pennsylvania State Folklorist, to participate in a four-day festival held in Washington, D. C. Seventy-six year old Mr. Sesher of 537 Conrad Ave., North Charleroi, Pa. talked informally to the Junior Historians (see picture) and exhibited his steamboat models (A. R. BUDD, GOLDEN EAGLE, SWAN and BOSTONA) in the exhibit area of the National Mall, in front of the Smithsonian Institution. He was invited to Smithsonian by Mr. Morris, museum director. Lou talked of steamboats and steamboat days to 491,000 people and quickly attracted the attention of the tv camera crews covering the event for network news programs.

A canal boat 60 by 14 feet is being built for a section of the restored Ohio and Erie Canal. The effort is largely private. Ohio State Senator and Mrs. Ralph Regula are giving talks on the canal, the proceeds going to the project. The Louisville (Ohio) Sportsmen Club and Carroll M. Gantz, Hoover County engineer, are building the boat. It will ply the 8-mile stretch in Ohio's Stark County between Canal Fulton and the Stark County Canal Park near Massillon. Old Lock 4 has been restored to provide the depth.

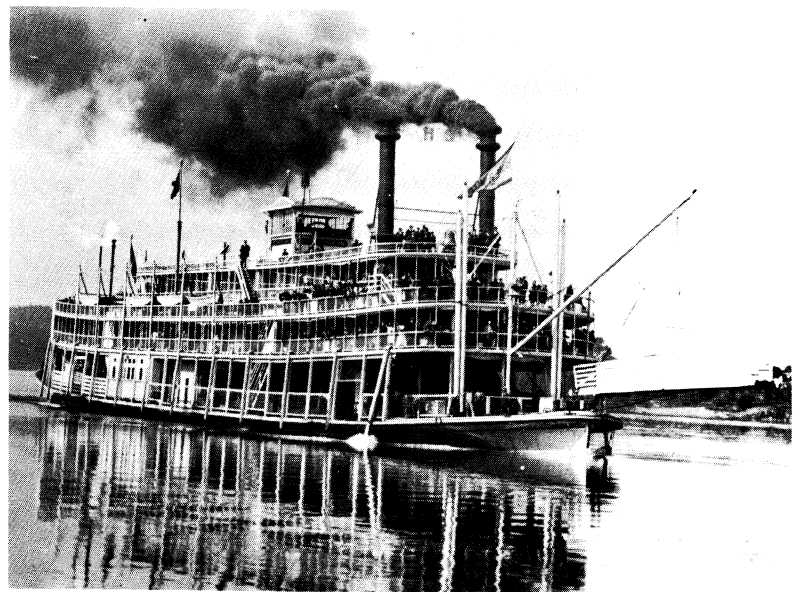
The Ohio Historical Society announces it will float a canal boat on the Miami and Erie Canal in Miami County within two or three years. It will

ply in the 1.5 mile section at the Piqua Historical Area State Memorial. These projects will mark the first such restorations in the Midwest.

Caught while Snapping



Date: Sunday, April 11, 1915. Place: Wharf at Point Pleasant, W. Va. Occasion: First excursion of the new steamer HOMER SMITH, Gallipolis to Pomeroy and return. Sharp-eyed observers will note a photographer in the foreground who has just exposed a plate. Wonder how this picture turned out? Not so badly; see the result below.



The Point Pleasant crowd is aboard, and the new boat is off to pick up at Middleport and Pomeroy. The crew: Capt. Peter G. Holloway, master; William C. Lepper, purser; Jimmy O'Brien, mate; Pete McDade, 2nd mate; Henry Holloway and Howard West, pilots; Harry Burnside, chief engineer; William Jones, steward. Distinguished passengers included Capt. C. C. Bowyer and Capt. and Mrs. Gordon C. Greene. Perhaps some of our members know who the two photographers were who stayed ashore to take these pictures?

Ferry on the Holston

by Harry Lillard

The Holston River enters Tennessee via the northeast corner of the state and follows a generally southwestern course until it merges, east of downtown Knoxville, with the French Broad River to form the Tennessee.

Seventy-five river miles above the Knoxville landing, on a gentle curve presided over by elm, birch and hackberry trees, the Holston is shallow and wide. This site has been a favorite crossing from the time of the Cherokee Indians. The road leading up to the crossing is appropriately named the Nance Ferry Road, for the Nance family has operated this ferry since the time of the Indians, a period of about 150 years.

The present operator, Wilson N. Nance, was born near the ferry in 1908, and is the fifth generation of his family to operate the ferry



NANCE'S FERRY pictured in June, 1967

over the Holston. He also operates a farm of 186 acres bordering the river and continues the work more as an accommodation to the farmers, fishermen and Sunday drivers, who are his customers, rather than for income. The main highway traffic has long since shifted to newer highways and the ferry is on a quiet country blacktop road serving rural Blaine, Tennessee, a farm community.

Before the Cherokee Indians were moved elsewhere by government order, the ferry operator would tie a white flag to the toll gates, which were a mile from the river on both sides, to notify travelers that the Indians were in a good mood; a red flag notified of trouble. This was necessary because the Indians camped near the ferry and the crossing was ideally situated for ambush.

Fare for crossing, up until the 1930's, was five cents and, while the tollroad system was in effect, this included the use of the ferry and travel on a good stretch of road on both sides of the river.

Mr. Nance's great grandfather installed the first heavy cable high over the river and the ferry then moved by connecting a line to the cable and turning the bow upstream. The current then carried the boat over, either way. A pilot-wheel from an old steamboat mounted on the side of the ferry is turned to wind up the connecting

line and point the bow. This system is still used.

Nance's Ferry was a much used steamboat landing on the Holston up until 1925 or 26, when they ceased operation. Other landings were at Tampico, 28 miles up river, and May Springs, 10 miles further. Cherokee Dam, completed in 1942, has no lock and all river traffic now ends at Tampico. Boats that operated after the turn of the century were the GREY EAGLE, BILL TATE, McMILLAN and OLIVER KING, all sternwheelers operating from Knoxville. The trade consisted of farm machinery up from Knoxville and farm products, cattle and Holston River white sand down river.

The present ferry boat was purchased in 1922 by Mr. Nance's father from Bill Turley, an up-river operator, and has been in continuous service since around 1915. The boat has been rebuilt many times, has sunk three times, twice by heavy trucks and once by cattle, who promptly swam to shore downstream. The Nance clan is properly proud of the fact that no life has been lost or serious injury suffered by a customer.

Ferries seem to be pretty durable at this crossing. Mr. Nance recalls that the present craft is the fifth or sixth boat to serve. The others fell casualty to old age, hard use and ice. During the early '20's the Holston iced over so hard that wagons drawn by a team of horses crossed over without benefit of any waterborne transport. The temperature reached 8° below zero and, for Tennessee, this is very, very cold. When the ice broke up later that year, the current of the river pushed the broken ice along with enough force to slice off saplings on the banks. The ferry was damaged so severely it had to be replaced.

Up until 1942, the level of the Holston was controlled only by seasonal rains but after the completion of Cherokee Dam, 28 miles up river, the operation of the dam causes rises and falls in the water level. Nance states that, on occasion, the flow is swift and treacherous. Erosion along the banks support his statement, but he has solved the problem by building floats attached by a cable to the ferry to account for changing water levels. Also a second lower cable has been installed over the river and, during low water, the ferry is pulled across by hand. During high water, the old system of letting the current of

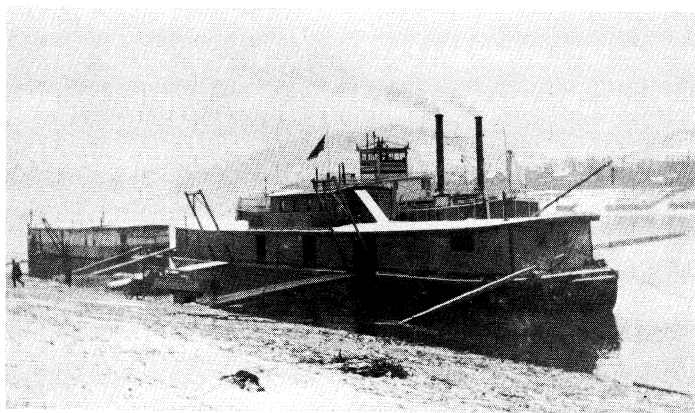


DAVID MITCHELL, farmer of Blaine, Tenn., pulling his truck over the Holston at low water. The ferryman's dog can be seen between Mr. Mitchell and his truck.

the river pull the boat across is used.

The Holston is 388 feet wide at high water but the trip across takes only a minute and a half. The present fare is one of the last bargains in Tennessee, 25¢ per car and 50¢ per truck, night or day. Motorists, not finding the ferryman on station, just honk their horns and Nance usually appears forthwith with his brown and white Collie, his most experienced passenger. Some of his regular customers operate the boat themselves when he is not available, but this takes know-how.

Nance's Ferry may not be the first public ferry boat to cross the Holston, but it is the last one to survive and has the longest period of operation by one family. Nance has no children, but he states he has several nephews who live nearby that will take over when he retires, so it appears the tradition will be unchanged for another generation.



LAST WOODEN MODEL BARGE?

The Liberty Transit Co. bought the model barge MISSISSIPPI from the Pittsburgh Coal Co. in November, 1918. An office was added on the roof, gangways built, and it was used as the company wharfboat at Wheeling, W. Va. This craft was 200 by 32 by 6, built at Cincinnati in 1896. Price paid for it was \$2,000, probably 2/3 of its original cost. Liberty Line painted it yellow. It served packets GENERAL WOOD, GENERAL CROWDER, GENERAL PERSHING and GENERAL BEACH in 1919-1923 period at Wheeling, with Capt. Jeff Frame in charge.

This photo shows the GENERAL CROWDER loading outside, spring of 1920, enroute Charleston, W. Va. to Pittsburgh. The lower wharfboat was serving the packets LIBERTY and HELEN E. This was before the SENATOR CORDILL and BETSY ANN were brought up from the lower Mississippi.

Since we told the story of the E. W. Vanduzen Co., bell founders of Cincinnati, various S&D members have evidenced interest in other sources of steamboat bells. The largest manufacturer was at Pittsburgh, the A. Fulton Bell & Brass Foundry founded in 1832. This concern by 1868 bragged that they had furnished 3/4 of all of the bells supplied to inland steamboats.

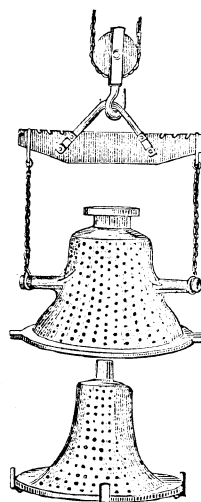
Capt. William S. Pollock of the Mississippi Valley Barge Line has handed us a copy of the Pittsburgh "Commercial," dated Wednesday, May 20, 1868, which on page 2 runs a lengthy one-column

story about the A. Fulton firm. Unfortunately most of this is flowery prose. Sample: "There is a pleasant fancy that bells possess the power of modulating their tones, expressing sympathy, fear, alarm, horror, gladness or unalloyed joy. Without expressing any opinion on the matter ourselves, we must confess that one of the most exquisite literary morsels we ever enjoyed was..."

The article does scotch an old legend. Frequently much is made of the fact that a bell has been cast of metal into which 500 (more or less) Mexican silver dollars have been added. This report disclaims any such virtue, stating on the authority of Mr. A. Fulton that "recent experiments have shown that the introduction of silver causes a positive deterioration of the resonant quality of the bell metal." Bells should look silvery, but if they sound silvery they are not ringing true.

The method of casting a bell is interesting to notice. The accompanying illustration and story is from an E. W. Vanduzen Co. catalogue. All bell foundries used practically the same scheme, dating back to antiquity.

MOLDING CASES.



In the accompanying cut the Cases are shown, one suspended above the other; the upper one being for the outside Mold of the Bell, and the lower one for the inside. The Mold is composed of a mixture of porous loam and other materials, which is put on the Cases in thicknesses according to the size of the Bell to be made, and the proper shape and finish is given to it while the mixture is in a plastic condition, by means of iron sweeps (which are made to the respective shapes of the outside and inside of the intended Bell), and then thoroughly dried or baked; a number of successive coatings being thus applied and baked until the requisite smooth surface is formed for the metal. The Cases containing the two Molds thus formed are then closed and securely clamped together, ready to receive the molten metal. The perforations in the Cases act as vents through which the inflammable gases generated are allowed to escape. When the Bell is cast, the combustible matter in the Mold becomes charred by the heat of the metal, thus allowing the Bell to shrink uniformly in cooling, and prevents any straining. Our improved mode of using Guides to both the top and bottom of the Cases enables them to be closed together much more evenly than those having Guides only at the bottom, thus securing perfect uniformity of thickness in the Bell, concentrically.

The A. Fulton Foundry in 1868 was a three story brick, fronting 35 feet at 70 Second St., Pittsburgh, the building running back 160 feet to First St., between Market and Ferry. The main melting furnace had a capacity of 4500 pounds, two other furnaces accommodated crucibles of 600 pounds capacity each, the largest crucibles made. Also there were 13 smaller furnaces each of 300 pounds capacity. In addition to the manufacture of bells, Fulton made copper and brass fittings for pipework and machinery, made steam gauges and metallic packing. The shop held 19 lathes, two drill presses, four screw cutters for gas pipe, and one large bolt cutter. Usual employment was between 45 and 50 hands.

Mother's Christmas Party

by Lewis B. Reade

At the Christmas season of 1924 but it might have been 1925 my Mother invited a bevy of good-looking young ladies and a matching group of young men to have Sunday dinner with the Reades. At that time we lived in the rectory of Saint Stephen's Church in Winton Place, Cincinnati. The objective of the party was to wean away her son from the Lorelei of the River. I was one of the firemen on the U.S. towboat CAYUGA, which was coal-fired, and I was standing the 12 to 6 watch. My parents, and especially my Mother, figured that I might be influenced to attend college by mingling with these young friends with whom I had been a classmate in prior years.

So, Saturday evening about seven I walked up to Brent, Ky. from the U. S. Engineer fleet moored near that metropolis, opposite Coney Island, and called up my Mother from the local store there.

Mother: "Saint Stephen's Rectory." (We all did that.)

Son: "Greetings."

Mother: "That you, son?"

Son: "Yes."

Mother: "Will you get home tomorrow?"

Son: "Yes."

Mother: "In time for church?"

Son: "No."

Mother: "In time for dinner?"

Son: "Yes."

Mother: "Did you get someone to work for you?"

Son: "Yes."

Mother: "Then you can stay all day?"

Son: "Yes."

Mother: "Good! We'll be looking for you."

Son: "I'll be seeing you."

This "yes" and "no" conversation was the most unrewarding 'phone call ever listened to by the natives of Brent, Ky. congregated in the Country Store.

So I went back aboard the CAYUGA there at Brent where we were tending a dredge, the INDIANA, which was pumping material ashore to create the terra firma for the esplanade at Lock and Dam 36,

nearing completion. The lock was already in operation, and so was the dam.

What I planned to do, alas, was to stand the midnight-six a.m. watch and then catch the seven o'clock a.m. Chippie to Newport, and thence home by Green Line and Winton Place street cars. But you know what the Scotsman said.

While I was sleeping prior to the 11:45 call to come on watch, let me say a word about Chippie. Not that it has much to do with what follows, but just the same, Chippie was a C&O railroad train running between Covington and Silver Grove, up one hour and down the next. The C&O had a big yard at Silver Grove and during shift changes the Chippie was a Train of Consequence dragging five to seven coaches. Otherwise on slack trips, she hauled one combination coach divided 1) smoker, 2) white, 3) colored. Car was open platform, 4-wheel truck style. She made all landings; Brent, Dayton, Bellevue, Newport, and answered hails in between. Most of the customers rode on passes, or had a monthly commuter ticket. She was as American as apple pie and she would get me home to Mother's Sunday party.

This was the Christmas season, remember, and winter. At midnight while my partner and I were changing watches the temperature had dropped abruptly. Two deckhands came alongside in a yawl, across from California, O. (attending youth and beauty), complaining that the river was thick soup or thin oatmeal, slush ice.

By one o'clock crinkly window-pane ice was crackling. The towboat CATHARINE DAVIS passed up with empties, and by the lights on her fantail I saw that her cylinder timbers and wheel were heavy with ice.

About two-thirty a.m. a yawl arrived alongside the CAYUGA, manned by two deckhands from the CATHARINE DAVIS. Their boat was in serious trouble, they reported, having broken a main hogchain and unable to roll her wheel. She was tied on the lower wall at the lock above, 36, with a twist in her hull. Would we come to her assistance?

Well, to take stock, Capt. Roy Hughes of the CAYUGA was down home at Bellevue, Ky. via Chippie for the night. The captain of the towboat IROQUOIS, also in our fleet, was likewise. The chief engineer of CAYUGA was on leave and his relief Chief was home in Cincinnati. The mate was the ranking man left aboard CAYUGA.

The three on-watch persons at the fleet were Bruce Edgington (later of DELTA QUEEN fame) of the IROQUOIS, the night fireman on the dredge INDIANA, and yours truly, fireman on CAYUGA. So I woke up the mate, relayed the request to him, and his answer was an unqualified NO. "We ain't got no pilot, we aint got no engineer and we are single crew," he explained to me.

Some startled at this turn of events, I stated this verdict to the night fireman on INDIANA. He woke up the dredge-master who got out of bed and stirred things up.



Capt. Lewis B. Reade was a fireman on this U.S. towboat, the CAYUGA. The above photograph was taken at Pt. Pleasant, Ohio, with U.S. President and Mrs. Warren G. Harding aboard on the day they helped celebrate the centennial birthday of Ulysses S. Grant. President Harding is standing on the deck forward of the pilothouse, close to the railing. The President's flag flies from the forward jackstaff. The story of this event is featured in this issue.

Bruce reported that Bill Beare, chief engineer of the IROQUOIS, was aboard. So the dredge-master told the deckhands from the CATHARINE DAVIS to report back to their skipper, Capt. Phil Heller, that if he would supply a pilot that the IROQUOIS or CAYUGA would be available.

Meanwhile the ice had thickened so that rowing was out and the deckhands walked it to Dam 36.

When Capt. Phil Heller got to the fleet, we had the CAYUGA warmed up and ready, for she was the more powerful of the two.

Our striker pilot, overlooked in itemizing available personnel, was used to the boat. And, when Capt. Phil Heller found out this fact, our striker did all of the piloting and indeed did it well.

To make a brief statement of what was really a complicated play, the CAYUGA towed the CATHARINE DAVIS and her fuel flat to Coal Haven, opposite the Lunken Airport, where there are ice piers owned then by Island Creek Coal Co. which also owned the DAVIS. We left her empty barges on the lower guide wall at Lock 36. We made sure the DAVIS was not going to sink, at least not right away, and returned to our moorings at Brent, Ky.

There we took aboard 150 wheel barrows of coal and got aboard Capt. Roy Hughes and "Jumbo" Lovett, relief chief. Bill Beare returned to the IROQUOIS and the captain of that vessel came to her. Business now picked up.

The IROQUOIS picked up a light flat and started off to Dam 35 at New Richmond, O. to trip the wickets. The maneuver boat was frozen in above the dam and useless. We also secured to a light fuel flat and started the CAYUGA up to trip No. 36. This is a pretty tricky operation. You approach the dam from the lower side, nudge the flat up against the wickets, then come ahead full head. This pushes the wickets up about a foot releasing the props. Then stop. No need to back away, for when six or eight wickets drop down the current attends to getting the boat away. Nudge again, taking six or eight at a time, and the job would be complete save that due to the perversity of inanimate objects some of the wickets have failed to drop. These are handled last by substituting a derrick boat for the flat and giving these objects individual attention.

When we got the dam partly down the barges tied on the lower guide wall entered protest. They got swirling around in the backlash, ice jammed between them and the wall, and the lines parted. The CAYUGA was off to the rescue and landed them in at Coal Haven.

By this time it was late next morning, which is to say Sunday morning, and we had a visit from the Major in charge of the Cincinnati U. S. Engineer District. He issued a string of orders as long as the moral law. In brief, CAYUGA was to take all the Brent fleet and U. S. equipment at No. 36 to Fernbank, Ohio, and put it all under the ice piers there. This meant some 30 pieces, a conglomeration of flats, derrick boats, the over-sized derrickboat MINGO, the dredge INDIANA, et al.

A job of this magnitude would have taxed the CAYUGA on a sleepy summer day with a serene river. By now the thermometer was near zero, windy, the river lively with a current, and running one-half to two-thirds full of new ice.

Capt. Roy Hughes listened attentively to the Major, commenting only "yes sir" and "no sir" and "I understand that" while the oration progressed. Then, when the Major had quite delivered himself, and had departed forthwith, Capt. Hughes went to the pilothouse, rounded up the stray U.S. belongings, a few pieces at a time, and delivered them to the Covington Waterworks, a scant mile below Brent. He put in the light pieces next shore to take the gaff if the river fell, and then placed the two dredges so their capstans could haul up the lines if the river rose. He ended up with a most secure fleet in a most secure location.

At three-twenty Monday morning I shut down the light plant and the day was officially over. Capt. Hughes phoned the Cincinnati U.S. Engineer Office and told the Major what he'd done, remarking that in the very worst 1918 ice the SALLIE MARMET had held a tow of coal-laden wooden barges right there at Covington Waterworks and never wet a lump.

At seven p.m. Monday I went to the Waterworks telephone and reported in to my Mother, and ever since then I've had a phobia or mental block against E.T.A., expected time of arrival, and E.T.D., expected time of departure.



Steamer LORENA on the Kentucky, 1967.

Sirs: In August we took our steamboat LORENA from Cincinnati to the Kentucky River and went up to Lock 5 above Frankfort. Had about 1300# of coal, and had to refuel at Frankfort. Burned four pounds per mile, about. It has been a long time since a steamboat has gone up the Kentucky to Frankfort.

Charles L. Brown,
6865 Farmbrook Drive,
Cincinnati, Ohio 45230

=Indeed it has been a long time since a steamboat visited up the Kentucky. Anybody have an idea of what boat and when? -Ed.

Sirs: I am a native of Brownsville, Pa. and the great-granddaughter of Capt. Michael A. Cox, the veteran steamboat captain. Recently I heard through MacCreedy Huston who writes a column in the Brownsville (Pa.) Telegraph of S&D, so I sent my dues to Mrs. Rutter and became a member.

Not long ago I found among my books a very interesting old scrapbook kept by Capt. Cox's daughter, my great aunt, consisting mainly of items about Captain Cox, his boats, and life on the river in general.

Mrs. Peter J. Stelling,
2978 Ridgewood Road, NW,
Atlanta, Ga. 30327

Ohio River Whistle Blow Records!

Haunting, melodious and nostalgic are these recordings of the famous S&D Whistle Blows which took place up at the UCC Silicoes Plant at Long Reach, W. Va. WALTER MCCOY, Chairman, hauled all of the whistles up from the Marietta RIVER MUSEUM and even climbed up and unhooked the W. F. SNYDER, JR., steam whistle for the first performance. CAPT. FREDERICK WAY, JR., narrated the historical background for Record No. 1 and accompanied by J. MACK GAMBLE, noted riverman of Clarrington, Ohio teamed up for Record No. 2. Capt. Way said he never had to talk so fast and so right—that toward the last he broke out in a sweat. All riverbank dwellers should own these TWO recordings. Every STEAM FAN should be climbing the counter to get their hands on one. LAFAYETTE NEWS STAND DESK will sell you one or both. Price \$5.50 each which includes sales tax. For out of town mail orders, add 50c for packaging and postage.

The above is from "Round and Round" in the Marietta Times, a column written by S. Durward Hoag.

Notes for a Gazetteer

by Philip Hamburger

Alt., 618. Pop., 16,847. When it comes to history, or at least a sense of history, Rome, Italy, has nothing on Marietta, O. Neither, for that matter, has Athens, Greece. History took hold of Marietta some years back and won't let go. Every man, woman, and child in Marietta is a highly vocal round-the-clock historian, a bubbling fount of lore, most of it strictly local. Mariettans feel no compulsion to clutter up their minds with unimportant details; i.e., persons and events that involve places other than Marietta. "Why, there's more genuine history right down in that little old corner of Marietta where the Muskingum flows into the Ohio than most cities ten times the size of little old Marietta could possibly hope to handle," a little old Marietta resident said not long ago. Strangers in town who stop local citizens on the street and ask to be directed to the point where the Muskingum does, in fact, flow into the Ohio must be prepared to be pinned down, perhaps for hours. "Where the Muskingum flows into the Ohio?" the Marietta resident will say. "I'm sure glad you brought that up. No question I'd rather answer. Funny part is, when those first settlers--there were forty-eight of them, and it was April 7, 1788, in the morning, around nine, ten, eleven o'clock, with General Rufus Putnam in charge, and he's buried right here in Marietta in the Mound Cemetery, along with twenty-three other officers of the American Revolution, positively the most officers of the American Revolution buried in any one cemetery in the entire country--well, the funny part is, when those settlers arrived they missed the Muskingum, slid right past her. They had come down from New England after the Ordinance of 1787 opened up the lands west and north of the Ohio, and had formed the Ohio Company of Associates, and they had in mind going up the Muskingum a short way. Well, sir, that morning they missed the Muskingum. It was a natural error, caused by fog. Not much of a miss, really, since they backed water, and landed right at the point where the Muskingum flows into the Ohio. They called it Picketed Point. You'll find it down by the Hotel Lafayette, and the Hotel Lafayette parking lot, where Post Street runs into Ohio Street. Best thing, just walk down Putnam, turn left, walk down Front, turn right, and you'll be there."

A man who walks down Putnam and turns right, instead of left, on Front must be equally prepared for a sidewalk seminar. The simple query, "Am I heading in the right direction for the Return Jonathan Meigs Home?" will not receive a simple answer, and perhaps does not deserve one. "Fourth Governor of Ohio--1810 to 1814--Return Jonathan Meigs was," a Marietta resident will reply. "House built in 1806. United States Senator from Ohio--1808 to 1810--who subsequently went into the Cabinet as Postmaster General of the United States under James Madison. Directly opposite is the

Monument to the Start Westward. Can't miss a look at the Monument to the Start Westward! Cost one hundred twenty-seven thousand dollars even. Gutzon Borglum carved it. It's on the left bank of the Muskingum, where General Arthur St. Clair took up his duties as the first Governor of the Northwest Territory, in 1788. He had a daughter Louise. I hear she was a beauty. St. Clair had been in the Revolutionary Army and had been President of the Continental Congress, but he isn't in the Mound Cemetery. Meigs is. General Tupper is. General Tupper's son Major Tupper is. Commodore Whipple is. And a whole slew of Stone Age Indians are. There are little old green park benches on top of the conical mound in the Mound Cemetery, and I don't know if you are interested in history, sir, but you just plunk yourself down on one of those green benches and you are sitting right on top of a mess of history. It was three months and eight days after Putnam landed, down there where the Muskingum flows into the Ohio, that St. Clair took up his duties and established the first civil government in the Northwest Territory. Better see Putnam's house. You go over to the Museum, on Second and Washington, not far from the W. P. SNYDER, JR. The SNYDER's a steamboat--sternwheeler. Tied up now; her days are gone. Diesels finished her off. Navigation is pretty well gone on the Muskingum now, too. The river has narrowed a lot since the early days, and she's full of deep holes. The fellow with the captain's hat and the spiel down at the SNYDER used to manage the A. & P. Walk down. Take a look. He likes to feed Quaker Oats to the bluegills. Just tosses the oats over the side. You were asking about the Return Jonathan Meigs home. Well, sir, there it is, staring you right in the face."

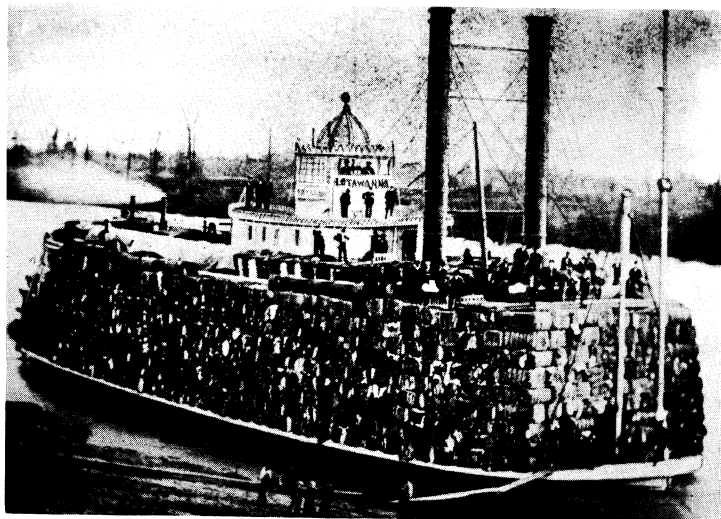
The corner of Washington and Second must be approached with special caution. The historical hazards there are formidable. "Looking for anything?" a Marietta resident is likely to ask a stranger who is waiting for the light to change. (Marietta residents can spot a stranger every time.) The question is loaded, and leads into labyrinths from which few strangers return unscathed. There are no records of visitors to Marietta who have avoided being mousetrapped at the corner of Washington and Second. "You are standing directly across the street from the Campus Martius Museum," the resident will continue, "and if you have a few moments I would be delighted to take you through. I may have to leave before you see everything, but there's always somebody in the Museum I know, and I'll hand you on." Visitors are advised to go along quietly, concentrate on the Museum, and keep calm. Above all, keep calm. Study the General Rufus Putnam House, which has been installed, intact, within the Museum (a box within a box); glance at the old beams, the shaving mugs, the foot basins, the writing chairs. Keep calm. The resident will soon spot another resident, and turn you over to him. He will continue the tour without dropping a syllable of the narrative thread. "Here's the model of Campus Martius, a stockade where four hundred persons could be lodged," the new guide will say. He may be a child of ten, but keep calm. Pointing to a corner of the model, the young professor will say, "Mary Lake established her Sunday school here in the northeast blockhouse. General St. Clair lived with his beautiful daughter Louise in the southwest blockhouse.

The Campus Martius was a hundred-and-eighty-foot square, with blockhouses at the corners. The ten-year-old may spy a young girl walking through the Museum. "There's my sister!" he'll cry. "Hey, Sis, I have a visitor to Marietta!" Sis will take over without blinking. Sis may be twelve, but keep calm. "Right over there, across the way, is the Ohio Company Land Office," she'll say. "This is the original building, you understand, but it originally stood--if you want to walk back there--about a quarter block west, 'cross Washington Street. Built in early 1788. No older building in the Northwest Territory. Men came here who wanted to buy land, get allotments of land, find out where the land was by looking at maps, and so on. Have you seen the River Museum in the basement of the Campus Martius? You can't leave Marietta without seeing the River Museum! Models of the SPRAGUE, the TELEGRAM, the TECUMSEH, the TOM GREENE, the BUCKEYE STATE, the ROBERT E. LEE, the GUIDING STAR, the QUEEN CITY, the TORNADO, the KATE ADAMS--all river boats. We'll just go back inside and down one flight, and on the way see all the red-and-silver whistles of the old boats. I wish we had time to see the Rathbone Elm. I'll find someone to show you the Rathbone Elm. Have a cousin. The elm has a branch spread of a hundred and sixty feet, a height of a hundred and one feet, a circumference at the ground of fifty-five feet. Biggest elm in the entire country. Out by Muskingum Drive, near Davis Avenue. It will only take you a few minutes. The poor Rathbone Elm is dead now."

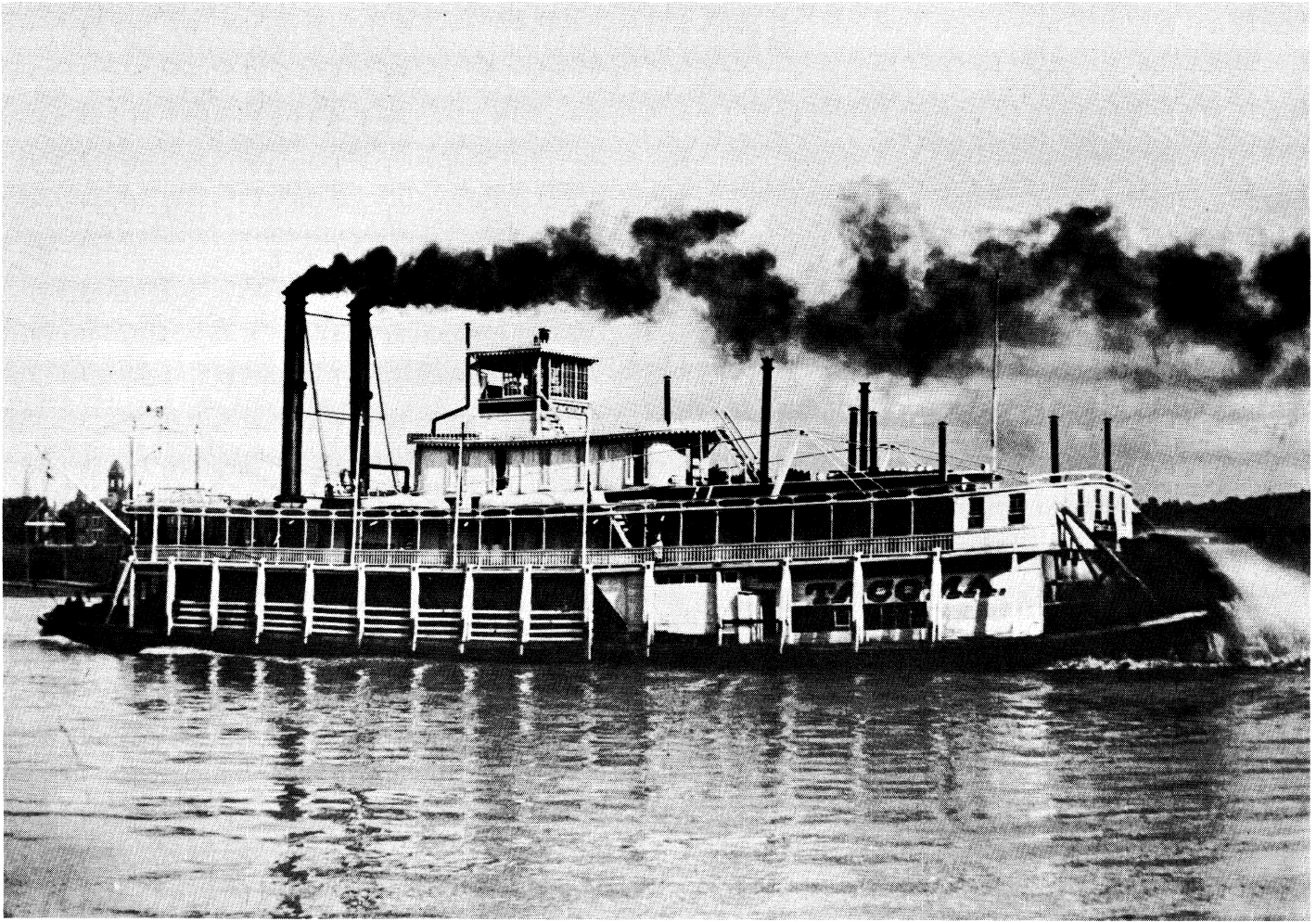
A good deal of living Marietta history revolves around S. Durward Hoag, the proprietor of the Hotel Lafayette, down where the Muskingum flows into the Ohio. "Mr. Hoag is something of a historical marker all by himself," a Marietta resident said recently. In actuality, Mr. Hoag more closely resembles a volcano than a historical marker. The volcano is active, and in almost continuous eruption. Its lava has seeped into every corner of the city, and a considerable distance up and down the Ohio River. "Mister, you'd have a hard time finding anything in Marietta today that S. Durward Hoag doesn't have a hand in somehow--regional planning, industrial development, Chamber of Commerce activity," a Marietta resident may remark to a stranger who is standing on the corner of Putnam and Fourth wondering what time it is. "Incidentally," the resident may continue, "that building right here is the Betsey Mills Club, birthplace of Charlie Dawes, who became Vice-President of the United States. And don't miss Lookout Point! But S. Durward Hoag--he runs the best hotel along the Ohio. He believes in parking space. Calls his hotel a motor hotel. There's plenty of parking space, and all lighted at night. Square bathtubs in the hotel. Ice cubes in a big ice machine on every floor, twenty-four hours a day, with aluminum scoops. Hoag's bellhops believe in service. There is always one seated on a chair right by the elevator, ready to hop to. Radios, television, air-conditioners, lamps by the beds and over the beds and hidden in the woodwork. And pictures! Hundreds of photos of Marietta and the Ohio--river views, town views, country views, views of the bridges--all taken by S. Durward Hoag. When S. Durward Hoag isn't taking pictures of the Ohio on the ground, he's up in a plane taking pictures of the Ohio from the air. He has them blown up to mural size, and his wife hand-colors them. Conference

rooms in the basement--the Ohio Valley Room, the Muskingum Valley Room, the Duck Creek Valley Room, the Wolf Creek Valley Room---for industrial meetings, with movie projectors! And ashtrays in the elevator! There's a big eleven-foot pilot-wheel from a river boat right up in the ceiling of the Gun Room--the big eating room--and another eleven-foot wheel in the lobby. And some of the rooms upstairs have old-fashioned green metal balconies, where a guest can take his shoes off, sit at his liesure, and look out on the old Ohio, and see the bridge into West Virginia, and watch the tows go by. You can sit there and think of Blennerhassett Island, downriver---that's part of the Aaron Burr story---or watch the Muskingum flow into the Ohio. If you have a minute I'll take you over and..."

The president of Marietta College and his wife have no more chance to escape history than any other couple living in Marietta. They live in a large Colonial-style house, built in 1818 (the year Go Away Ezra Tupper returned), that has four two-story-high gleaming white pillars and is perched on a rise overlooking the campus. Everywhere within the house are paintings, ojects d'art, and bric-a-brac connected with Marietta history. They are so numerous and overpowering that the wife of the president has lost track of what belongs to her, what belongs to the college, what belongs to Marietta, and what belongs to the point where the Muskingum flows into the Ohio.



One century ago, in 1867, the cotton packet LOTAWANNA was built at the Knox yard, Harmar, O. Among the souvenirs at the River Museum is the original half-section hull model. She was 155 by 35. The owner-captain was Capt. Henry J. Brinker who was born, Feb. 27, 1829, at Brinker's Run on the Virginia side of the Ohio River just below Letart. His parents had come there from the valley of the Shenandoah. Capt. H. J. Brinker became a prominent boat operator on the Red and the Ouachita, but every summer he came back to the Ohio River and owned farms near Apple Grove. The farm road to the river was called Brinker's Landing, just opposite Tom's Run Light, above Letart Islands. His wife was Zorlah Louise Franks, a Marietta girl and they raised four sons and a daughter. Son Henry Jr. was master of the W. T. SCOVELL in 1903; son Jack commanded the side-wheel CHALMETTE in 1904. Capt. H. J. Brinker died, 76, on October 13, 1906 and is buried in the Letart cemetery.



Steamer TACOMA while she ran between Cincinnati and Chilo, O. The sign on the forward roof rail says NEW RICHMOND, MOSCOW and CHILO, DAILY AT 3:30 P.M. Greene Line operated a small steamer named CHILO in the trade later. Chilo, O. today is location of the Capt. Anthony Meldahl Locks and Dam.

Some time back mention was made in these columns of Capt. Hissem who formerly owned and operated the packet TACOMA. Now we have received further information from Robert M. Smith, 410 Carmel Drive, Aliquippa, Pa. 15001. Capt. Martin L. Hissem was born in Sugar Creek, Ohio on May 3, 1845, descended from early Dutch settlers in Maryland. At 15 he built a flatboat and started buying stoves and tinware for trading, accepting produce in return, which he sold in towns between Wheeling and Louisville. Later he bought the steamer TACOMA and ran her between Cincinnati and Chilo, Ohio. In 1865 he was married to Rachel Galloway of West Virginia. Their only son, Wilmot T. Hissem, also a riverman, died in 1900.

About the time of World War I Capt. Hissem went to live with his daughter, Mrs. Frederick D. Lyon, who was a well-known soprano and for many years soloist at the Fifth Avenue Presbyterian Church, New York City, and prior to that soloist at Christ Church, Cincinnati, and at the Plum Street Temple. Capt. Hissem was a member of the Methodist Episcopal Church.

Retirement did not become the good Captain, so he became an elevator operator at Havemeyer Hall, Columbia University, and was so engaged 1922-1932, and retired then because of a paralytic stroke. He was then well into his 80's. At the University he was known as the "Apple Santa" as he presented apples at Thanksgiving to his eleva-

tor friends.

Capt. Hissem died following five weeks of illness at the home of his daughter in Verona, N.J. on Wednesday, May 10, 1939, aged 94. He was survived by a brother, W. J. Hissem of Washington, D.C., former State Senator in Kentucky, and by two granddaughters, Mrs. Merle N. Riggs and Mrs. Edward Rush, both of Cincinnati.

His obituary was widely printed, and appeared in the New York Times, the Times-Star of Cincinnati, the Montclair Times in N.J., and in the Caldwell Progress of Verona, N.J.

From our own files we find that the TACOMA was built at New Richmond, O. in 1883, making her first trip between Cincinnati and Chilo on Sept. 28th. She was then owned by David Gibson and other stockholders including Capt. J. C. Agnew and N. C. Vanderbilt. The firm was called the Ohio River Packet Co. In about 1890-91 the Tacoma Transportation Co. was formed, Martin L. Hissem, president, and W. T. Hissem, secretary. This ownership continued, with the boat still plying to Chilo, until the White Collar Line bought the boat and her trade on April 14, 1901. She was rebuilt on the Cincinnati Marine Ways in 1897 and rechained. Then on November 8, 1904, the TACOMA was sold to the Greene Line, Cincinnati. They operated her until she burned on November 4, 1922. This famed packet ran thirty-nine years always based at Cincinnati.

Sirs: In the excellent article in the June, 1967 issue "1903 Pushing Contest On the Kanawha" you suggest on page 25 that "some bright engineer with a slide rule" might determine the current in the Kanawha River the day of the JAMES RUMSEY trials, February 7, 1903.

I doubt that I qualify as "bright" but I am an engineer, own a slide rule, and have some experience in the field of fluid flow dynamics.

Actually the stream velocity can be computed from the trials data given in the table by using some simple algebra. Since the RUMSEY's screws are driven at essentially the same RPM's upstream and downstream in each of the five runs, we can assume that the absolute slip (actual slip in water with zero velocity) of the screws is the same with and against the current in each run (slip varies with RPM's).

This being the case, we can further assume that the speed assist given the RUMSEY by the current when going downstream is the same as the negative effect when going upstream. We can therefore assert that the speed with reference to the shore is made up of two components; (a) the speed with reference to a point in the water and moving with the water, and (b) the speed of the current.

Calling (a), W_s and (b), C we can write the following algebraic expressions:

UPSTREAM

Shore speed = $W_s - C$.

DOWNSTREAM

Shore speed = $W_s + C$.

The shore speed is given in Column 6 of the Trials Data as "Speed per hour" (miles per hour) and using Run No. 1 we can write:

UPSTREAM 10.46 = $W_s - C$.

DOWNSTREAM 15.65 = $W_s + C$.

These are linear simultaneous equations which can be most readily solved by addition which gives us:

$26.11 = 2W_s$ or
 $W_s = 13.06$ mi/hr.

Substituting 13.06 for W_s in (3) gives us:

$10.46 = 13.06 - C$ or
 $C = 2.60$ mi/hr for current speed:
QED.

Similarly, we obtain the following current velocities for each run:

RUN NO.	CURRENT VELOCITY (mph).
1	2.60
2	2.57
3	2.56
4	2.54
5	2.51
6	2.77

The average of the above six values is 2.59 miles per hour which according to Wards Trial Run Data represents the dynamic condition of the Kanawha River on February 7, 1903.

P.S. Perhaps some brilliant young engineer with a digital computer could come up with the RUMSEY's performance on 2/7/03, had she been equipped with Kort nozzles.

John W. Garden,
36 Pontiac Road,
Pittsburgh, Pa. 15234

Sirs: I was at the Marietta River Museum on Sunday, Aug. 13 and also saw the steamboat W. P. SNYDER, JR. My mother's granddad Washington Ebert was captain of the old river packet MOLLIE EBERT and we would like to have a photo of that boat and also one of Captain Ebert if you have any; also any information you may have of other boats owned by the Ebert family.

John H. Foster,
1147 Third St.,
Beaver, Pa. 15009

=The December, 1965 issue of S&D REFLECTOR was mailed to Mr. Foster. -Ed.

Sirs: We are working on plans for a floating Arts or Culture Center (German title) for our Lake of Zurich. This ship would present theater, music and exposition of art. Our main purpose at the moment, and indeed my cause for writing to you, is to develop a very fine exposition setting forth our projected plans for this floating Culture Center. This exposition will be shown to all the villages who may be interested in supporting this venture.

A primary aspect of this preliminary display will be to attempt to show the history of the show boat, especially in the USA on the Mississippi and Ohio Rivers, for it is patently clear that the idea for this grows out of the earlier Show Boat of the 19th century in America.

We need desperately to obtain any information, in the way of scholarly histories, old photographs, play bills, newspapers, handbills, ships' sailing schedules or other artifacts about show boats. We would like to use this material for our research on the subject.

The history of the great American show boat is central to our presentation, yet we have been unable to obtain any significant information about it to date. So we will be most appreciative for any assistance you might be able to give us. Perhaps, although you may not be able to assist directly, you could indicate other possible sources. Your reply, whatever it may be, will be most warmly received.

Komitee,
"Schwimmendes Kulturzentrum,"
Seilergraben 43/8001,
Zurich, Switzerland.

=The Komitee has been referred to our showboat sleuth, J. Mack Gamble. -Ed.

Sirs: Having had the privilege of S&D membership for quite a while now, I feel I must let you know of my appreciation for the S&D REFLECTOR. Though I am, in effect, an outsider looking in, I can assure you that I look forward to its arrival as eagerly as any 100% S&D'r. How you manage to dig out such informative and entertaining facts beats me, but more power to your editor's elbow and may you long continue!

Another thing I marvel at is the quality of the pictures. Those oldtimers certainly needed no lessons from modern photographers.

By the way, was cordwood still in use for fueling Western River steamboats at the turn of the century?

Sid Coventry,
83, Sotheby Road,
Highbury,
London N,5, England.

=The AMY HEWES (1903--1949) was quite possibly the last wood burner on the Mississippi. -Ed.

Sirs: What I really enjoy is the Whistle Echoes records. My father bought me No. 2 at the MVA meeting in Chicago. Am now taking pictures for Dan Owen.

Dave Dewey,
Box 67,
Henry, Ill. 61537

Sirs: Please accept this appreciation for the splendid biography in word, drawing and pictures of the dear old QUEEN CITY. I thank you for it and for the fine job of delineation.

It was particularly interesting to me. I saw her launched. I may be wrong but I doubt that many of the S&D's can say that. We lived directly across the river from the Cincinnati Marine Ways, in Dayton, Ky. I was a buddy of Mace Agnew's two boys. Uncle Bob Agnew was on the HUDSON and transferred to the QUEEN to bring her out and we always spoke of her as "Uncle Bob's new boat." Mace's family went over to ride her in, but my mother would not let me go with them. So she took me down to the sand beach and we watched the launching from there. Just a year before I had watched the beautiful new ISLAND QUEEN slide into the water. I had a special reserved seat for this--- on my father's shoulder, so I could see over the crowd.

Of course I saw the QUEEN CITY often when a boy. She, the VIRGINIA, KEYSTONE STATE and HUDSON used to lay up in low water just above the Marine Ways. It was here that the HUDSON sank and then burned and I remember that well.

After the 1913 flood I steered for Tony Meldahl for several trips on the QUEEN before she made the long lay-up in the Kanawha River. How well I remember her lying there. She looked so forlorn and forsaken as she strained at her spars, month after month. I knew the watchman and used to go aboard her once in a while and wander over her. It seemed such a waste of a fine steamboat. Wandering through her long cabin I can think now, slightly paraphrasing Tom Moore,

..I felt like one who walked alone some banquet hall deserted, Whose lights were dead, Whose crew had fled, And all on board departed...

The STEEL CITY also lay in that berth for a long while before she went south.

We were on the D. T. LANE at Cincinnati in February, 1914 when the QUEEN went south on that fateful Mardi Gras trip. Next day we heard that she had sunk on the rocks of the Falls at Louisville.

After World War I I saw her many times but never was on her again until in 1939, on a trip to Pittsburgh, I saw her, a hulk, used as a wharfboat some 42 years

after seeing her launched. Sic transit gloria mundi.

Your story of her life brought these things vividly back to me as you can guess.

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

Sirs: I am trying to get information of descendants of the Postal family, three of which, brothers, were steamboat captains; Oscar, Ed and William. Capt. Ed owned and operated the packets CHICKASAW, HARD CASH and RALPH on the Mississippi and White Rivers. Capts. Oscar and William Postal, I believe, at one time, ran boats from Memphis to Pittsburgh for coal.

Any information you may furnish, particularly of William, I will be glad to have. This is a matter of real and practical importance to me.

John F. Postal,
Box 91,
Ellendale, Tenn.

=Please write to Mr. Postal direct. -Ed.

Sirs: Enclosed is my check to join S&D. I rode the DELTA QUEEN in California in 1937. In 1966 rode her St. Louis and the race. Just finished riding her on the St. Paul trip---beautiful. I am a personal friend of Tom Healey who you contacted out here to get the D.Q. in 1947. My father James Barron was a chief engineer on Bay and Sacramento River boats up to the turn of the century.

Lloyd Barron,
1000 Trestle Glen,
Oakland, Calif. 94610

=Comdr. T. J. Healey in 1947 was "boss" of the graveyard fleet of some 300 vessels moored in Suisun Bay, Calif. His headquarters was the fine steel hull ship ALLEGHANY built 1923 at Kearny, N.J. for Merchants & Miners Transportation Co., Baltimore. Her hull measured 350.7 by 52.1 by 15.2, and she packed 2700 hp. Right alongside was DELTA KING, although the Commander would not allow Capt. Tom Greene and me to go aboard her. Too much red tape involved. Otherwise we received royal treatment from Comdr. Healey whose parting injunction as we left his office to get the DELTA QUEEN was "Good luck, fellows." We welcome Lloyd Barron to S&D and our respects to the Commander. -Ed.

The world is full of things you can hear.

The following feature story appeared in the Orlando (Florida) "Sentinal," under date of Sunday, January 29, 1967. The true tale of the IRON MOUNTAIN appears in this issue elsewhere. Compare it with this one by Frank Edwards who, we suppose, was paid adequately for his lively imagination. -Our thanks to Capt. W. C. Dugan for bringing this to our attention. -Ed.

Around The Bend To Oblivion

By FRANK EDWARDS

THE LAST docker had shuffled across the gangplank to the river bank, the cargo of cotton bales and molasses was all aboard the Iron Mountain. Two long blasts on her mighty steam trumpet to warn small boats out of the way -- and the queen of the river belched fire and smoke as she shoved off from Vicksburg, Miss., on that bright June morning in 1872.

A few minutes later she had vanished around the bend, pulling a line of barges, bound upriver for Louisville, Ky., with hundreds of bales of cotton, then on to Cincinnati, Ohio, and finally to Pittsburgh, Pa.

The Iron Mountain was powerful for her day. Whatever happened to her after she vanished round the bend will probably never be known. But whatever befell her came swiftly, and let us hope, mercifully.

The first hint of disaster came a couple of hours



after her departure, when another stern-wheeler, the Iroquois Chief, had to churn the river with full emergency power to get out of the way of a string of barges -- runaway barges loaded with cotton and molasses and pitch pine.

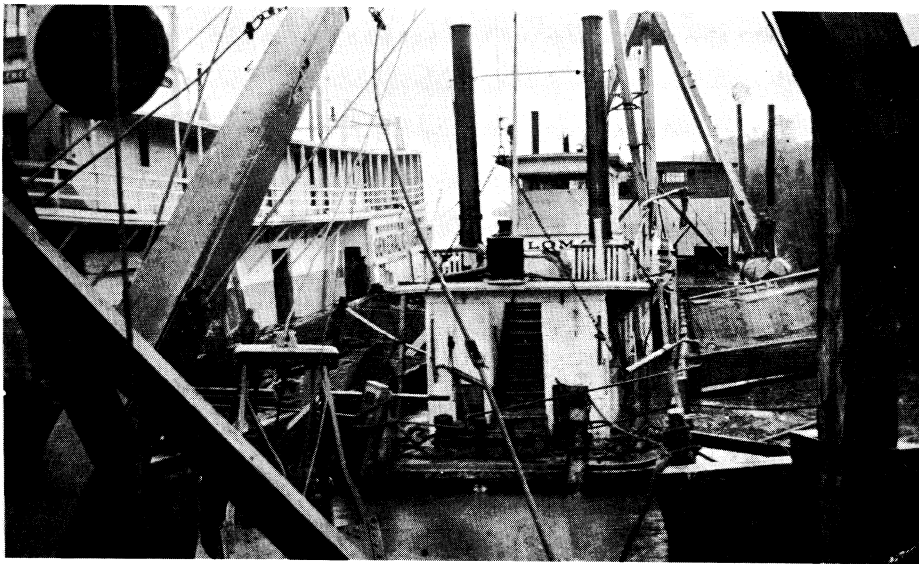
SUCH THINGS happened occasionally when tow lines parted, so the Iroquois Chief observed the customary procedure. She chased the wayward barges, picked up the tow line and stood by to return them to the Iron Mountain, which was expected at any moment.

But while the Iroquois Chief waited her crewmen noticed a strange thing. The tow line had not broken, it had been cut -- cleanly, something that was done only in emergencies when a steamboat had to fight for its existence.

When the Iron Mountain failed to appear after half an hour, the barges were tied to the bank and the Iroquois moved up the river in search of her. The Iron Mountain was never seen again.

Had she been destroyed by fire she would have been seen by other boats and by people on the shore. Had she exploded or been sunk, her cargo would have littered the river for miles. Instead there was nothing.

The mighty river steamer, Iron Mountain, a brute of a boat 180 ft. long and 35 ft. wide, had taken her cargo, her 55 passengers, and her crew around the bend to oblivion -- and she went without a trace.



Sirs: I ran across the enclosed picture among some old papers my father kept. I do not know where it was taken or anything about it and so am passing it along.

Goff Carder,
Murraysville, W. Va. 26153

=Picture is of towboat LOMA built at Cincinnati, 1899. Originally named OHIO, she was renamed LOMA when bought by U. S. Engineers in 1905. S&D REFLECTOR reported the story in our December, 1954 issue on page 17 how LOMA once carried U. S. Congressmen headed by Sen. Theodore E. Burton, on an inspection trip at Pittsburgh, this in 1905. Later she was in the Wheeling U. S. Engineer District, who sold her to Capt. William H. "Buck" Muller, Glenwillard, Pa. He renamed her W. H. MULLER, did job towing, and sold her 1917 to Campbells Creek Coal Co. who dismantled her 1919-1920, using some of the equipment building the towboat HELPER. The towboat at the left is GENERAL CRAIGHILL, owned by U.S. Engineers 1911-1939 and sold to become BESSIE E. MERRILL, operated by our good S&D friend Capt. C. C. Stone, Pt. Pleasant, W. Va. -Ed.

Sirs: The "Jackson Eagle," published at Ravenswood, W. Va., contains the following item in the issue of Wednesday, May 30, 1883:

The steamer CHESAPEAKE passed down on Sunday last with colors flying. She goes to the mouth of the Kanawha to tie up. Her license is just about expired and we understand the Maddy boys will not have them renewed, but will offer her for sale. It caused a feeling akin to sadness to see the old steamer, with colors fly-

ing, round in and out at our wharf probably for the last time forever, and we could but repeat:

"If forever,
Then, forever,
Fare thee well."

Long has she served us well. We trust that she reached port in safety and that the evil predictions so frequently made, that she would fall to pieces some day may all prove false.

Goff Carder,
Murraysville, W. Va. 26153

Sirs: My new address:

Alan L. Bates,
944 Logan St.,
Louisville, Ky. 40204

Sirs: The QUEEN CITY story recalls to me that her chief engineer for some time was named Watson, from Racine, O. His son was second engineer. These two boat- ed on the QC in winter and spring and during the summer engineered ships on the Great Lakes. They were extremely hard workers. When the last packet LIBERTY was built they installed her machinery in 1912. I wonder what became of them?

V. E. Bennett,
200 Beaver St.,
Beaver, Pa.

=Charles Watson was chief engineer on the QC when she broke her shaft at Grape Island, Christmas, 1906 (see June, 1966 issue, page 11). His partner was Charles "Granny" Page of Williamstown, W. Va. -Ed.

Sirs: Jacob and Juliann Strader had six children, five boys and one girl. The first three were boys, all died in childhood. The fourth, John Jacob Strader, died following his 21st birthday. The fifth, the daughter, lived to maturity, married, and had children of her own. The sixth and last was Benjamin Franklin Strader, my husband's grandfather, who lived to 59.

The fourth child of Benjamin Franklin Strader and wife was named Benjamin Whiteman Strader, using his father's first name and the mother's maiden name.

In all of my researching, the above two Straders are the only ones using the name Benjamin or Franklin.

So there you have it. Could it be that Jacob Strader felt that the name Benjamin Franklin had strength to it? --And perhaps a good deal of admiration for the man? I rather suspect he hoped some of the strength and accomplishment would rub off.

Joan G. Strader,
3630 Clifton Ave.,
Cincinnati, Ohio 45220

=Jacob Strader, Esq. was born five years after the death of Benjamin Franklin. Yet almost a score of Cincinnati steamboats (many of which were owned in part by Jacob Strader) were named for Benjamin Franklin. Why? Joan suggests a clue based on patient research plus a woman's intuition. -Ed.

Sirs: Since I sent the packet folder to you (shown on page 26 of Sept. '67 issue) my mother who is 88 came to live with me. She says my father waited until December, 1895, to make his trip to New Orleans. He went from Pittsburgh to Cincinnati on the HUDSON and on to New Orleans from there on the JOHN K. SPEED. Mother has given me a letter he wrote en-route.

Mrs. John Russ,
518 Hulton Road,
Verona, Pa. 15147

=The letter:

Steamer HUDSON

Dear Mother: I will endeavor to write you a line if the boat dont jump out of the river. I am now 320 miles out from Pittsburgh and if nothing happens will be in Cincinnati tomorrow morn at 6 O'clock. I am very well with the exception of a slight cold. It has been very cold so far but is warmer this evening and looks like rain. By By, Yours Lovingly Will.

FLOATING OVER THE BILLOWS

WHAT PEOPLE THINK ABOUT IN ST. PAUL, MINN. DEP'T.

Sirs: When S&D takes up underwater basket weaving I'll love the people just as much. Never have I been with a group so warm and comfortable as S&D'rs. It was wonderful! An impression I'll never forget was walking into the Lafayette Hotel lobby for the first time and there, sitting under the J. D. AYRES' pilotwheel were Capt. Jesse P. Hughes and Mrs. Howard visiting. Then all at once I'm meeting in person all of the folks I've read and heard so much about, the Fryants, Cap Way, Lady Grace, Bets and Woody, etc. etc. Terrific!

My wife Carolyn swears that a part of me was left in the Ohio valley and maybe she's right. Three days of that enchantment, visiting in Louisville, Madison, Cincinnati and then Marietta left its mark on me. I think that when God first created the Waters he saved the choicest for the Ohio River. I wish I had a good excuse to move there!

Bob Neimeyer,
1812 Woodruff Ave.,
St. Paul, Minn. 55113

WHAT PEOPLE THINK ABOUT IN HONOLULU DEP'T.

(Special correspondence written on a Hawaiian beach.)

Sirs: This is from Hawaii where I am assigned to Marine Inspection in the U.S. Coast Guard, but biggest experience was lately in the U.S. when I was invited to come to Louisville, Ky., and so I climbed in my car and did.

I could never have believed all of what happened. Capt. Roy Barkhau was staying at the beautiful home of Capt. and Mrs. C.W. Stoll and they dragged me off for a first-hand tour of the BELLE OF LOUISVILLE which took off for a jaunt down below McAlpine Locks and back. But, later, while recovering from that in C.W.'s home I was hustled back to the river and aboard the DELTA QUEEN. The thing I won't forget was the BELLE blowing a deep-throated blast and the DQ answering.

Right there every diesel boat from the AMERICA on down went for me down the drain and my life was reformed to STEAM FIRST and towboats SECOND.

Roy and I went over to the Howard mansion next day for a visit, and there was Mrs. Howard and I met HER and toured this beautiful beautiful home.

Back to C.W.'s for an evening of slides and pictures; pictures of J. Mack Gamble, and of bringing the D.Q. up the river. Everybody was so nice and very fine. How lucky you persons are to have seen all those boats and heard their sounds! I'd like to have heard the whistle of the CITY OF LOUISVILLE. But I'm the modern generation. The picture of the CITY OF LOUISVILLE is on my wall; she's at a landing. Well, sir, this IS Honolulu and it's raining.

Donald Grot,
1336 Ala Moana Blvd.,
Honolulu, Hawaii 96814

=A joy that's shared is a joy made double. -Ed.

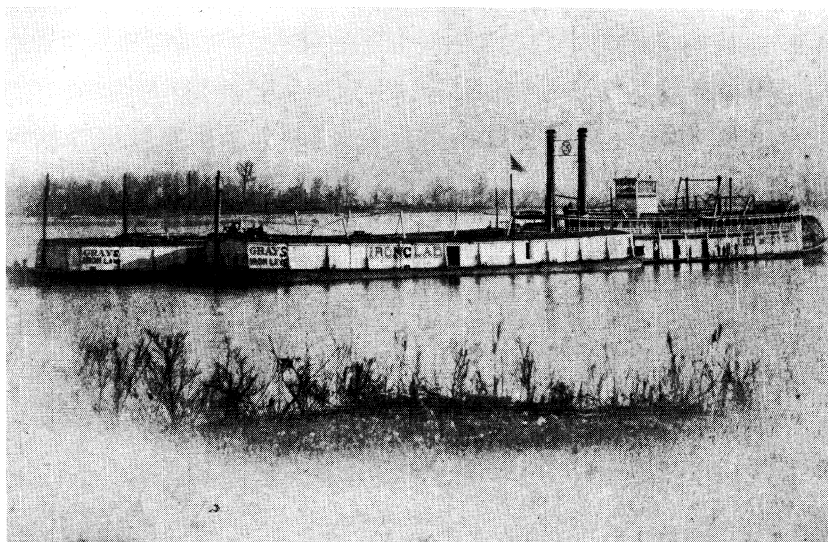
Sirs: I have been very ill with rheumatic arthritis and some other ills and have been in and out of the hospital since the first of the year. Home now, with my foster son, Ralph McKee, and my daughter, Dr. Edna McKnight. Dear Jennie, my wife, left us in April after being laid up for three years; she died of a stroke. I have passed my 95th birthday but still direct most of my activities to the Meigs County Historical Society. We are building a Museum that will cost around \$150,000 but do not think it will be finished before spring.

A. V. Howell,
105 Plum St.,
Pomeroy, Ohio

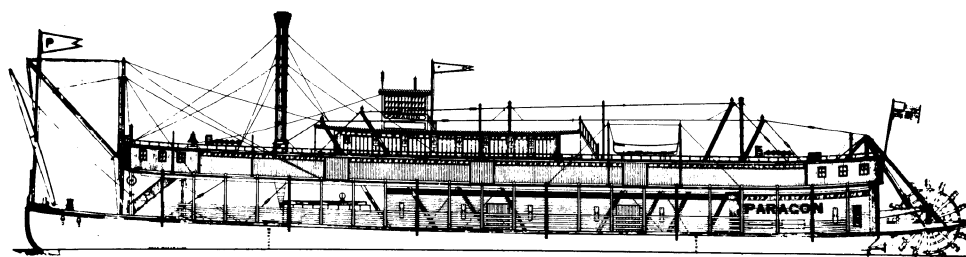
=Sincere sympathy to eldest member Mr. Howell from S&D and good wishes to the new Museum. -Ed.

Moonlight Excursion and Dancing on the Str. Verne Swain Tuesday night at 8:00 o'clock.

-Marietta Times,
Tuesday, Aug. 19, 1919.



CAPT. BILL POLLOCK was standing over our shoulder as we were putting together the story of Gray's Iron Line for this issue. Bill said, "Fritz I think I have another photograph of the IRON MOUNTAIN at home somewhere; the old lady of the Gray family gave it to me when I was a kid; same time she gave me the other one taken at Freedom." Bill and Betty appeared next day and plunked down the view shown above. "Here it is," said Bill, "I found it." What he had was a 4" by 6" mounted view, brown, faded, and on the reverse side was printed, "McConnell, 406 Olive St., St. Louis." Obviously the photographer. Looks like it was taken at Iron Mountain, Mo., same as the one of IRON DUKE on page 15. Thanks to my old partner for TWO, and the only two known, photos of IRON MOUNTAIN. Bill also produced the portrait of Capt. R. C. Gray shown on page 8, which came from the Gray family.



"STEAMER PARAGON."

One of the biggest freight carriers, and the longest sternwheeler in her time, was the PARAGON which most S&D buffs never heard of. This drawing is from the James Rees & Sons Co. catalogue, and no photograph of the boat has been found. She was strictly a freight carrier, quite like the TOM GREENE and CHRIS GREENE were in their latter days. Her load capacity was 2000 tons.

Elsewhere in this issue is a drawing of the IDLEWILD also taken from the Rees catalogue, and Alan L. Bates convinces his readers that such ink renderings are no proof that the boat looked in reality as she did on tracing cloth. Did the PARAGON look like the picture above? Chances are she did. Her hull dimensions were 260 by 48 by 8, with a sheer of 5 feet. Delvings by Russell M. Lintner disclose that this hull was built at Belle Vernon, Pa., a town on the Monongahela which still exists. This hull was jumped broadside over the stationary dams during high water to get it out to Pittsburgh. The superstructure and machinery were placed at the Rees shop in the Allegheny River, and she was ready for business in latter December, 1873.

The original crew which missed Christmas at their homes to take her out (departed Pittsburgh on December 21) were Capt. John J. Darragh, master (who in 1866 commanded the ill-starred FINANCIER burned at Baden, Pa., see Sept. '65 issue, page 8); James H. Rees, clerk; John Kerr and Thomas Morris, pilots. Several days later she departed south from Cincinnati with 1050 tons of freight, drawing 5'4" with pilots Joseph H. Williams and Robert Nelson.

Although designed to carry nearly double that tonnage, she trimmed well with a half-load. On one such trip with 1000 tons, New Orleans to St. Louis, she went up in six days seven hours, a brag performance. The diesel prop HARRY TRUMAN with 1000 tons loaded in a barge went up in 1949 in three days, nineteen hours, thirty-one minutes but with 3200 hp. The PARAGON had engines 22½'s-8 ft. stroke (not as big in dia. as QUEEN CITY) and five boilers, 2 flue, 40" by 26 feet.

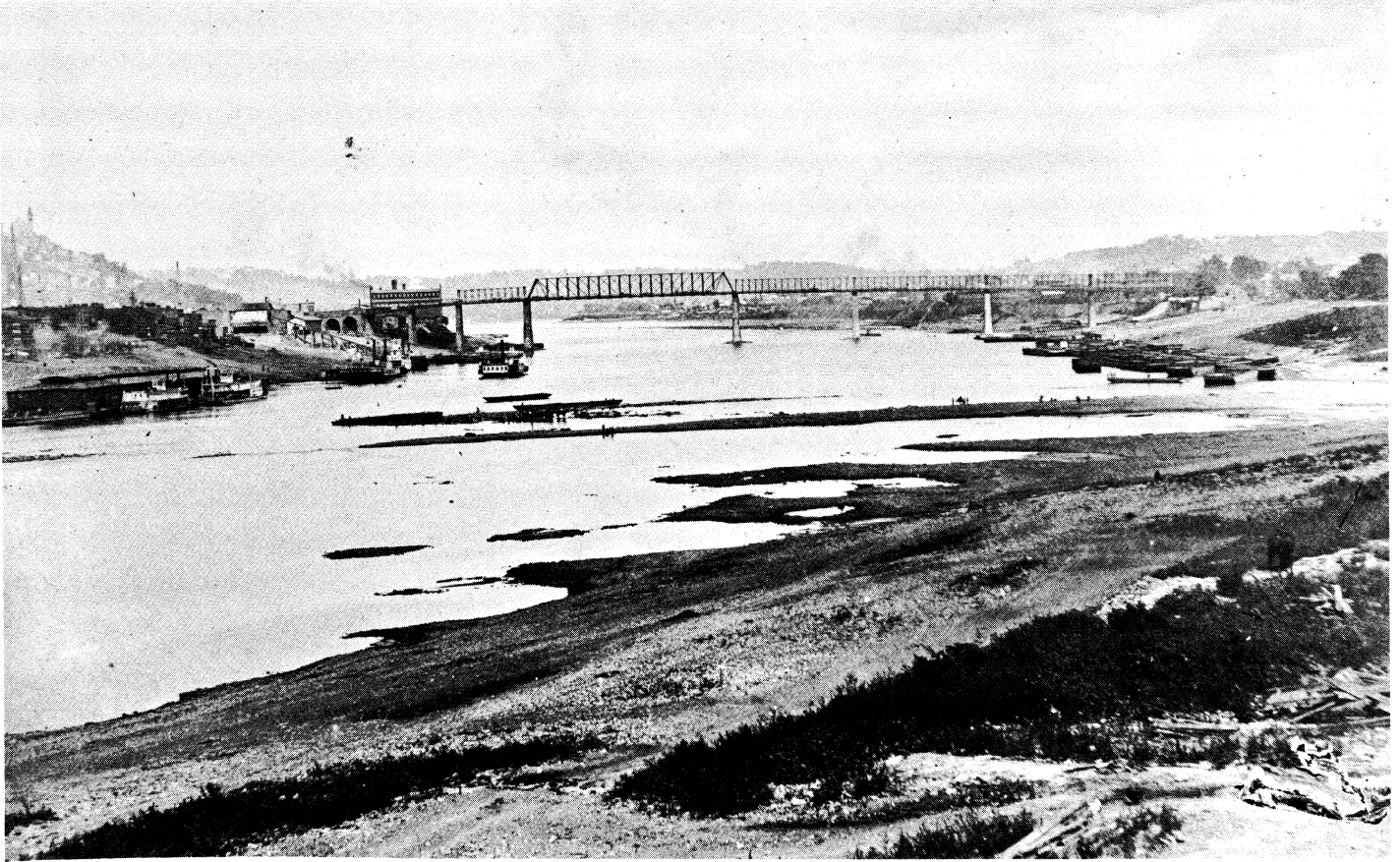
Somebody wrote in The Waterways Journal a few years back that the PARAGON loaded with 1400 long tons ran on a six-foot stage from Cincinnati to Wheeling in 48 hours, this in 1874. The days of

this monster were brief; she burned at St. Louis on April 6, 1875, barely 16 months old.

But that's but half the story. Capt. William J. Kountz bought the burned boat in February, 1876, price \$14,200, and took her out on the St. Louis Sectional Dry Dock, repaired the hull, and built her over again. He installed the engines from the CARRIE V. KOUNTZ which were Hartupee patent compounds, 12's, 26's- 5 ft. stroke, made in 1869, and which had had a career not unlike that of the PARAGON. The CARRIE made one trip, Pittsburgh to St. Louis, burned, was rebuilt, and after a capricious career pilot Dave Hiner hit a snag with her near Cairo (Aug. 1871) and wet a lot of freight. But she was rebuilt again, this time as a cotton carrier, and replaced the ARKANSAS between Little Rock and New Orleans--for the ARKANSAS had just been sold to a hide merchant on the Upper Mississippi who came to be known pretty generally as "Diamond Jo" Reynolds, and ARKANSAS was his first steamboat.

The CARRIE V. KOUNTZ was worn out by 1876 and finished with engines, so Capt. Kountz put them on the PARAGON hull. He reduced the number of boilers from five to three, this insignificant power plant working a paddlewheel 18 ft. dia. with 28 ft. length buckets. This record monstrosity had but one smokestack and also was "freight only" with capacity of 1800 tons. Her name was E. O. STANARD with incredible disregard that an earlier E. O. STANARD had lasted barely one year.

No photograph exists of the one-stack STANARD, nor, for that matter, of CARRIE V. KOUNTZ. In earlier days there was a Davis Island near Cairo, the location of which eludes your narrator, but pilots passing there in September, 1883 reported that the wreck of the E. O. STANARD was clear out of water, lying on shore, with the machinery on board just as it had gone down. This was over two years after the accident had happened, for it was in April, 1881 that the STANARD was lost in some sort of a collision. So the hull built at Belle Vernon, undoubtedly the biggest ever constructed there, lasted 1873-1881 afloat, eight years, and possibly still is buried under the sand at Davis Island, where ever that is.



Bert Fenn of Tell City, Ind. came up with this prize, perhaps the most unusual picture ever taken of the Cincinnati harbor. The Ohio River is about as low as it ever got. The long, slim bars extending three-fourths across the picture are at the lower side of the Licking River which is at the right. The bridge is the L&N although you'd scarcely recognize it; this is how it looked when originally completed in 1872. It was modified in 1895-97 to its present appearance.

The big wharfboat at the foot of Broadway is the "Big Sandy wharfboat," put there in 1872. We ran a picture and description of it in the June, 1964 issue, page 4. It was a fixture there until in early 1904 when ice swept it away. Two small packets are moored at the middle doorway--and sad to say we can't read their names.

Two side-wheel ferryboats are visible, one of which (with the twin stacks) is the CINCINNATI built 1876, originally named FAVORITE, and re-named late 1883 or early 1884. The other, with one stack, may be the CINCINNATI BELLE, built in 1853, rebuilt 1866, and still operative in the 1880's.

The big building behind the L&N bridge on the point at the left is a grain elevator which must have disappeared from the scene soon after this picture was made.

Newport, Ky. those days had a very fine graded wharf, which is plainly in view at the right with many wooden coal barges moored below it.

The coal elevator showing behind the ferry CINCINNATI, with incline and buildings, is that of W. H. Brown Sons, Pittsburgh. They were in this location for many years.

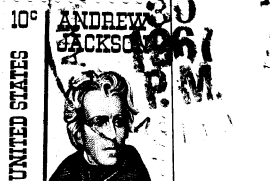
When was this picture taken? Well, there is no symptom of building the Central bridge, started in 1888, so before that time. The ferry CINCINNATI dates back only to 1884. Hence this was snapped between 1884-1888.

When the shore piers for the L&N bridge were built, a steamboat hull was found in the excavations on the Cincinnati side. Old-timers came to look and pronounced it that of the MOSELLE which exploded shortly above there on the afternoon of Wednesday, April 25, 1832 with frightful loss of life.

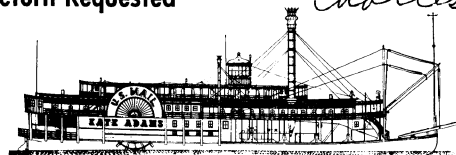
We might remark that the L&N bridge in this picture provided rail connection for the first time between Cincinnati and Louisville although the 5-foot gauge L&N earlier had reached Covington (1869). The Ohio River was bridged at the Falls to provide Northern rail connection in 1870 for Louisville merchants. The L&N bridge in this picture was the fifth railroad bridge to span the Ohio River. The other four:- Steubenville, Steubenville, Parkersburg, and Louisville.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



Return Requested



Mr H O Hawley
5 30th St SE
Charleston, W. Va.

25304

Printed in U.S.A.