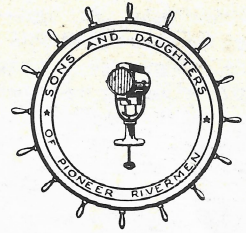


# S & D

# REFLECTOR

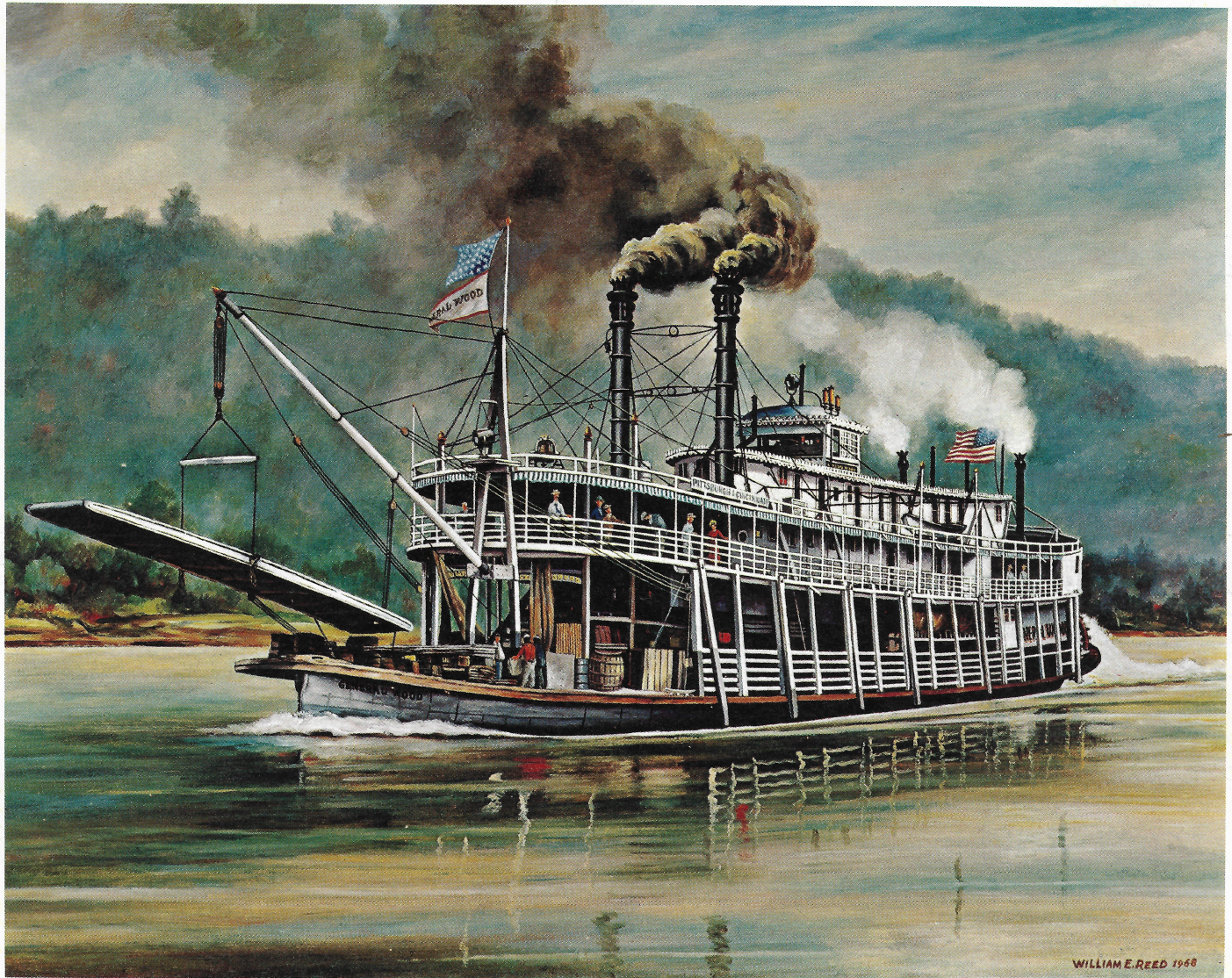
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 5, No. 2

Marietta, Ohio

June, 1968



The original of this oil painting is displayed in the foyer of the Motor Hotel Lafayette, Marietta, Ohio. S. Durward Hoag, innkeeper, has eight or ten such steamboat paintings in his hostelry, all from the brushes of river artist William E. Reed. These pictures were commissioned to portray v.i.p. packets which, for one reason or another, are celebrated at the confluence of the Muskingum and the Ohio. The GENERAL WOOD (readers with memories already have identified her) was a part of the Marietta scene dating back to 1918.

In the 'mid-'20's she was there at the foot of the paved grade off the end of Front Street with Capt. Fred Hornbrook in command--he lived in Har-mar, and with Fred M. Hoyt in charge of the of-

fice--and he lived at Marietta. One of her regular pilots under various ownerships was Capt. Edgar Brookhart of Rockland, Ohio. One of her earlier masters was Capt. Ed Dunaway of Williams-town, West Va.

The GENERAL WOOD had a deep, loud, vibrant whistle and rivermen called her the "Bull of the Woods." She was strangely built, somewhat ungainly, and was one of the very few packets on the Ohio that was not built on the Ohio, nor for the Ohio, nor by Ohio River boatmen. This singular Colonel Cornpone was imported from the Deep South, son. This issue of the S&D REFLECTOR recounts how this boat, designed for the Red and the Ouachita cotton trade, migrated North, shucked its hoopskirts, and became a Yankee favorite.

Sirs: Yes, we have the stern-wheel packet KANAWHA operating at Vicksburg. We started last June, 1967, running regular excursions. Headquarters are at the towboat SPRAGUE. Last summer daily trips were advertised at 10:30 a.m. and at 2:30 p.m., making two-hour trips. Adults were charged \$1.50 and children under 12, 75¢ including tax.

The KANAWHA is being operated by the Kanawha-Vicksburg, Inc., Box 1274, Vicksburg. After my husband's death a group of young men in town formed the present company. Raymond May was president, and still is acting business manager. The present owners still are Dr. Hugh Johnston, Col. Robert Holmes and, of course, I took my husband's place.

Three years ago Capt. Oscar Wood took the boat to Delray Beach, Fla., on the east coast between Palm Beach and Fort Lauderdale. He acquired it on a long-lease-buy agreement. He didn't swing it so we were obliged to ask him to bring the boat back to us.

Last year we operated until October 15 with Capt. J. B. Sanders as pilot, and this year we are getting off to an early start in March.

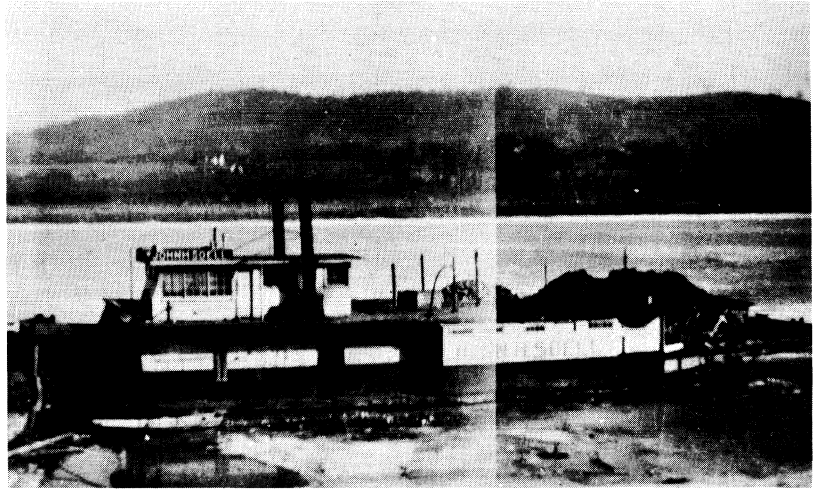
By the way, Walter, Jr. is taking his father's place in the SPRAGUE showboat play, "Gold In the Hills." He is in his second year of pre-med at college. Syd is a "singing waiter" and plays several different parts.

Maybe you S&D's would like to come down this way and see the play, hear the SPRAGUE whistle on an amplifier, and ride on the KANAWHA with us.

Sophie Johnston,  
(Mrs. Walter E.)  
2315 Cherry Street,  
Vicksburg, Miss. 39180

Sirs: When I was a kid I remember seeing the side-wheel CITY OF PITTSBURG at the Monongahela wharf. She was a big beautiful thing, all painted shiny white. The Boy's Brigade, forerunner of the Boy Scouts, came down from McKeesport to ride the excursion barge ANNIE ROBERTS to Economy and back. We were disappointed in that; the river was too low (or so they said) to take us. So maybe Capt. Jesse P. Hughes and I are among the few S&D's who can claim having seen that boat. Who else?

John W. Zenn,  
271 Pine Road,  
Pittsburgh, Pa. 15237



JOHN H. SOELL

Last commercial steamboat on the Kentucky.

Built at Jedburg, Missouri, 1927, owned by Standard Building Materials Co., St. Louis. Steel hull 80 by 23.4. Her engines and equipment came from towboat LESLIE EICHEL built at Parkersburg, W. Va. in 1910, which later was renamed E. C. CLARK when owned by Missouri Portland Cement Co. C. W. Stoll thinks she was owned by Stanley Thomas, Madison, Ind. when making her Kentucky River trips between 1934 and 1936. The accompanying letter from John L. Donaldson provides additional information. This bum picture is the only one known.

Sirs: C. W. Stoll is correct as to the steamer JOHN H. SOELL being the last steamboat up the Kentucky River. She operated up there several years after the U.S. snagboat KENTUCKY was gone. The SOELL towed cross ties from Beattyville to Madison in 1938.

In 1940, enroute to Pomeroy or Middleport, the SOELL landed at Huntington while the EVERGREENE was at the wharfboat. John Heady got off and Wilsie Miller got on. I went aboard for a look-see. The pilot slept in the pilothouse and there was one room for the rest of the crew behind the pilothouse. The boiler was backwards and fired from the deckroom. The cookstove, etc. was in the engine room and the engineer did the cooking. Her engines were 10's-4 ft. stroke, and she was hand-steered.

John L. Donaldson,  
Blue Grass Barge Co.,  
Route 1,  
Nicholasville, Ky. 40356

Sirs: The family of Capt. J. T. Hatfield would greatly appreciate any information concerning the lost wild-cat whistle from the first, original steamer J. T. HATFIELD. The Hatfield family wishes to present it to the River Museum in memory of their father, Capt. J. T. Hatfield. A whistle

was blown at the first Whistle Blow which sounded very much like this lost wild-cat whistle. Anyone who can supply information regarding this whistle please contact S&D REFLECTOR, or write:

(Miss) Virginia Hatfield,  
400 Wallace Avenue,  
Covington, Ky. 41011

Our thanks to S. Durward Hoag for a copy of "Popular Science," March, 1968 issue, containing a good bit of technical information about the "Silver Bridge" at Pt. Pleasant, West Va.

According to a contemporary issue of the Marietta "Register," a small boat named PET, about 40 feet long, passed out of the Muskingum in latter September, 1870. She had been built at Brooklyn, N.Y. and came by way of the Hudson River, Erie Canal, Lake Erie to Cleveland, and thence through the Ohio Canal to the Muskingum. She was bound for the Kanawha River to become a salt boat.

The First National Bank, Louisville, Ky., provides customers with personalized checks in full color with a stern quartering photograph in the right lower corner of the BELLE OF LOUISVILLE under way.

Sirs: Will you please send a copy of the Dec. issue to Miss Emma Day, 1515 North Bend Road, Cincinnati, O. 45224? She was among those injured when the deck of the ISLAND QUEEN collapsed as described in that issue. Also send a copy to Mr. and Mrs. Allen Day, 1 Rock Ledge Terrace, Packanack Lake, Wayne, N.J. 07470; as they were friends of Capt. Martin L. Hissem, whose story you tell, until he died. Check enclosed.

Irene White Climer,  
(Mrs. Fred)  
New Richmond, O. 45157

Sirs: You mentioned Erasmus Wilson in the Sept. '67 issue, page 20. This seems unusual, but Mr. Wilson was a guest at our home several times and we, as kids, thought he was quite the nicest man. His column in the Pittsburgh daily paper, which he called the "Quiet Observer," we used to always read. But we then did not realize that he was a highly regarded correspondent and writer. He and Dad were very good friends and they served together in the Civil War.

W. P. Lochary,  
114 High Street,  
Pomeroy, Ohio 45769

=Erasmus Wilson was an Ohio farm boy who made good in the big city and counted amongst his friends James Whitcomb Riley, Arthur Brisbane, Elbert Hubbard and many more. -Ed.

Sirs: The Keokuk Museum Commission is seeking copies of the Annual Report of the Inland Rivers Library, Cincinnati, for the following years: 1956-57; 1960-61 and 1961-62. If we can obtain these three reports we would have a complete file of this interesting and valuable library collection. Curator Clyde Bowden has supplied us with others we lacked and we are in hopes that some S&D members may have an extra copy or so of the ones we wish.

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

Sirs: 1967 was an interesting river year for me. One of my slides won a trip for two from the Greene Line to New Orleans. I shot about a dozen rolls of 35 mm film for slides that I have woven into several travel talks. Over the past three years I have presented "Mark Twain; His Home and

River" 34 times to a total of 2,365 persons. My "Mark Twain's Religion" has been given seven times without slides or hell fire to 502 people. Many get fired up on that one because old Sam Clemens gives the average church member a hot-foot. I have spoken to a college graduate group on Mark; acted as guide to a group of visiting editors; a college seminar; and rode the DELTA QUEEN from Hannibal to Canton Locks. Not bad for a poor preacher who doesn't charge for his talks, and who gets a lot of meals free, and a few checks to cover travel.

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

Sirs: In the monthly magazine American Heritage, issue of Aug. 1960, there is a very interesting article on the DELTA QUEEN's calliope. It tells of Cmdr. E. J. Quinby's invention. The more I read about the DELTA QUEEN the more I hate to see it leaving the rivers. I'm collecting pictures of former Kanawha River packets and thank you for your assistance.

William Barr,  
5 Staehlin Road,  
Charleston, West Va. 25314

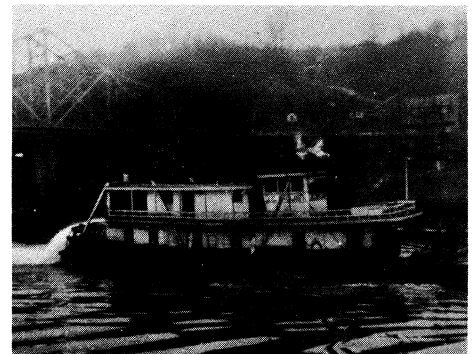
Sirs: Thank you for sending me the S&D REFLECTOR containing the most interesting story of the QUEEN CITY (issue Sept. '67). It was very enjoyable and has made me feel even more sorry for not knowing about S&D when I visited the United States in 1965. I sincerely hope I can come again to the USA this year and will let you know in advance.

Pierre Merlin,  
8 Rue de Braque,  
Paris 3, France.

Sirs: I notice comment in the March issue (page 39) about the picture of the towboat J. C. McClain. Having taken the picture, I can fill you in on some details.

It was a very dark spring morning in 1943. A few minutes after this shot was snapped it began to rain in buckets. I was laying at the mouth of the Cheat River waiting for the J. C. McClain to clear the Point Marion highway bridge which appears in the background. William E. Reed has the original negative in his "vault" at his home.

Coming upbound on the Monon River that morning I noticed as I passed the McClain sand dock at the mouth of the Cheat, that a strange boat was downbound above the Point Marion highway bridge. Blowing a passing signal at him, lo and behold, two plumes of steam shot skyward in answer to my signal. Out came the camera, because I knew I didn't have this one. As we passed I blew the Pittsburgh harbor salute hoping he would return the hail. Maybe he was low on steam, or reading a literary classic, for I didn't get any cooperation out of him. I wanted a picture of a diesel boat blowing a steam whistle. I took the picture showing some steam escaping from a pipe along-



J. C. McClain was no steamboat.

side the starboard stack. At the time of the photo, the J. C. McClain had to be diesel or else that steam machinery was hopping around bumping against the engineroom bulkheads creating a steady staccato beat. She sounded like she was going to come apart any minute.

Thomas E. Kenny,  
115 Kinrose Lane,  
Pittsburgh, Pa. 15237

Sirs: I am a junior in High School (16 years old) and algebra gives me fits. I have finally joined S&D, and hope to come to the meeting at Marietta on Sept. 21.

Dave Dewey,  
Box 67,  
Henry, Ill. 61537

Sirs: I have been in charge of the mold loft of Jeffboat 27 years and I have just finished the most exasperating and finally the most pleasing job in my 40 years of boat building, the new bow on the BELLE OF LOUISVILLE.

H. Kenneth Sussman,  
902 E. Maple St.,  
Jeffersonville, Ind. 47130

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 5, No. 2

MARIETTA, OHIO

JUNE, 1968

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

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



The Belleville Locks and Dam is nearing completion at Ohio River Mile 203, although the locks are not at Belleville. They are at Reedsville, O. Belleville, W. Va. is opposite, a rural settlement sprawled on a wide, fertile bottom, which dates back to ancient days. Zadok Cramer in 1814 described it as "a scattering village, left bank, just below Lee's Creek; it occupies a fine high bluff, and an extensive rich bottom of the river." There has been precious little alteration since that time.

The landlord of Belleville for many years was steamboat captain Horatio Nelson Crooks whose farm took in hill-to-river the acres south to Belleville Island. He came there when he was 41, a two-time widower, this in 1842. He was elected to the West Virginia legislature during Civil War days when the state was getting its start. His contribution to statesmanship probably was plenty but historically is eclipsed by his prowess as a riverman.

It was Capt. H. N. Crooks who introduced the compound cylinder steam engine to Western navigation. He and his brother Benjamin N. Crooks came from Maine and first were heard from on the rivers of the West when brother Ben took a steamboat up the Allegheny River to Franklin and Oil Creek, the first one to go there, the WILLIAM D. DUNCAN, in 1828. In the early 1830's the two brothers, teamed up with brother-in-law James Cargill, ran a small side-wheeler on the Ohio named ARGUS. In 1838 Capt. H. N. Crooks owned in and commanded the side-wheel ROANOKE, and one of his partners was Capt. John Klinefelter.

Capt. H. N. Crooks came to Pittsburgh in 1811, just in time to witness the first steamboat ever built in the West as she steamed away to New Orleans. He worked in the rope walks when a lad and in his 'teens made a keelboat trip from Pittsburgh to the lower Mississippi.

At the time he came to Belleville in 1842, Capt. H. N. Crooks was fairly prosperous. The next year he went partners with Thomas K. Litch and Ezra Porter to build the side-wheel CLIPPER. This innovation had in her a single compound engine invented by Litch. Ezra Porter built her at his boatyard at Shousetown, Pa. This 173-foot packet had but two boilers and great things were expected. She got along well enough as a "tramp" on random schedules but in 1844 when entered in the new "Line" between Pittsburgh and Cincinnati, a third boiler was added. This experiment led to the building of the CLIPPER NO. 2 in 1846, also Shousetown-built, 210 feet long, with independent side-wheel compound engines, the first of her sort. The compound Litch engines in early boats



CAPT. HORATIO NELSON CROOKS  
The landlord of Belleville, West Va.  
-Photo from Dr. Robert D. Crooks

were called "Clipper" engines among rivermen. The credit for introducing compound machinery, in which the spent steam from a high pressure cylinder is utilized in a second, or "low pressure" cylinder, is sometimes credited to Andrew Hartup-pee of Pittsburgh. Actually he was a Johnny-come-lately compared to the pioneering of Litch and Capt. Horatio Nelson Crooks.

The arrival of the railroad connecting Pittsburgh and Cincinnati in the early 1850's doomed the daily side-wheel line of steamboats there. Capt. H. N. Crooks then teamed up with Samuel C. Young (who had been engineer on the CLIPPER) to produce, for those times, a "mammoth freight carrier" with two independent stern-wheels. She was named CHALLENGE, with a hull 147 by 39. In 1860 she was noticed departing from Muscatine, Iowa with 2,000 bales of hay, 97,000 bundles of lath and 25,000 sacks of grain. That, sadly, was her

Concluded on Page 5

## Remember Your First Boat Ride?

River buffs who were taken on steamboat rides when they were kids are apt to remember about it. In their later years the recollection still has punch. The late Capt. James Rowley, of Vanceburg, Ky., one of the real old-timers who used to attend S&D meetings, in 1943 took pen in hand to tell Capt. Jesse P. Hughes as follows:-

"Eighty three years is a long time, Jesse. And I visualize the first and second steamboats I was passenger on board. First, was a small boat named JONAS POWELL and it ran between Maysville and Portsmouth, up one day, down the following one, three trips per week. An old fellow (whom my father learned the river) named Jack Rowland was the pilot. I had an aunt living in Portsmouth, and my mother shipped me on the JONAS POWELL in care of pilot Rowland to visit the aunt and to be safely delivered by Rowland. All went according to plan. My visit lasted a month; I was around eight years old. My aunt had three sons, all older than I was, and one day the first Cincinnati (Red Stocking) baseball club came to Portsmouth to play a game with the Portsmouth (Riversiders) club. The game was played in Scioto bottom, just above the Scioto River bridge. We all sat on top of the river bank to watch that game and, I'm telling you, most of the players had long whiskers. And that was very close to 75 years ago.

"My second adventure was two or three years later. Mother and I went to visit another aunt, (mother's sister) in Maysville, Ky. We made that "pass" on the Kanawha River & Cincinnati packet JULIA NO. 2. This boat had been a Muskingum River packet until purchased by the Kanawha River people, and was just about such a boat as the LORENA. In mind, I can see that gloomy Thursday, late fall, afternoon, when we stood on the old wharfboat at Vanceburg (among many sightseers) and watched the old JULIA NO. 2 make her landing. She was loaded to the guards with barreled salt and many passengers. And that was in the early '70's, a long, long time."

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Both JONAS POWELL and JULIA NO. 2 had Muskingum River origin. The JONAS POWELL was built at Parkersburg in 1860 for the Zanesville-Parkersburg trade, and, at times, shuttled between Parkersburg and Marietta, connecting with B&O trains from the East. During the Civil War she was impressed for transport service and her regular crew went with her. With Capt. James Darlington in command, and piloted by Aaron and Milt McLaughlin, they went up the Cumberland to Nashville, delivered cargo, and were ordered back to Paducah. The Cumberland staged a sudden flood and several departing transports came to grief on the piers of the Nashville bridge. Aaron and Milt took the JONAS POWELL about a mile above town, turned, and came down at the bridge under full headway. Bystanders who had come to see the crash stayed to cheer. The apparently reckless approach gave the POWELL excellent steering power and she shot through the span at 18 miles an hour unharmed. Aaron and Milt McLaughlin were the local heroes of the hour, and were impressed to duplicate the feat aboard other boats that day.

The POWELL found scant profit in her local

trade at Marietta, and extended her run to Pittsburgh. But the U.S. Marshal tied her up for debt at Gallipolis on December 10, 1866. She wound up her career in the Maysville-Portsmouth trade as described by Capt. Jim Rowley.

The JULIA NO. 2, built at Wellsville, O. in 1865, originally was a Pittsburgh-Zanesville packet owned and commanded by Capt. William Coulson. Three years later the principal interest was bought by Capt. Calvin Roe Stull of Beverly, O. who continued her in the trade with James C. McVay as first clerk. Milt McLaughlin was one of her pilots. She was sold about 1873 to take the place of the KITTIE HEGLER in the Kanawha River and Cincinnati trade, Capt. J. V. Reynolds, who doubtlessly commanded when Capt. Rowley came on board, bound for Maysville, that gloomy Thursday in the early '70's.

Capt. Stull, when quite an old man, came to Sewickley, Pa. to while away his last year or so with his daughter, Mrs. E. Z. Jefferson on Thorn Street. He died there in March, 1905, survived by his widow; one son, Monroe Stull, of Bristol, Tenn.; two sisters, Mrs. Munroe Ayers of Zanesville, and Mrs. Richard Ketchum of Jackson, California, and his daughter noted above.

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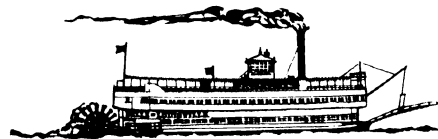
last trip; she was snagged above St. Louis.

Capt. H. N. Crooks and others then built the sternwheel KENTON in 1860, but on the eve of the guns of Sumter Crooks sold out and soon thereafter cast his lot with the legislature of West Virginia.

There is a news story in the Pittsburgh "Gazette," issue of March 27, 1865:- "On Tuesday morning last two daughters and a niece of Capt. Nelson Crooks, accompanied by a young man and a boy, just below Belleville, Va., were passing from the house to the main shore in a little flat boat through the backwater. The swells of a steamer passing down the river at the time tossed the craft about roughly, when the ladies became frightened and ran to one end of the boat causing it to swamp. Sad to relate the three ladies and the young man were drowned. The boy held on to the boat and was saved."

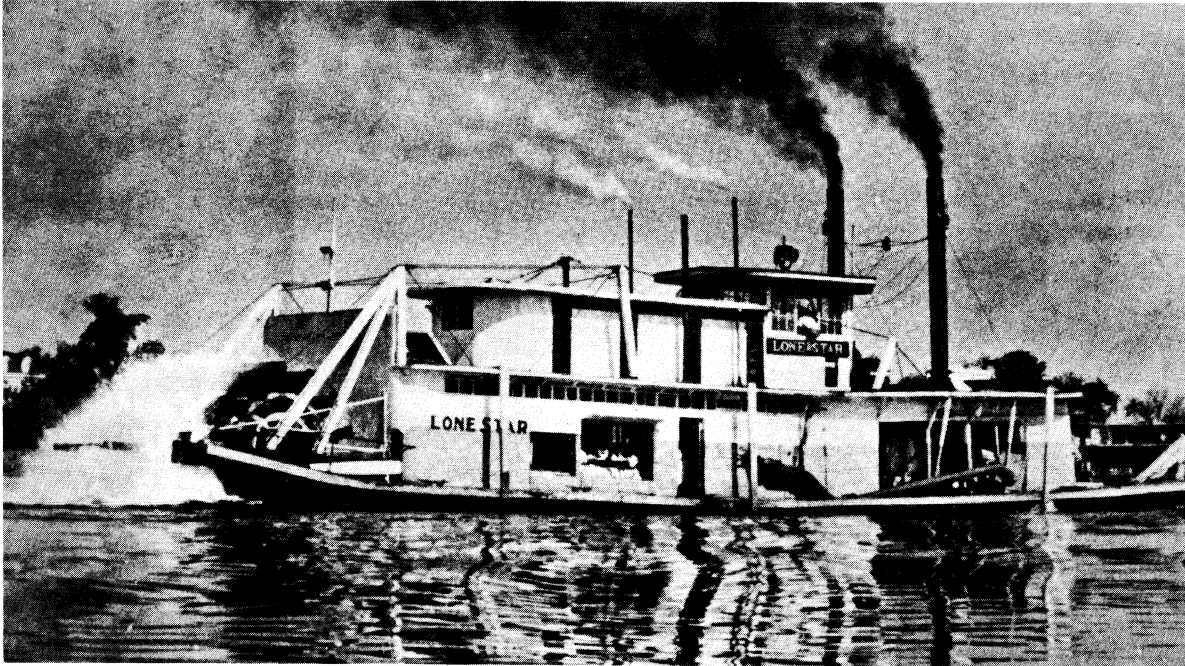
Capt. Horatio Nelson Crooks was blind in his old age. He died at Belleville, West Virginia, on Friday, May 16, 1873 and was buried there. He had been resident for 31 years.

The naval hero of England, Viscount Horatio Nelson, lies buried in St. Paul's Cathedral, London. His name has been suitably carried forward, and today the publisher of The Waterways Journal at St. Louis is Horatio Nelson Spencer, Jr. Perhaps Ray Spencer may be persuaded to take in hand his capable editorial pen to suggest recognition of one of his clan. The new Belleville Locks and Dam's office, or visitor's area, hopefully will have wall space sufficient to hang, suitably inscribed, a portrait of Capt. Horatio Nelson Crooks.



# "Lone Star" Acquired For Buffalo Bill Museum

## BY LECLAIRE BUSINESS MENS ASSOCIATION



Plans are under way to permanently place the paddle wheel steamer "Lone Star" on the LeClaire levee. It has been announced by Don Hardy, President of the LeClaire Business Mens Association, that negotiations have been completed with Builders Lime and Cement Company of Davenport for the acquisition of this famous old steamboat.

The exact age of the boat is not known but her owners believe that she was "running the rapids" near LeClaire prior to the turn of the century. During the years, many parts of the old craft have been replaced and rebuilt.

Within the next two or three weeks, special ways will be constructed and the boat will be winched to a permanent resting place near the

river. The site will be fenced and lighted and it is hoped that the boat will be ready for visitors by early summer. All the equipment will remain on the boat, and if possible, both the whistle and the paddle wheel will be made operative.

All costs are being underwritten by the LeClaire Business Mens Association and contributions and pledges are urgently needed. Anyone interested in the preservation of this historic relic are requested to send a check immediately or make a pledge. Make checks payable to "The Lone Star Fund."

Title to the boat will go to the Buffalo Bill Museum.

According to a story in the Des Moines Sunday Register, the LONE STAR made her last trip on Thursday, August 28, 1967. When she was cooled down at Davenport, Iowa that evening, the age of steam paddlewheel towboats on the Mississippi River System was over. There are none left in operation. Crew on the last trip: Glenn Johnson, master-pilot; William Horlas, engineer; Mrs. Glenn (Eleanor) Johnson, cook; and Dick Schmidt and Louis Chapman, firemen and deckhands.

The last voyage was made from Davenport to Le Claire to load a barge of sand--for LONE STAR in addition to being a towboat also is a "sand-sucker." She locked at No. 14 going and coming, and returned to Davenport.

Her owners, the Builders Sand & Gravel Co. of Davenport, have replaced her with a modern steel hull twin-prop diesel, the LADY LONE STAR, built in 1967 at Tell City, Ind. by the Maxon Construction Co.

PLANS FOR A WHISTLE BLOW IN 1968 HAVE BEEN CANCELLED. Walter W. McCoy, chairman of the past two sessions at Long Reach, W. Va., decided with the approbation of his committee, that for the present there is insufficient prospect of enough "new" steamboat whistles to put on the show. By no means does this decision infer that the diggings have been worked out. There is an old American proverb, "Don't whistle until you're out of the woods." Walt seemed to feel, and with good cause, that a Whistle Blow this year was not the thing to do. Still in the woods are the two

Whistle Echoes records which, although sales have been sanguine in volume, have yet to audit in the clear.

Meanwhile, says Walt, the better part of valor is discretion.

S&D's ANNUAL MEETING is scheduled at Marietta, O. on Saturday, September 21, 1968. This date is one week later than usual. The change was necessary to head off a confliction with a Marietta College affair which is filling up the town one week prior. So mark Sept. 21 on your calendars as S&D DAY. To the veterans who have attended past meetings we need say no more. The welcome mat is out to fledglings of all ages. Early reservations are recommended at the Motor Hotel Lafayette, main base of operations. Although no formal program is slated for Friday 20<sup>th</sup> a great many members will be there by noon that day to allow more time for chit-chat with friends and newcomers, and for the pure joy of being at Marietta.

The program has not been firmed thus far, not that it makes much difference. All events of Saturday 21st culminate in the Annual Dinner at the Lafayette and the entertainment which follows it. Board chairman J. Mack Gamble will conduct the afternoon business meeting (JMG please note). Bring with you your paintings, water colors, boat models, steam engines, photographs, relics and umbrellas. Although Farmer's Almanac says you will not unfurl the latter.

Sirs: Practically while the ink is still drying on the latest S&D REFLECTOR (March issue) I feel the urge to yammer.

First of all, congratulations on one of the best if not THE best issue of your quarterly efforts. True I have seen some of those 1848 Cincinnati pictures but never so clearly or distinctly reproduced.

Your picture story of the towboat PLYMOUTH was very good, and I was indeed pilot on that boat more times than I care to remember. One of the few things that made life at all bearable on that craft was the fine character and very likeable manner of Capt. Alfred A. Schipper. He is one captain that I do not believe had an enemy on the river.

After the towboat INLAND sank Capt. Charles H. Ellsworth had the PLYMOUTH and Capt. Schipper had the AMERICAN. When Capt. Schipper quit running captain, definitely by his own choice, Capt. Charlie took the AMERICAN, his last boat.

If I had our Editor's knack I could write a fair-sized book on the PLYMOUTH. Capt. Berkeley Wright was a deckhand on her when she sank in the Kanawha; you may ask him for he is still ticking down in Kanauga. Capt. Allen Wood, later Port Captain for ACBL, was master of the PLYMOUTH when the old Inland Waterways Co. brought her out of Kentucky River and started Pittsburgh to Memphis service with her. His tales alone would make a small book. ABL, as the firm was known in the second stage of development, was the one that made her a scow bow boat and put the UNI-Flow machinery on her under the management of Comdr. Frank W. Leahy, now of New Orleans.

One good thing that could be said of UNI-Flow, the actual cylinders were encased in steam heated jackets so they were always warm and ready to go (but where you went was something else) and did not have to be carefully warmed up as was usual with steam machinery. Another thing; any idiot could handle them as she used no throttle. Instead there were two levers, ahead and astern. But to set her valves and get her to run smoothly was another story and I do not mean perhaps.

There is an old quotation, "Oh that mine adversary would write a book!" No matter what a person writes some one will engage in "nit-picking."

Now for some nit-picking. It was amusing to read in the March

issue about the steam heated cabin of the CITY OF PITTSBURG, and about the lack of stove pipes leading to the main stacks. One of the cabin views shows a GREAT BIG STOVE and other outside views show stove pipes leading to the stacks. Some neophyte from the coast or the prairies just being introduced to the river via our quarterly might be confused, not knowing how our boats sometimes were changed around from time to time.

Me, personally, got a very large inward chuckle over the thought of STEAM HEAT when obviously those Scotch Marine boilers would not even handle the engines. The choice: "Do you want warm or do you want to get up the river?"

Capt. Jim Rowley was one of the pilots on the PITTSBURG in the Louisville trade and he gave me some enlightening information on the subject.

During her rate war with the Mail Line my Mother and Dad rode the PITTSBURG, getting on at Cincinnati with the intention of going to Louisville. She was so dirty, so poorly handled, so under-crewed, and the food so horrible that they got off at Madison. How they got home I disrecollect.

The most interesting thing to me about the CITY OF PITTSBURG story was the map with Lock 53 on the Kentucky shore. This was quite upsetting; I thought I had flipped my lid. In my earlier days as striker pilot on the ABL boats we always locked at No. 53 on the Illinois side. So to calm my nerves and reaffirm my sanity I got out my older Jones' book and found "proposed site of Lock 53" in Kentucky. Then I got out the revised edition and found the same thing, save that I had drawn in Lock 53 in Illinois with a notation of the change. That made me feel better.

One major criticism:- The DELTA QUEEN is sort of an S&D dreamship and I think it is rather poor timing on the Editor's part to run the story of a famous passenger boat that ended up her days in flaming disaster. This is just the thing the Coast Guard is yacking about; and especially since the stage was useless and the people had to take to the river to escape if they could. The enemies of the DELTA QUEEN can find powerful propaganda in the story of the PITTSBURG even though it happened years ago.

Back to ordinary nit-picking: In the William E. Reed painting, just where is the COAL CITY go-

ing? She is coming ahead strong (note the wheel swells) and granted she has room ahead to go the way she's pointed, what is holding the PACIFIC NO. 2 and the pump boat and the fleet to which they are tied? Did an original photo show another boat headed upstream with that fleet, with the obviously cooled-down PACIFIC NO. 2 and pump boat in tow? This is a grand picture AS A PICTURE but from a boat hand's point of view I fear things are about to become quite snafu with the COAL CITY driving down the river like she is.

Capt. Woody Rutter's picture from his plane of the Pt. Pleasant bridge disaster is very good, and so are the others. I was on the mv. HARVEY JORDAN, the first of the commercial vessels to arrive after the bridge fell. We tied off our tow opposite the Ok-Kan Harbor and went loose-boat to the scene. The Coast Guard asked us to stand by and use our lights in efforts to spot survivors. We tied in just above the old Point Pleasant paved landing. There we stayed for several days being criticized for being there; just a part of the confusion. We were asked to be there and no one asked or told us to leave, and boats were not permitted to move or even go to the fuel dock without permission. Quite frustrating.

Do not let this nit-picking get in your hair (no wise crack intended) for, really, as long as we have nits to pick there is proof that the paper is being read. I wish for the Editor and for everyone connected with the S&D REFLECTOR continued success.. even until things are perfect and humans without flaw I do remain sincerely

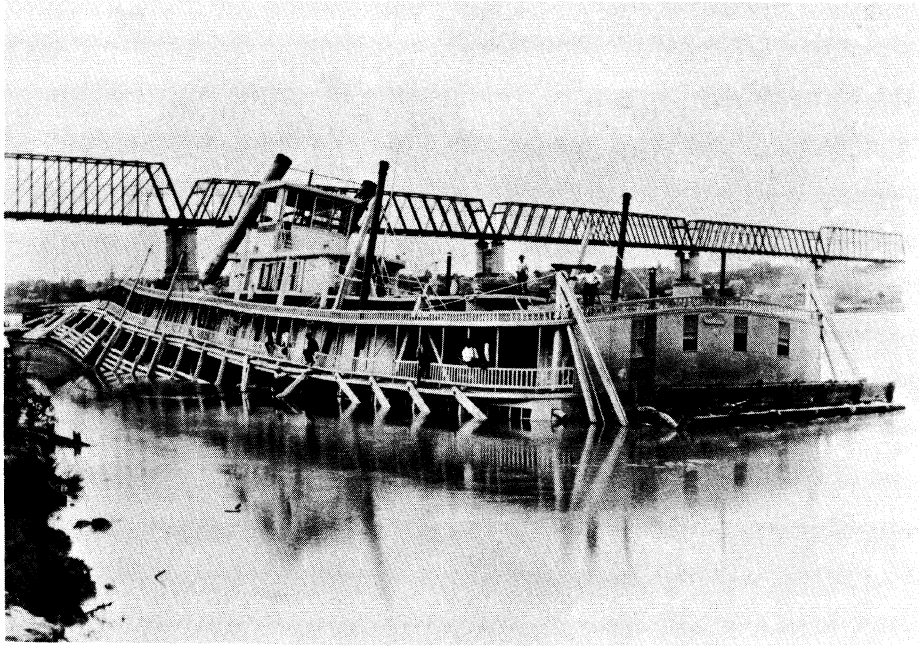
Lewis B. Reade,  
222 Caro Lane,  
Marietta, Ohio 45750

=One powerful propaganda lesson of the CITY OF PITTSBURG business is don't stow baled hay in the hold under the front steps of a passenger boat; U.S.C.G. please make note. Bill Reed the artist says to Lew Reade the pilot that he used artistic license not issued by U.S.C.G. and after completing the painting he himself wondered how it all would turn out. Much to Bill Reed's surprise instead of a collision he got a nice check. What we're wondering is how Lew Reade knew his interesting letter plus this reply would exactly fill one page to the gnat's eye. Hi, there, Lew. -Ed.

Every now and again a steamboat wreck pops up. One of the latest, of special note, was at St. Charles on the Missouri. Low water in 1966 exposed the bones of the 250-foot hull of the mountain packet MONTANA. The picture at the right was taken in the summer of 1884 shortly after the great carrier (1,250 tons) hit a pier of the Wabash Railroad bridge in the background.

The MONTANA was built on the Monongahela River at California, Pa. with a special hull of Pennsylvania oak in 1879. Her first voyage was from Pittsburgh to Evansville and return. Then she loaded at Pittsburgh direct for Fort Benton, Mont. It seems incredible that such a monster boat, big as the DELTA QUEEN, went 2,240 miles up the Missouri. She did it twice.

Below are pictures taken two years ago, sent to us by George G. Borum of Centralia, Illinois.



### ***MONTANA Wreck Exposed***





## Ecstatic Unbelief

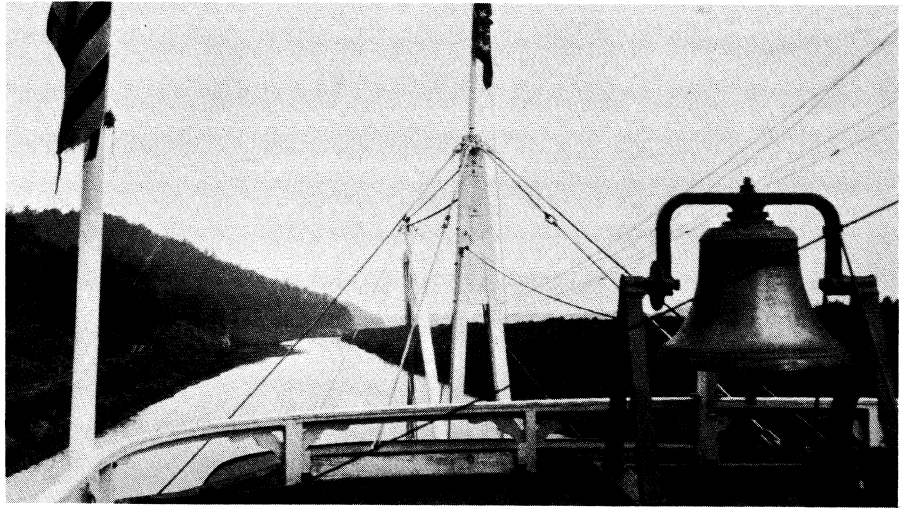
Where is the heart that  
doth not keep,  
Within its inmost core,  
Some fond remembrance  
hidden deep,  
Of days that are no more?

On Friday, December first, 1957, at three in the morning, an old steamboat sank at the St. Louis levee above Eads' bridge. She hadn't had steam in her boilers since 1952, and in those last fifteen years had been banded around as a hotel, showboat, restaurant, night club and museum. In her more affluent days she was known as the CAPE GIRARDEAU and the GORDON C. GREENE. There is scarce a reader of this page over 40 who did not come under the influence of this steamboat's impact. Her chemistry was profound and final, a reagent which shaped good kids into better young men and women; where the impossible became possible with ecstatic unbelief. Yet she was always run like a farm, or a country store.

The final destruction of the old steamer--called RIVER QUEEN at the last--is the loss of a good recipe for home-made apple pie or cornbread; nothing in the future can be quite so tasty for those who shared the adventure. The long-term result is to elevate the names of Cap'n Buck Leyhe and Capt. Tom Greene into the firmament of the Great.



This young man was striker engineer with Frank Heath on the GORDON in 1941-1942. Now he is older, wiser, and writes frequently for the S&D REFLECTOR. Photographed on the fantail is Richard Carmell, now living in Loveland, Ohio.



TAKEN IN 1937 BY C. W. STOLL from the GORDON C. GREENE. Don't read the rest of this for a moment. Ponder. Where is she? Is she headed upstream or downstream? We'll tell you one fact; she's under way on a scheduled trip. Is this the Big Sandy? The Muskingum? Duck Creek? Hennepin Canal in Illinois? Evangeline country? One darn sure thing; the DELTA QUEEN never did it. The answer to this problem is secreted on another page; keep reading and you may find it.



CREW OF THE GORDON C. GREENE, FIRST SEASON, 1935. First row, seated, from the left: William L. Garrison, steward, of St. Louis; Wiley C. Hill, mate, of Ashland, Ky.; Henry E. Holloway, pilot, of Pittsburgh; Tom R. Greene, master, of Cincinnati; Jesse P. Hughes, pilot, of Huntington, W. Va.; Volney E. White, purser, of Louisville; Charles J. Atkinson, chief engineer, of Nelsonville, Ohio.

Standing, from the left: Walter Yetter, piano player, of Cincinnati; Joe F. Vaughan, concession, of Catlettsburg, Ky.; John Whited, trumpet, of Indianapolis; C. W. Stoll, third clerk, of Louisville; Lloyd Mayes, striker engineer, of Henderson, West Va.; Hal Spencer, saxophone, of Cincinnati; Lillian Hughes, hostess, of Huntington, W. Va.; Ed Lambert, sailorman, of Cincinnati; Tom Brown, 2nd engineer, from Kanawha River; John Yetter, drummer, of Clifton, Ky.; William Horne, carpenter, of Cincinnati; and Robert H. McCann, second clerk, of Sewickley, Pa.

## Steamboating In a Court Room

Ques. How long have you been engaged in the navigation of the Ohio River; with what kind of vessels; what changes have taken place during the time in the price of freights, and in the description of vessels in which commerce has been carried on; including the transportation of passengers?

Ans. I have been engaged in it 23 years and upwards. I first commenced on keelboats; steamboats then were also in use. The price of freight on keelboats at that time from Pittsburgh to Cincinnati or Louisville, averaged from 75 cents to \$1 on the 100 lbs. net; on dry goods, hardware, teas, spices, &c. The price of return freight was from 40 to 60 cents per 100 lbs. net. The return cargo consisted of tobacco, hemp, bacon, sugar, molasses, potashes, German clay, groceries, &c. Two or three keelboats did the business between Pittsburgh and Wheeling. Some of the other keelboats did a small part of the business. Some of the keelboats were rigged with a main mast only, some of them with a main mast and top mast. The sails were of use in the navigation in going up or down when the wind favored. We could not make the passage without sails. We saved one-half of the time with sails, in going and returning. There are now five steamboats engaged exclusively in the Pittsburgh and Wheeling trade; the JAMES NELSON, LOUIS McLANE, CINDERELLA, WELLSVILLE, and CASHIER, besides what is done by transient boats and other river craft. Two of them go once a week to Sun Fish, 28 miles below Wheeling. One of the first steamboats I recollect of seeing engaged in navigating between Pittsburgh and Cincinnati was the REINDEER. She was running in 1827, 1828 and 1829. There were some others running at the same time; about 12 others ran from Pittsburgh down. The REINDEER was about the average size of boats running in that day; some were larger and some smaller. The REINDEER was about 90 feet long, I suppose about 17 feet beam; about 5½ or 6 feet hold; 4 boilers, one engine; her lower cabin was on the main deck. Her boilers were about 12 feet long, with single flues; all boilers had single flues at that time. From the surface of the water to the tops of her chimneys was about 30 feet; her boilers were about 32 inches in diameter. The boats then generally made two trips a month between Pittsburgh and Louisville; trips were made last year weekly by the TELEGRAPH regularly. I don't recollect the price of freight on steamboats 23 years ago.

Ques. What number of passengers did such a boat as the REINDEER usually carry, and with what accommodations?

(This question was objected to as immaterial. But the commissioner decided that the inquiry was proper for the purpose of showing that larger boats, with higher chimneys, &c. were necessary for the commerce carried on upon the river at this time.)

Ans. Generally, she would carry about 28 passengers in the two cabins; the ladies and gentlemen's cabins. She had open berths and drop curtains and could carry about 40 deck passengers on the upper deck, with the hurricane roof over them and linen curtains at the sides; this was the most airy place. There were no upper cabin boats

### EDITORIAL COMMENT

Capt. Samuel Dean, master of the side-wheel BUCKEYE STATE, was called to testify in the Wheeling Bridge Case, while testimony was being taken at Pittsburgh on Friday, July 26, 1850. The U.S. Supreme Court had appointed a commissioner, Hon. R. Hyde Walworth, to gather evidence. The State of Pennsylvania was suing the Wheeling & Belmont Bridge Co. for erecting a detriment to free navigation of the Ohio River. The State's case was in the hands of the legal firm of Shaler & Stanton and Robert J. Walker. The Bridge Company was represented by Alex. H. H. Stuart of Virginia and Reverdy Johnson of Maryland. The bridge in question was the Wheeling suspension bridge.

During the interrogation a great fund of historical evidence was taken down for the record. The first question asked of Capt. Sam Dean is illustrative. Immediately he goes back 23 years, to 1827, and talks about keelboats which had disappeared ere 1850--perhaps were gone from the Ohio River about 1838.

Then he comes back to 1850 and cites the five Pittsburgh-Wheeling local packets. The JAMES NELSON was built 1848 for Capt. George D. Moore (see Sept. '67 issue, page 16). The LOUIS McLANE, named for an early B&O Railroad president, was built 1845. The CINDERELLA was built 1847, commanded by a promising young man, Capt. George Calhoun, who died age 30--uncle to Capt. Thomas S. Calhoun. The WELLSVILLE, built in 1847 at Industry, Pa., was one of the "Sun Fish" packets, Capt. Barnes. The CASHIER, also built at Industry, was new in 1847, Capt. Dawson.

The steamer REINDEER, earliest in the recollection of Capt. Sam Dean, was the property of Capt. Elisha Bennett, long associated with Monongahela packets. It was the REINDEER which first ascended the Monon to Morgantown, in 1826, introducing steam navigation there.

Capt. Dean remarks that "trips were made last year (1849) weekly by the TELEGRAPH regularly." This was the 230-foot side-wheel TELEGRAPH NO. 2 built 1848 expressly for the Louisville-Pittsburgh trade and financed by stock subscription among Louisville merchants principally. Capt. Sam Mason was her skipper and invented for his boat a plan of lowering the high smokestacks to duck the Wheeling suspension bridge. This was called the "Telegraph plan," and rivermen later adopted the term "telegraphing the stacks." President-elect Zachary Taylor enroute to the White House rode the TELEGRAPH NO. 2 and was caught below Moundsville in an ice jam. He had to proceed from Moundsville to Washington by sleigh.

The steamer FREEDOM, said by Capt. Dean to be the first to adopt the cabin plan which was to become standard practice thereafter, was built at Wheeling in 1831 and not much is known about her.

at that time. The gentlemen's cabin was on the main deck, back of the machinery, and the ladies' cabin was above the gentlemen's cabin on the upper deck; and the deck passengers were on the same deck with the ladies' cabin, but forward. The FREEDOM was the first boat that was built with the gentlemen's cabin on the deck formerly occupied by the deck passengers; and her deck passengers were transferred below. She was built in 1831. The ladies' cabin remained in the same position as formerly.

Ques. What time did you commence steamboating?

Ans. In 1831.

Cross-examination.

Ques. How long since you commenced running the NEW ENGLAND NO. 2?

Ans. I commenced on the 10th of March, 1847, and quit the 17th of March, 1850, when she sank. For the last ten years there has been more water than formerly, and less ice. We diminish the draft of the boats by building them longer and broader; with lighter frames and shallower in the hold. The government has removed obstructions from the river by building wing dams, &c. I think the clearing up of the country has had a tendency to increase the water in the Ohio. The removal of the obstructions lets the water have a freer chance to run down; and it does not soak into the ground as formerly when the country was in woods.

Ques. Since the establishment of the Pittsburgh and Cincinnati line of boats, has the number of steamboats greatly increased?

Ans. Yes.

Ques. In what proportion have they increased since the establishment of the line?

Ans. The tonnage, including the Pittsburgh packets, I should think was  $33\frac{1}{3}$  per cent greater than it was eight years ago.

Ques. Have short packet lines on the river multiplied much during that time?

Ans. Yes; in about the same proportion as the other boats.

Ques. Have you any interest in the result of this suit?

Ans. Yes.

Ques. Where do you reside?

Ans. In Pittsburgh.

Ques. Have you contributed anything to carry it on?

Ans. I contributed money to get up a suit against the bridge company, but have not contributed since the state took the matter in hand.

Direct examination.

Ques. What is now the fare of cabin and deck passengers on the packets?

Ans. (This question was objected to as irrelevant. But the commissioner decided the inquiry as proper to show that larger boats than those formerly used were necessary to enable the passengers to go up and down the river at reasonable rates; if taken in connection with proof that this reduction of the prices of passage by the boats on the river had not been produced by competition on the river, or with other and cheaper modes of travel by land).

Ans. The cabin passage to Cincinnati from Pittsburgh on the packets is \$6 down, and \$7 returning. The TELEGRAPH, when she ran, charged to Louisville \$8, and the same up. Transient boats charged from Pittsburgh to Louisville \$7 down and

Capt. Dean was a stockholder and commanded the side-wheel NEW ENGLAND NO. 2, built at Shousetown, Pa. in 1847. This 213-foot boat was lost while leaving the landing place opposite Greenup, Ky., at Haverhill. She rolled over a log and filled with water, then drifted downriver, skirting the Ohio shore, to Burks Point, and settled. The boat became a complete wreck, and Capt. Dean was assigned the command of the BUCKEYE STATE inasmuch as her first commander had just died, Capt. Samuel J. Reno.



Capt. Samuel Dean

Photo made about the time of the Wheeling Bridge case.

-Original owned by Harry Miller, Marietta, Ohio.

"The establishment of the Pittsburgh and Cincinnati line of boats" refers to the early organization described by William Thaw as follows: "It was in 1846 that the big, fast, and extravagantly furnished boats began to be built for the Pittsburgh & Cincinnati Packet Line which in the next ten years made the name a marked one all over the Mississippi Valley, and formed the main and most continuous passenger route between the East and the West." Mr. Thaw was a principal of the early P&C Line. His benefactions in Pittsburgh are still in evidence but, unfortunately, he is more frequently identified as the father of Harry K. Thaw who shot and killed architect Stanford White in Madison Square Garden Roof, June 25, 1906.

from 4 to \$5 from Pittsburgh to Cincinnati, down and up. Deck passengers are charged, in the regular packets, \$1.50 both ways. They don't now assist in getting fuel for the boats. They are charged \$1 on the transient boats. Present freight on the packets is 20 cents on the 100 lbs. for dry goods, hardware, &c. down; and 10 cents for nails, iron, and castings, &c. Up freight is charged from 8 to 10 cents per 100 lbs.; it will average about 10 cents. The principal articles are bacon, whisky, &c. Some potash is still brought up.

Ques. What effect has the Wheeling bridge had upon the transportation of passengers, by packet, on the Ohio River?

Ans. It has never injured me, only by false representations; I mean it has not diminished the number of passengers, except by false representations whereby I lost them. It was reported at Pittsburgh the BRILLIANT was obliged to cut off her chimneys to pass under the Wheeling bridge. This information was received by telegraphic dispatch the day before I left Pittsburgh; as was also the fact that the HIBERNIA NO. 2 which went down from Pittsburgh that day (Tuesday) was stopped at the bridge and had to tranship her passengers and return to Pittsburgh. The same day, passengers coming from the east on the Monongahela River were stopped and had to walk around the Williamsport bridge. The captain of the HINDOO, a transient boat passing down the Ohio, and which had left Pittsburgh on Wednesday, the same day we started, reported that the NEW ENGLAND NO. 2 did not have hinges on her chimneys and could not pass the Wheeling bridge; and he took the passengers from my boat at the same price--and left my boat without passengers. I had no hinges on my chimneys but could have passed under the bridge. The water was at an ordinary stage--it was 23 feet at Wheeling, and was falling when we arrived there. I had 30 inches to spare in passing the bridge. I knew when I started from here that I could pass under the bridge from the state of the water here.

Ques. How long since you have been on the BUCKEYE STATE?

Ans. Since sometime in April, 1850; and I have made eight trips on her.

Ques. What are the names of the officers and the number of the crew usually employed on packets?

Ans. There is 1 captain, 2 clerks, 2 pilots, 2 mates, and 4 engineers. Of the cabin servants there are about 12; of deck hands 12; of firemen 15 to 20--the crew of a packet is about 54 in number.

Ques. Where does the captain or other person in command of the boat usually stand when on his watch?

Ans. On the forward part of the hurricane deck.

Ques. Do the derricks and other machinery used in lowering chimneys interfere with the captain in the discharge of his duties?

Ans. They do.

Ques. Has he occasion frequently to pass from one side to the other on the hurricane roof?

Ans. Yes; in landing, or meeting, or passing of other boats; or towing wood boats.

Ques. What inconvenience do the derricks interpose in passing?

Ans. We have to go across them; and they are so placed that it is inconvenient to get either

over them or under them. If they were so elevated as to allow us to walk under them, they would prove an obstruction to the pilot in looking out; and they cannot be lowered because they rest on the skylight.

Ques. Is the hurricane deck frequently used by passengers?

Ans. Yes; and the derricks interfere with them in the use of it in passing from one side of the deck to the other.

Ques. Explain what interest you have in the result of this suit?

Ans. I have an interest in not being put to the expense of getting hinges to the chimneys of

The argument about the flow of the Ohio River increasing "for the last ten years" is a peculiar one. Doubtlessly the river had behaved itself for some time past, but was on the eve of another spell of trouble-making even as Capt. Dean spoke his piece. Your Editor has listened to old-time pilots complain that denuding the valley of its forests caused floods and low water of severity not experienced in "the olden times." There may be merit to such case, and there may not be. A fairly established fact is that the greatest Upper Ohio flood of record happened just before the White Man arrived at the Forks of the O-hi-o.

Rather remarkable are the passage rates in 1850 which did not change appreciably for the next 60 years. Worthy of note also is that rates of freight in keelboat days were almost identical with the tariffs used by Liberty Transit Co. boats in the Cincinnati-Pittsburgh trade in the early 1920's. In 1927 the GENERAL WOOD and BETSY ANN were charging 32 cents per cwt. for iron and steel goods and 64 cents cwt. for "first class" furniture, etc. The scheme of charging special low rate for "steerage" or deck passengers, so popular in 1850, gradually disappeared. The potash brought up the river in keelboats, and also to some extent in 1850, was for making soap and glassware. One wonders where it came from? German clay was used in the making of ceramics--this may have been imported; a guess.

Capt. Sam Dean did not make a strong case for the complainants as to the hurt caused by Wheeling's suspension bridge. "It has never injured me," he says, "only by false representations." Dean was a native of Martins Ferry, O., in the Wheeling area, and one suspects he had sympathy for his neighbors.

The number of firemen employed on the BUCKEYE STATE is impressive, 15 to 20. She was a four-boiler boat, and later four-boiler packets employed not near so many, two on a watch at the most, total of four.

When asked where the Captain stood on watch aboard a packet, Capt. Dean gave a literal answer. In his time the Captain actually did stand his watch on the forward part of the hurricane roof. Some boats had a small "doghouse" built there, a shelter, to keep him dry in inclement weather. He gradually retreated into the front room of the texas where he kept a watch-out. As long as packets existed the texas front room belonged to the captain.

my boats and in avoiding the danger of operating hinge chimneys at different seasons of the year; and to get rid of the great nuisance of lumbering up our hurricane deck with the present apparatus for lowering chimneys, which discommodes the captain or the mate in crossing over the hurricane deck and in watching the wood boats. This is all the interest in the result of this suit, except the interest I have in not losing my passengers by misrepresentation from apprehension that they may not be enabled to pass the Wheeling bridge.

Cross-Examination.

Ques. Have you known of other citizens of Pittsburgh contributing money to carry on this suit?

Ans. Yes, before the state took it in hand by making an appropriation.

Ques. Do Benjamin Minis, Thomas K. Litch, James Thompson, Charles Stone, John Klinefelter, George C. McLean, Charles W. Batchelor, Samuel Dean, Redmund J. Grace, Edwin R. Wells, William Forsyth, James T. Fisher, Samuel J. Reno, Richard C. Gray, Anthony Beelan, George Cochran, Joseph Tomlinson, Henry Woods, William Such, Thomas E. Clarke, William Bingham, Luke Tafe, George Black, Neville Craig, George Dorsey, James K. Moorhead, John Holmes, Ephriam Jones, and James Nelson, named in the record as witnesses in this case, reside in Pittsburgh?

Ans. Yes, or in Allegheny City, on the opposite side.

Ques. Have you known any of them to contribute to carry on this suit?

Ans. Yes; Charles Stone, John Klinefelter, James K. Moorhead, John Holmes by his firm; I do not know of any others who have contributed.

Ques. When keelboats were used, what was the height of their main masts?

Ans. About 56 or 57 feet from the water; and the top masts about 25 feet in addition, making about 75 feet to the top of the top mast; they all had the means of letting their masts down to the deck. These vessels have not been used for the past eight or ten years on the Ohio.

Ques. Were you engaged in navigating the Ohio on the packet NEW ENGLAND NO. 2 while she was engaged in the trade between Pittsburgh and Cincinnati?

Ans. Yes; I had command of her.

Ques. What means of procuring draft had the NEW ENGLAND NO. 2 besides her chimneys?

Ans. She had three armed fan-blowers and steam blower.

Ques. How was the fan-blower found to operate?

Ans. It was of no use; we found it did not give us as much draft as the natural draft. To use it, we had to close the fire fronts. We threw it by.

Ques. What was the effect of the steam-blower?

Ans. It was very injurious to the boilers; and the pipe across the after end of the flues would burn off about as often as once a week; and we were obliged to abandon it to save our boilers.

Ques. What harm did it do to the boilers?

Ans. It burnt the heads of the rivets off on the laps of the boilers at the after end of the grate bars; it's use was discontinued.

Ques. By what kind of draft is the NEW ENGLAND NO. 2 now supplied?

Ans. It is supplied by the natural draft since we discontinued the use of the blowers in October last; we gave the steam blowers a trial of about three months. We used the fan blowers first, and then abandoned that and used the steam blower.

Ques. In your experience, what do you consider the best method of procuring draft for steam-boat furnaces?

Ans. I consider a good big deep furnace, large and well proportioned britching, and tall chimneys the best.

Ques. What was the price of steamboat freight in 1834?

Ans. In 1834, 5 and 6, the price of steamboat

One wonders why the examiner hauled out the lengthy list of names and asked did they all reside in Pittsburgh? Many of the names recited were captains or clerks on the Pittsburgh & Cincinnati Line packets, to wit: Charles Stone, John Klinefelter, George C. McLean, Charles W. Batchelor, Redmund J. Grace, James T. Fisher, Samuel J. Reno and Richard C. Gray. Others were principals in canalboat lines on the Pennsylvania canal, among them Thomas S. Clarke, William Bingham, Luke Tafe and George Black. Neville B. Craig was editor of the Pittsburgh "Gazette." James K. Moorhead, known as "Old Slackwater," was president of the Monongahela Navigation Co., owner-operator of all Monon locks and dams. George W. Cochran operated packets and, later on, towed oil on the Allegheny and became the first president of the Pittsburgh Oil Exchange. Thomas K. Litch, a machinist, built the first compound-engine steamboats. James Nelson, also a machinist, built the engines for the BUCKEYE STATE.

The complainants in the Wheeling Bridge case, the State of Pennsylvania, were dedicated to the proposition that a bridge 90 feet high, above the low water mark, was an obstruction to Ohio River navigation. Their burden was to produce proof that steamboats required high smokestacks to efficiently operate; also that the industry of building sailing ships and steamships equipped with masts was now impractical above Wheeling due solely to the "low" bridge. Such testimony required proof that high-built smokestacks were requisite; nothing else served as well or with such efficiency. Hence Capt. Dean was sounded out about how he had used fan-blowers and steam-blowers on the NEW ENGLAND NO. 2, and how they had failed.

It is interesting to notice the remarks by Capt. Dean with reference to reduced rate of passage allowed husky male steerage passengers who volunteered to help tote cord-wood aboard the boat. There still survive old passage tickets stamped WOOD or NOT WOOD; the holders of WOOD tickets paid the least fare and were obliged to help at the wood-yards or when "wood-boats" were towed alongside.

The Williamsport bridge referred to as an obstruction on the Monongahela River was at Monongahela City, privately owned. Rivermen growled about it for a half-century until it ultimately was replaced with a higher span.

## Who Was Stacker Lee?

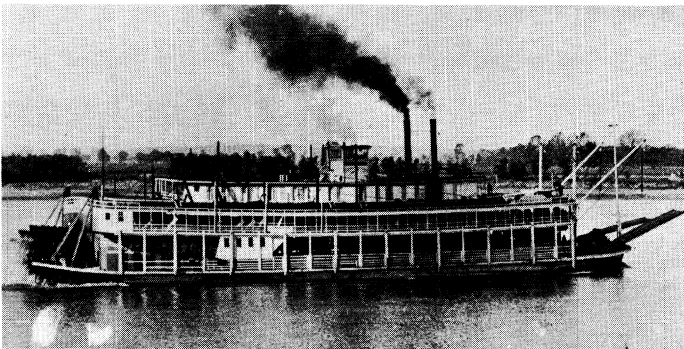
A popular vocal with music has been going the rounds named "Stagger Lee," frequently played by radio disc jockeys. It's on a 45 rpm. platter pressed by Atlantic Record Sales. Sounds over radio like they're singing "Stacker Lee" and we've wondered vaguely if there was any connection with the Memphis packet STACKER LEE. Seems there is.

In the Keystone Folklore Quarterly, Fall 1967 issue, Richard E. Buehler authors an article titled: STACKER LEE: A PARTIAL INVESTIGATION INTO THE HISTORICITY OF A NEGRO MURDER BALLAD. Since 1911, at least, one Stacker Lee has been the murderer of one Billy Lyons in a folklore ballad. The name is variously spelled Stackerlee, Stacker Lee, Stock O' Lee, Stackolee, Stagger Lee, Stagerlee, Stagalee and Stagolee.

Stacker Lee also appears as a Negro hero in other folk fancies, some of them obscene, and he has been a well known character long before he so recently showed up on radio.

Investigations as to who this fiction hero is, and where he came from, invariably lead to Memphis. In some way he is associated with the old Lee Line packet STACKER LEE. One supposition, and probably the correct one, is that "Stagger Lee" was a bad-guy roustabout who took for his name that of the boat he worked on.

The real-life Stacker Lee, more properly Capt. Samuel Stacker Lee (1848-1890) was the son of Capt. James Lee, Sr., founder of the Lee Line



STACKER LEE

A mythical roustabout murdered Billy Lyons

(see June, '65 issue, page 7). Capt. Stacker Lee was born at Dover, Tenn. and saw service with the Confeds in the Bluff City Grays while still in his 'teens. He went to school at Memphis, then became mud clerk on the side-wheel ST. PATRICK (June '65 issue, page 12). He saw office service on other packets and commanded the PAT CLEBURNE in the Memphis and White River trade, 1870. He married in 1873, a son was born in 1874, and Capt. Stacker Lee continued on the river until about 1887. Ill health put him ashore. When he died in 1890 he was vice president of the Lee Line Steamers. He was but 42 when he died.

Capt. Stacker Lee during his lifetime led an exemplary career. Most certainly the mythical "Stagger Lee" was not patterned on any exploit of the good captain.

The steamboat STACKER LEE was built at the Howard Ship Yard, Jeffersonville, Ind. in 1902 for the Memphis and St. Louis trade. Capt. Tom Greene once said that the name--STACKER LEE--sounded more "South" than any other he ever heard of. Undoubtedly this catchy name had considerable impact on the Negro community of Memphis and so today "Stagger Lee" is variously the obscene hero or murderer known to radio and platter buffs and the old wooden hull packet STACKER LEE's bones repose about four miles above Memphis where she was snagged on October 21, 1916.

Gilmer County, West Va. is away up the hollow, the county seat being Glenville on the Little Kanawha. An old-timer up there died in February, William Scott Gainer, 87. He and his eldest brother Ed, back about 1895, brought out a log raft from the mouth of Tanner's Creek. Biggest of the logs was a poplar 101 feet long and two and a half feet diameter, cut on Sycamore Creek, tributary of Tanner, and hauled out by four yokes of oxen.

Ed Gainer was at the bow and Little Bill at the stern. They tied up the first night at Black-sire Landing in Wirt County, and at noon next day they were in Creston.

They took a steamboat out to Parkersburg and put up at the Commercial Hotel, where the Mark Hanna now is. Brother Ed spent about four days measuring rafts. Then the two steamboted back to Creston and lit out on shank's mare for home using the well-known short cuts. But brother Ed, always the wheeler-dealer, came on a herd of 10 or 12 two-year-old cattle, bought them--this at a place called Annamoriah--and the two drove them to Ed's farm at White Pine in Calhoun County. Then Little Bill hoofed it on home to Latonia. William Scott Gainer, to the day he died, never forgot that first trip to the big, wide world, riding a packet, and four days in the big city.

Albert Woolfter, columnist, wrote this story in the Parkersburg "News," issue of February 21, 1968. He knew Mr. Gainer, and periodically visited with him to talk about timbering, rafting, gasboats and livery stables.

Concluded from Page 13

freight to Cincinnati from Pittsburgh was 62 cents per 100 lbs. for dry goods, hardware, &c., and to Louisville 75 cents. Passengers were charged in the cabin from Pittsburgh to Cincinnati, from 12 to \$15, and from 15 to \$18 to Louisville. The average price of freight up from Cincinnati was from 40 to 50 cents per 100 lbs.; and the price of passage was about the same up as it was down. Deck passengers who assisted to fuel the boat at the different landings paid from 2½ to \$3, and those who did not from 3 to \$4.

Ques. How many deck and cabin passengers does a boat of the Pittsburgh and Cincinnati line usually carry?

Ans. About 100 cabin passengers; and will average 125 steerage passengers each way. This number of cabin passengers can all be accommodated with staterooms; and from 75 to 100 more could be accommodated with tables and provisions; and with cots to sleep on. The steerage passengers are provided with bunks to the extent of 100. They furnish their own provisions, and cook for themselves when necessary.



Tom Reynolds, Jr.

Never slept on dry land until he was 16.

Tom Reynolds, Jr. of Point Pleasant, West Va. is the subject of an illustrated story appearing in the February, 1968 issue of slickstock "Cincinnati Telephone Bulletin." Associate editor Marsh Hacker interviewed S&D member Tom Reynolds about his showboat days on the MAJESTIC.

"The MAJESTIC only drew a foot of water, so we went places other boats couldn't go," Tom recalled. "We kept the Green River navigable. Once we went all the way to Mammoth Cave. Had to get a permit from the Federal Government to show there. We took the MAJESTIC up the Kentucky River to Frankfort, the Muskingum to Zanesville, the Kanawha to Boomer, and the Monongahela clear to Fairmont, West Virginia. We went up the Tennessee River to Pittsburgh Landing--you probably know it as Shiloh--before they built Kentucky Lake. We were up the Cumberland River to Nashville, and my Dad went clear to the head of it with his old showboat AMERICA.

"My Dad spent his life on the river. The first he had was the ILLINOIS, a junkboat, dishboat and showboat all combined. He showed movies on her. Dad's brother-in-law Tom Nicol, was in it with him. My two brothers, Marion and Norman, would stretch out nights on the first row and sleep. My sister slept upstairs.

"The night the ILLINOIS caught fire down at Foster, Kentucky, Marion came out of the fire all right, but they missed Norman. My Dad's brother-in-law went into the fire and got him out and jumped into the water with him. Norman lived two hours after they got him out of the fire.

"That was in 1916. The next year they built the AMERICA and started having live stage shows. I was born on her. Then in 1923 at Pittsburgh

they built the MAJESTIC and the ATTABOY to push her. My Dad's brother William, and their father, Marion, kept using the AMERICA with the IDA MAE as the towboat. Dad ran the MAJESTIC.

"My Dad bought two calliopes from Nichols in Cincinnati in 1923. He put one on the ATTABOY, the other on the IDA MAE. When the AMERICA sank in Green River, Uncle Bill used the IDA MAE to tow the showboat WATER QUEEN. Then the WATER QUEEN sank on the Kanawha. The calliope from the IDA MAE now is on the DELTA QUEEN.

"Then came Wednesday, December 16, 1959. We were living in a house at Point Pleasant. Dad went across the bridge to Henderson to look after the MAJESTIC which was tied up there. He didn't come back. He had already had one heart attack, but nobody knew for sure just what happened. I went into the water near the showboat and found him.

"In our earlier years afloat, my sisters Margaret and Catherine both played the calliope. Catherine had cured herself of infantile paralysis. I remember the first time when she played a calliope--Dad held her up bodily. But she became one of the best calliope players on the river and she also was a contortionist. She could tie herself in knots. Margaret, Hazel and me took parts in the stage plays. I never slept on dry land until I was sixteen years old."

---

Jesse Purcell and Sam Corbino, both of Omaha, think they have found wreckage of the steamer BERTRAND sunk on the Missouri over a century ago. Every now and again some old packet shows up (see picture story in this issue of the MONTANA). The BERTRAND is something of an epic. When she was lost, Saturday, April 1, 1865, her cargo included a large shipment of mercury--said to be worth \$1-million at today's prices--in addition to 5,000 gallons of whiskey and some \$4,000 in gold and silver coins.

The BERTRAND was upbound when lost, near Omaha at a location called Portage LaForce, and since called Bertrand Bend. The quicksilver she had aboard was going to the Idaho gold mines. The two men located the wreck's position with metal detecting equipment, then made test borings which brought up fragments of wood, lead, leather, tallow, fire-brick and glass. They wasted no time getting their claim staked, and now are continuing the investigation under a government permit.

This old sternwheeler was built at Wheeling in 1864 with a wood hull 160 by 30. She was commanded by Capt. James Yore. Two other boats were sunk in the area of Omaha in Civil War times; one of them, CORA NO. 2, just one month later than the BERTRAND. Her demise happened some 30 to 50 miles above Omaha. The meandering Missouri has filled in what was the main channel of 1865 and the BERTRAND discovery was made in Washington County, Neb.

The federal Bureau of Sport Fisheries and Wildlife is interested in preserving the wreck and its contents as an historic artifact. They are participating in the dredging operations now under way, as also is the National Park Service. The S&D REFLECTOR was alerted through Charles J. Johnston, interpretive specialist with Bureau of Sport Fisheries and Wildlife, connected with the Minneapolis office. Mr. Johnston was in hopes we might supply a photograph of the BERTRAND to help in positive identification. No such picture is known.

Sirs: Here is a photograph of Fate Marable, copied from an original owned by Leon Bland, the elderly Streckfus employee living here in Keokuk. As you will note this picture was taken when Fate was a young man and probably just getting started on his music career.

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

=Our thanks to Leon Bland and also to Bill Talbot for the first good picture of Fate we have so far seen. Almost three years ago we asked in print for such a portrait. There were various responses. Fate appears in group pictures of orchestras but does not show up so well. Fate was 17 when he started on the J.S. and this picture must have been taken soon thereafter. In his older days substitute a rakish cap for the straw, give him a little mustache, and you have him to a T. -Ed.

#### FATE MARABLE

Fate was born at Paducah, Ky. in 1887. Capt. C. W. Elder wrote in the S&D REFLECTOR's September, 1965 issue as follows:

"Fate Marable was by far the most colorful river boat musician in the country. His mother, a music teacher, taught him what he first knew. One day Fate was walking down Broadway there in Paducah, saw the old (first) J.S. at the landing, walked aboard and got a job playing piano. In later years he had excellent offers to take bands to New York, but he was loyal to Capt. Joe Streckfus, and save for about a year or two, he always was a featured musician with the Streckfus Line. Fate afterwards told me he was eating a hunk of sweet potato pie that day he got his first job on the J.S. (Leon Bland dates this event in 1904--Ed.)

"As you know, Fate was colored. He did more for colored musicians than anyone in his time, and his graduates include some of the Great. One of them was Louis Armstrong, trumpet and vocalist who did command performances for royalty. Fate told me in 1921 about the time Capt. John Streckfus nearly dragged Louis Armstrong off the bandstand because he was too bashful to sing a song. Warren "Baby" Dodds, drummer, graduated from Fate's band. He was there 1919-1921, before he went to New York and teamed up with Armstrong. Then Charles Creath, trumpet, was with Fate in



FATE MARABLE

By and far the most colorful river boat musician..

the '20's at St. Louis. Dewey Jackson, too; both of these men led their own bands later and made records. Creath was on the SAINT PAUL with Fate the first year she came to Pittsburgh, in 1937.

"Jimmy Blanton, bass, was with Fate that first year the SAINT PAUL came to the Ohio. He became a featured soloist with "Duke" Ellington, and died before he hit the top, but he had all it takes to get there.

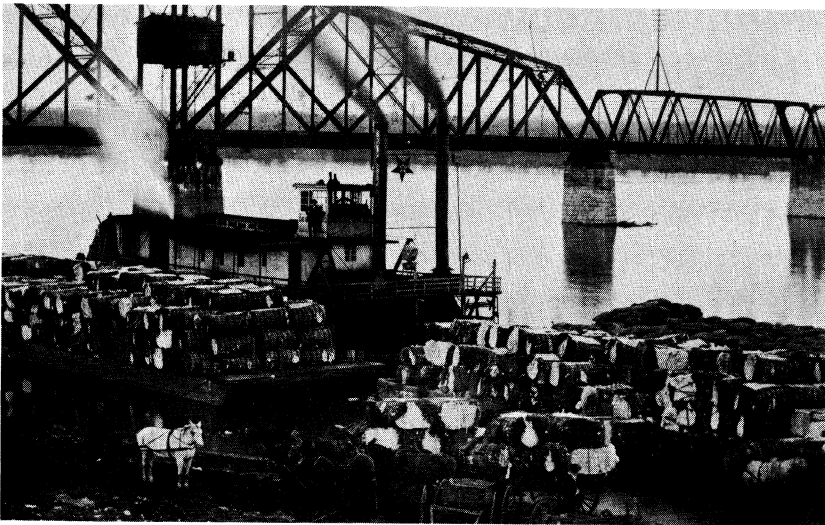
"Some of the other colored musicians who played with Fate Marable and Charlie Creath on the CAPITOL are George "Pops" Foster, 1918-1921, and St. Cyr, banjo, 1918-1920. These two were with Fate when Louis Armstrong was there, and they both became prominent later. Arthur James "Zutty" Singleton, drummer, was with

Fate on the CAPITOL and J.S., later, and he really got his start right there on the Streckfus boats.

"When it came to calliope, Fate Marable could get more pretty music out of that instrument than anyone. The four ranking calliope players then were Fate, Homer Denney, Bill Foley, and George Strother. All the rest were mechanical and that includes me."

Proud folk stare at me,  
Call me "ka-lie-o-pee,"  
Tooting joy--tooting hope,  
I am the "kally-ope."





DECATUR NO. 1  
She hailed from Alabama

Sirs: This may be an odd request but I've been unsuccessful in my attempts to find a picture of the packet BETSY ANN suitable for framing. I want this for my husband who has many photographs of the old steamboats, and pours over them by the hour. His favorite is the BETSY ANN.

Mary Eichholz,  
(Mrs. Bernard)  
Ohio Ntl. Life Insurance,  
Box 237,  
Cincinnati, O. 45201

=So happens that the husband who pours over boat pictures also is the honorable distinguished mayor of Covington, Ky. He now has the BETSY ANN to further distract him. It is, of course, the super portrait by William E. Reed, the original of which hangs in the foyer of the Hotel Lafayette, Marietta. Color prints at \$1.50 may be obtained at the desk. -Ed.

Elsewhere in this issue is a puzzle picture of the GORDON C. GREENE in a very narrow channel. It was snapped in the Colbert Shoals Canal, 1937, after the shore timber had been cut preparatory to filling Kentucky Lake on Tennessee River. She is downbound from Florence, Ala.

Sirs: I just acquired a postcard of the steamboat DECATUR NO. 1 loading cotton. I got out my maps and tried to find Decatur in Louisiana, but no luck. Then I decided the postmark might be Florida, but still no such town on the map today. Anyway, the bridge looks like it carries railroad tracks, and the river is wide enough to be the Ol' Mis'sip herself. Any ideas?

W. G. Patterson,  
210 South 17<sup>th</sup> Street,  
Richmond, Indiana 47374

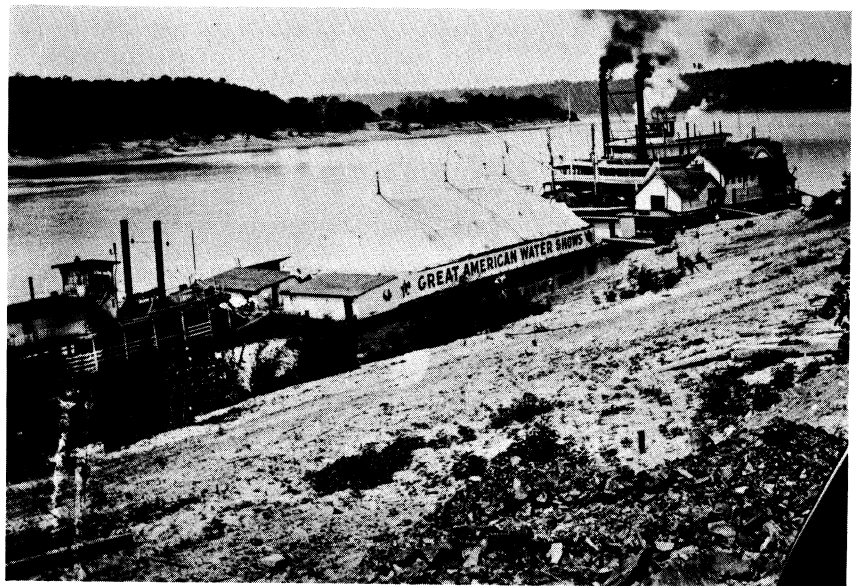
=Yeh. Try Alabama. The photo postcard was mailed at Decatur, Ala. on January 16, 1909 with 1c stamp attached. It was directed to F. R. Christman, Greensburg, Ind., and the cryptic message was "Am all OK. Chas." DECATUR NO. 1 was built 1900 at Decatur, Ala. for American Oak Leather Co. on a wood hull 108 by 19.6. She had high pressure engines 10" dia. by 42" stroke. Sank at least twice and was rebuilt 1943; dismantled about 1947. Bridge in the background carries the L&N and Southern across the Tennessee River. The American Oak Leather Co. also built AMERICAN in 1902 which after a checkered career and several renamings became the AMERICAN of the American Barge Line Co. in 1930. -Ed.

Sirs: I have just been shown a copy of your fascinating magazine called S&D REFLECTOR. Scarcest item in our collection is any material at all on boat shows and in particular good pictures of them. Is there anyone in your organization who is conversant, or who specializes in pictures of this type of circus traffic? We

would be delighted to hear from them if such is the case.

C. P. Fox, Director,  
Circus World Museum,  
Baraboo, Wisconsin 53913

=Doubtlessly Mr. Fox seeks photographs or material pertaining to circus tent shows afloat on the Ohio & Mississippi. That such things existed may come as a surprise to some of our worthy members. Hence we show herewith a good sample. -Ed.



GREAT AMERICAN WATER SHOWS

Photo taken at Leavenworth, Ind. on the Ohio River on Tuesday, May 26, 1903 by Jesse P. Hughes. The Great American Water Shows, a tent circus on barges, is on tour in tow of the CRICKET (at left). So happened there was a smallpox scare in Leavenworth that day and the Circus performance was cancelled. Next showing was about 15 miles downriver at Alton, Ind. The side-wheeler at the wharf-boat is the MORNING STAR plying between Evansville and Louisville. Capt. Hughes was in charge of the CRICKET.

## MRS. HOWARD IN HOSPITAL



Capt. Billy Bryant (left) and Capt. Tom Greene visiting together on the DELTA QUEEN.

-Photo Oct. 23, 1948.

We record with regret the passing of Capt. Billy Bryant, 79, on Friday, January 26, 1968 in Florida. Burial was in the Suncrest Cemetery, Point Pleasant, West Virginia. One of his more important contributions to the world was his book, "Children of Old Man River," with its humorous portrayal of life aboard a showboat. The Bryant Showboat is better remembered in its latter days when moored at Cincinnati. Earlier it had toured the rivers shod by the VALLEY BELLE, CLAIRMONT and finally NEW LOTUS.

In one of his last interviews with Mary Hyre he said, "Just say I'm a lovable old ham actor who stepped off the showboat at Point Pleasant a few years back."

His contention was that radio killed the tramping showboat. The dwellers in hills and hollows got their squawk boxes, stayed up in the hills and hollows and stopped coming down. Radio taught them the difference between good and bad acting. The voice of Will Rogers over a radio set held more allure than the lines hammed on a showboat stage.

World War II scuttled the Bryant Showboat enterprise. The government asked Billy if he thought "Ten Nights In a Barroom" was essential to national defense and Billy had to agree it wasn't.

He is survived by his wife Josephine; a daughter, Mrs. Betty Herrod of Chicago; one sister, Florence, of Chicago; and two granddaughters.

The sad news comes as we go to press of an accident which happened to S&D's wonderful Mrs. Loretta Howard. In the first week of April she was confined to the Clark County Memorial Hospital, Jeffersonville, Ind. with a broken hip sustained in a fall.

Mrs. Howard's eighty-third birthday came on Friday, May 10<sup>th</sup> and despite her years she has had a remarkable life devoid of mishaps to her person. We cannot remember a meeting of S&D when she was not there---she always manages even though several times she came by bus. Since the passing of Capt. Mary B. Greene, Mrs. Howard has occupied the niche of Honorary President of S&D with distinction.

Sirs: The Directory of the American Association for State and Local History lists S&D. I have an old token, round, one-inch in dia., made of black hard rubber or vulcanite. It is marked: DAVID REYNOLDS FERRY GOOD FOR ONE FOOT PASSENGER. It was found in Western Pennsylvania and is similar to several bridge tokens issued c. 1875-1885. Do you recognize the name of the ferry or know of its location?

Donald Punshon,  
3360 N. Neenah Ave.,  
Chicago, Ill. 60634

=Didn't know such things existed.  
-Ed.

Sirs: I have a Riverboat Museum in Grafton, Ill. In 1966 we had fifty thousand people visit it; last year I didn't do that well.

I have about 30 or 35 models including the ROB'T. E. LEE and NATCHEZ racing (these are five-foot models with lots of minute detail), a 7-foot model of the SPRAGUE, John Fitch's steamboat, Mike Fink's keelboat, the original COTTON BLOSSOM showboat towed by the JEWEL, French's first showboat with sweeps, the packet KEYSTONE STATE, TALISMAN, the HENRY FRANK loaded with 9,221 bales of cotton, flatboats, a current ferry, the Cassville teamboat, and gosh I can't think of the rest at this time.

My building covers 4500 sq.ft. and it's full. On the walls I have 214 frames, hand carved, size 16" by 28", each containing photos and condensed information.

I've sold a lot of model boats from time to time. At the end of

last season I sold 54 of them to a Hollywood, Calif. concern who are making a travelogue and will later put them on display in a permanent museum in New Orleans.

About four years ago I sold 24 models to Santa Claus Land, Santa Claus, Ind. They are displayed there now.

Am planning on selling out my present collection this coming October if the deal goes through; have a buyer in sight. This year I plan a series of lectures to Civic Clubs and the like, in the Museum. A local restaurant puts up box lunches for such groups and they can be served here. I love this thing more than life itself. All I know about steamboating has been several years of research; never have seen more than a half-dozen steamboats in my life. But to sum up, I've built altogether about 125 models since I started and I never stop. Am doing an order now for 10 of them for a place in St. Louis.

I do commercial art work for a living here in Centralia, but go to Grafton every Saturday and Sunday.

George G. Borum,  
409 East 15<sup>th</sup> Street,  
Centralia, Ill. 62801

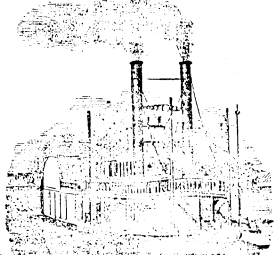
Sirs: I have an entry in my data book which says the CITY OF NEW ORLEANS arrived at Marietta from New Orleans on Sunday, May 15, 1898. Was dismantled that summer and the new hull was built before cold weather. That winter they had the new hull up in the Muskingum River to keep it out of the ice and they had a hard time taking care of it. That was the beginning of the troubles of the CITY OF PITTSBURGH. The JIM BROWN was the towboat, or one of them, that towed the new boat into Pittsburgh on her first trip. Also noted in my records is that she tied up at Marietta for repairs on Sunday, June 18, 1899.

I always admired that old CITY OF NEW ORLEANS; she ran on the Mississippi without serious accident for 17 years.

That picture of Cincinnati taken on May 10, 1888 is a wonderful job. I remember the old KATIE STOCKDALE which appears in it. My Dad and I rode up from Wheeling to Martins Ferry on her about the time the cyclone swept over that area in 1887. It was a Sunday morning, but I did not keep a diary then.

Jesse P. Hughes,  
124 North Hubbard Lane,  
Louisville, Ky. 40207

**St. Louis and St. Paul Packet Co.**  
KEOKUK, IOWA, AUGUST 2, 1886.



**THE STEAMER GEM CITY**

Leaves Keokuk for St. Louis three times a week as follows: Mondays at 7 a. m.; Wednesdays at 2:30 p. m.; Fridays at 2:30 p. m. during the season of 1886, beginning June 15.

Through boats of this line leave Keokuk on alternate days with the Gem City for St. Paul and St. Louis.

For passage or freight apply to

**C. A. HUTCHINSON,**  
KEOKUK, IOWA

KEOKUK DEMOCRAT.

1886

**TAKE THE OLD RELIABLE FOR ALL POINTS ON THE UPPER MISSISSIPPI**

**THE STEAMER SIDNEY**

Leaves Keokuk for St. Louis

Every Monday at 7:00 a. m.

A reliable line of light-draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

By All Odds the Best Way to Spend a Portion of Your Vacation.

For rates and information apply to

**JOHN McNAMARA,**  
Agent at Keokuk.

Or, ISAAC P. LUSK,  
Gen. Pass. and Freight Agent, St. Louis, Mo.

1886

**TAKE THE OLD RELIABLE FOR ALL POINTS ON THE UPPER MISSISSIPPI**

The Diamond Jo Line make a Special Passenger Rate of only

**\$2 from Keokuk to St. Louis and Return**

every Monday, leaving Keokuk at 7 a. m., tickets good to return until the following Saturday.

Next Week the . . .

**GREAT ST. LOUIS FAIR and VEILED PROPHETS!**

For information apply to

**JNO. McNAMARA,**  
Agent at Keokuk.

Or, ISAAC P. LUSK, Gen. Pass. Agt., St. Louis, Mo.

1885

**ODD FELLOWS' EXCURSION**

Under the auspices of

**CANTON LEECH No. 4 P. M.,**

TO

**BURLINGTON THURSDAY, AND RETURN, 18th,**

ON

**Steamer Park Bluff and Barge.**

Boat leaves Keokuk at 7:30 a. m., arrives at Burlington at 1:30 p. m., leaves Burlington at 6:30 p. m.

**Tickets—Gents 75c, Ladies 50c.**

1892

**TAKE THE OLD RELIABLE FOR ALL POINTS ON THE UPPER MISSISSIPPI**

The Palatial Side Wheel Steamer

**GEM CITY**

Leaves Keokuk for St. Louis every Monday, 7 a. m.

Steamers leave Keokuk for St. Paul every Wednesday and Saturday at 10 p. m., and steamers leave Keokuk for St. Louis every Sunday, Monday and Thursday at 7 a. m.

Steamers will leave St. Louis for St. Paul as follows:

|                                                |
|------------------------------------------------|
| St. Pittsburgh, Tuesday, July 2, at 4:40 p. m. |
| St. Sidley, Friday, " 5, at 4:50 p. m.         |
| St. Paul, Tuesday, " 9, at 4:0 p. m.           |
| St. Pittsburgh, Friday, " 14, at 4:50 p. m.    |
| St. Sidley, Tuesday, " 16, at 4:50 p. m.       |
| St. Paul, Friday, " 19, at 4:50 p. m.          |
| St. Pittsburgh, Tuesday, " 23, at 4:50 p. m.   |

For information, apply to

**JNO. McNAMARA,**  
Agent at Keokuk.

Or, ISAAC P. LUSK, Gen. Pass. Agt., St. Louis, Mo.

1895

**SHRINERS and KNIGHTS TEMPLAR EXCURSION TO QUINCY, Wednesday, July 10, '95, ON STEAMBOAT Silver Crescent and Barge, WITH FULL ORCHESTRA.**

Right of admission reserved by committee. Boat leaves promptly at 8 a. m.; returns by 10 p. m.

1895

Excursion to Quincy, BY THE **KEOKUK BRASS BAND,** ON THE **Steam'r Jennie Brown,** Sunday, June 4th, 1876.

The boat leaves at 8 o'clock, and will arrive at Des Moines at 8 p. m.

**Tickets for the round trip, \$1.00.**

**DAILY PACKET**

Between Keokuk and Quincy.  
KEOKUK, IOWA, AUGUST 18, 1886.

**Steamer Rescue.**

Leaves Keokuk at 2 p. m. Arrives Quincy at 6 p. m.

Stopping at all Way Landings, Daily, Sundays Excepted.

For freight rates or passage apply to C. A. HUTCHINSON, at the packet depot, foot of Johnson street. Special rates for round trip and to Excursion Parties.

KEOKUK DEMOCRAT.

GO TO **QUINCY** WITH THE **Congregationalists** **MAY 28,** On the . . .



**STR. SILVER CRESCENT AND BARGE.**

Tickets, 50c.

Children Under 12. . . . . 25c.

The boat will leave Keokuk at 7:30 a. m., and returning leave Quincy at 4 p. m.

**COMING HOME BY MOONLIGHT!**

The young ladies will have not coffee, lunch, and all kinds of lighter refreshments, both going and coming.

Parties who cannot spare the day can meet the boat at Canton on the return trip and come home with us.

1896

**TAKE THE OLD RELIABLE FOR ALL POINTS ON THE UPPER MISSISSIPPI**

**STR. SIDNEY,**

Leaves for St. Louis every Monday and Friday at 7 a. m.; arrives from St. Louis every Sunday and Thursday at 5 p. m.

A RELIABLE line of light draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

BY ALL ODDS THE BEST WAY TO SPEND A PORTION OF YOUR VACATION.

For rates and information apply to

**JOHN McNAMARA,**  
Agent at Keokuk.

Or, ISAAC P. LUSK,  
Gen. Pass. and Freight Agt., St. Louis, Mo.

1894

**UNITARIAN CHURCH EXCURSION**



TO QUINCY AND RETURN,

**Thursday, June 18,**

— ON —

**STR. SILVER CRESCENT AND BARGE.**

**MUSIC AND DANCING. REFRESHMENTS.**

Fare for the Round Trip. . . . . 50c  
Children under 12. . . . . 25c

**BOAT LEAVES AT 7:30 A. M.**

1896

**The Gate City.**

**TUESDAY MORNING, MAY 4.**

For the Des Moines River. THE STEAMER CLARA HINE will run to Ft. Des Moines and intermediate points during the boating season, with two new and substantial barges. Extra facilities for safety are presented.

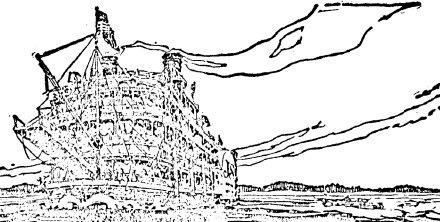
March 1—wit  
[Des Moines papers copy one month and send bill to this office.]

For Des Moines city and intermediate landings. The steamer COL. MORGAN, HULL, Master, will leave as above this afternoon at 4 o'clock.

For Freight apply to

**G. J. G. HORN, TAYLOR & CO.,**  
June 11 Levee.

1858



**GRAND OPENING of the EXCURSION SEASON MOONLIGHT EXCURSION**

**TUESDAY, MAY 6**

**ELKS LODGE NO. 106**

Lv. Keokuk 8:15 P. M. Rt. 11:30 P. M. Fare \$1.00

**THE FAMOUS COTTON PICKERS ORCHESTRA**

A Colored Band under the direction of Fate Marable will play for you. This Orchestra has played together for six years and has won for itself the title "The South's Greatest Orchestra." It is worth a trip on the "J. S." just to hear them perform.

Fate Marable is the director of this orchestra and has proven himself a master at arranging pleasing melodies of popular ballads, classics and red-hot jazz, giving a sprinkling of all on every program. Critics agree that he is one of the directorial finds of the decade. See him on the J. S.

**MARK YOUR CALENDAR NOW—DON'T MISS IT**

**MAY 3, 1930**

Outings **J.S. De Luxe**

1930

**A Gay Night on the River!**

**Wednesday, June 26**

**KNIGHTS OF COLUMBUS MOONLIGHT EXCURSION**

**STEAMER CAPITOL**

Entrancing Lively Music by That Famous Collegiate Orchestra

**The Varsity Melodians**

Lv. Keokuk 8:15 P. M. Return 11:30 P. M. Tickets 75c

1929



**Monday Nite, Sept. 17**

**Elks' Lodge Moonlight Excursion Dance**

Lv. Keokuk 8:15 P. M. Rt. 11:30 P. M. LIMITED NUMBER ADVANCE TICKETS 75c. Wharf Fare \$1.00

Don't miss this opportunity to ride the finest steamer on western rivers—and dance to the newest selections in the rhythm enjoyed by dancers and rendered by

**J.S. THE HARMONY CAPITOLIANS SATURDAY, SEPT. 15, 1928**

**Steamer De Luxe**

1928

# Washington

New SUPER-STEAMER

## SATURDAY, AUGUST 5

### TELEPHONE GIRLS TO FORT MADISON

Lvs. Keokuk 4:00 P. M. Tickets 75c  
(Boat will remain at Ft. Madison until arrival of evening train from Keokuk).



STRECKFUS STEAMBOAT LINE

1922

## St. Louis and St. Paul Packet Co.

THE STEAMER

# GEM CITY

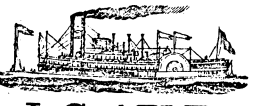
Leaves Keokuk for St. Louis three times per week, as follows:  
Mondays at 7 a. m.  
Wednesdays at 2:30 p. m.  
Fridays at 2:30 p. m.

During the season of 1885, beginning April 8th. Through boats of this line leave Keokuk on alternate days with the Gem City for St. Paul, St. Louis. For passage or freight apply to  
A. M. Hutchinson.

Keokuk, - Iowa.

1885

THE STEAMER



## J. C. ATLEE,

AND BARGE.

Is now open for dates. Fishing Parties, Day and Moon-light Excursions. For terms, Apply on Board or to  
S. & J. O. Allen,  
Fort Madison.

1889

The Mascot and Barge

WILL TAKE AN

### EXCURSION TO WARSAW

SUNDAY, MAY 29,

to attend the Modern Woodmen Memorial exercises. Boat leaves Keokuk at 12:30 o'clock, leaves Warsaw at 5:45 p. m. All Woodmen and their friends are cordially invited to attend. Round trip 25c.

1898

## THE EXCURSION

### Of The Season!

Friday June 16th,

The elegant and commodious

### Steamer Northwestern.

(Capt. Theo. L. Davidson.)


WILL leave Keokuk for Hannibal, and intermediate Landings, at 6 p. m. sharp, and return at 2 a. m.

Two Splendid Bands in attendance.

Tickets round trip to Quincy, 75 cents; Hannibal, \$1.00. Children half fare.

1875

## G. A. R. EXCURSION



To Hannibal Cave and Return,

ON THE

Str. Ottumwa Belle and Double Deck Barge Columbus,

—ON—

Thursday, June 25, 1896

Dancing—Music by Wittich's Band.  
Refreshments Sold on the Boat.

TICKETS, ROUND TRIP:

Adults ..... 65 cents  
Children under 12 years, ..... 25 cents

Boat leaves Keokuk at 7:30 a. m., sharp.



DAILY PACKET

### Stmr. SILVER CRESCENT

WILLARD BRADSHAW, Mast. S. R. DODD, Clerk.

Leaves Keokuk every weekday at 6:30 a. m. and every Sunday at 7 a. m., for Warsaw, Alexandria, Canton, LaGrange, Quincy and way landings. Retaining, arrives at Keokuk at 8:30 p. m.

No intoxicants sold on board. Good order guaranteed. Special rates, and special attention to round trip family parties. For information inquire of  
A. B. HUTCHINSON, Agt.  
Telephone 130.

1895

## CHRISTIAN CHURCH EXCURSION

THURSDAY, MAY 21,

TO QUINCY AND RETURN.



On Stmr. Silver Crescent and Barge.

A musical program will be rendered both going and returning.

This excursion is given for the purpose of raising funds to purchase a church lot.

Boat will leave Keokuk at 7:30 a. m.; Warsaw at 8 a. m.; Alexandria at 8:10 a. m.; Gregory at 8:30 a. m.; Meyers at 9 a. m.; Canton at 9:30 a. m.; LaGrange at 10:15 a. m.

Fare for the round trip—Adults 50c; children from 5 to 12 years of age 25c.

1896

## CHRISTIAN CHURCH EXCURSION.

THURSDAY, MAY 21

TO QUINCY AND RETURN on Steamer

### Silver Crescent and Barge

A musical program will be rendered both going and returning.

This excursion is given for the purpose of raising funds to purchase a church lot.

Boat will leave Keokuk at 7:30 a. m.; Warsaw at 8 a. m.; Alexandria at 8:10 a. m.; Gregory at 8:30 a. m.; Meyers at 9 a. m.; Canton at 9:30 a. m.; LaGrange at 10:15 a. m., and arrive at Quincy 11:15 a. m.

Fare for the round trip, adults 50c; children from 5 to 12 years of age 25c.

1896

TAKE THE OLD RELIABLE



FOR ALL POINTS ON THE

## UPPER MISSISSIPPI

### SPECIAL EXCURSION!

Only \$1

FOR THE

### Round Trip to St. Louis

ON THE

### Steamer Pittsburgh,

which will leave their landing at the foot of Main street Monday morning at 7 o'clock. Tickets good returning till October 19.

1895

### STEAMBOAT EXCURSION

The Steamer "BRISQUET" and barge, leaves Keokuk at 4 p. m., SATURDAY, JULY 12, returning at 7:30 p. m. Fare for the round trip, 50 cents; Children between 6 and 15 years, 25 cents, under 6 free when accompanied by parent or nurse.


Music by Keokuk Military Band. For tickets or further information, apply to  
A. M. HUTCHINSON, on Board.

1884

## EXCURSION

UNDER AUSPICES OF

### CHATHAM SQUARE SUNDAY SCHOOL,



TO QUINCY AND RETURN,

TUESDAY, JUNE 23,

—ON THE—

### Steamer Silver Crescent and Barge,

FARE FOR: Adults ..... 50 cents  
ROUND TRIP Children ..... 25 cents

Boat leaves Keokuk at 7:30 a. m.; Warsaw and Alexandria at 8 a. m.

Refreshments served on boat—ice cream, cake, lemonade, coffee, sandwiches, etc.

1896

EXQUISITE-SPEEDY NEW STEAMER DeLuxe

# Capitol



## All Day Excursion

ON THE

### STEAMER CAPITOL

## SAT., AUG. 9th

Under Auspices of Hamilton and Warsaw Odd Fellows

### Featuring Sydney's Fire Crackers

Ten Piece Orchestra—Hot as the Weather.

Leaves Keokuk 9:00 a. m., leaves Warsaw 9:30 a. m., leaves Canton 11:15 a. m. Return trip leaves Quincy 6 p. m.

Adults 75c—Children 50c

STRECKFUS STEAMBOAT LINE - St. Louis

1930

## Hold Everything!

For the Big Pleasure Event of the Season

Only All-Day Trip from Keokuk to Quincy This Season

Nice Long Stay in Quincy

14 TH ANNUAL

# AMERICAN LEGION EXCURSION

Ralph Parker Post No. 682, Warsaw, Ill.



## Keokuk and Warsaw to Quincy

### FRIDAY, JULY 26th

Boat Lvs: Keokuk 8:30 a. m., Warsaw 9:30 a. m.  
Return to Warsaw 10:30 p. m., Keokuk 11:30 p. m.

Round Trip Fare:

Adults 75c Children 6 to 12 Years, 35c

Special Bus from Hamilton to Warsaw at 9:00 a. m. and will meet the return of the boat at Warsaw.

1935

## The Gate City.

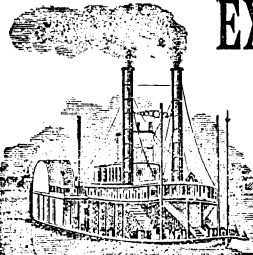
KEOKUK:

MONDAY MORNING, AUG. 2.

For Fort Des Moines. The Steamer CLARA HINE, Captain Master, will leave for above, and intermediate ports, Tuesday, June 8th, at 4 o'clock p. m. For freight apply to  
GLENN HORN, TAYLOR & CO.,  
June 7th, 1878  
Levee.

1858

**EXCURSIONS, 1886.**  
 KEOKUK, IOWA, SEPT. 25, 1886.  
 Steamer "Rescue"  
 AND  
 Barge "Quickstep"  
 Will take Sunday School Picnics and Other  
 Excursions. For Rates or  
 Terms, apply to  
**C. A. HUTCHINSON,**  
 TELEPHONE 130.  
**KEOKUK DEMOCRAT.**



**The Gate City.**  
**TAKE THE OLD RELIABLE** FOR ALL POINTS ON THE  
**UPPER MISSISSIPPI**  
**LINE STEAMERS**  
**EXCURSIONS**  
 TO  
**ST. LOUIS**  
 and return.  
**SEPTEMBER 25 & OCTOBER 2.**  
 Leaving Keokuk on  
**Str. Mary Morton**  
 at 7:00 a. m.  
 Transportation rate for  
 the round trip only \$3.  
 Limit of tickets 6 days.  
 See the great St. Louis  
 fair, exposition and  
 grand street illumina-  
 tions.

For rates and information apply to  
**JNO. McNAMARA,**  
 Agent at Keokuk.  
 Or, **FRED. A. BILL,**  
 General Passenger and Freight Agent,  
 Dubuque, Ia.

1893

**Geologic Constitution.**  
 GEORGE CONSTITUTION CO.,  
**Picnics and Excursions**  
**The Steamer**  
**Jennie Brown**  
 Will run to any point on the River on Reasonable  
 Terms. For information apply to Capt. Van Dyke,  
 on board, or to  
**A. M. HUTCHINSON,**  
 At Depot, foot of Johnson street.

1877

**THE GATE CITY:**  
**FRIDAY MORNING, OCT. 13, 1877.**  
**THE KEOKUK NORTHERN LINE**  
**PACKET COMPANY.**  
 ST. LOUIS & ST. PAUL.  
 Daily fast line for St. Louis at 2:15 p. m. except  
 Sunday.  
**EXPRESS PACKETS**  
**War Eagle and Golden Eagle**  
 War Eagle—Tuesday, Thursday and Saturday.  
 Golden Eagle—Monday, Wednesday and Friday.  
**EXPRESS LINE FOR ST. PAUL.**  
 A Fast Boat leaves Keokuk for St. Paul every  
 Sunday, Wednesday and Friday at 1 p. m., com-  
 mencing with the fast packets War Eagle and  
 Golden Eagle from St. Louis.  
 Clinton Wednesday. Minneapolis Friday.  
 Belle of La Crosse Sunday.  
 Through Freight Line as heretofore.  
 A discount in round trip tickets.  
 Tickets for sale to New Orleans and all points  
 South and Southwest via Iron Mountain Railroad.  
 For freight or passage apply at Company's  
 office foot of Johnson street.  
**A. M. HUTCHINSON, Agent.**

1895

**The Gate City.**  
**Bartenders**  
 Union, Local 535  
**Excursion**  
 to  
**Burlington**  
 On Str. Dubuque  
**Sunday, July 12, '14**  
**MUSIC AND DANCING**  
 Tickets 50c; Children, 25c.  
 Boat leaves at 9:30 a. m. All rights  
 strictly reserved. By order of Com-  
 mittee.  
 1914

**TAKE THE OLD RELIABLE** FOR ALL POINTS ON THE  
**UPPER MISSISSIPPI**  
**LINE STEAMERS**  
**THE PALATIAL**  
**STMR. GREY EAGLE**  
 Leaves Keokuk for St. Louis  
**Every Monday at 7:00 a. m.**  
 Steamers Leave for St. Paul:  
 Str. Sidney, Thursday, June 25, 10 p. m.  
 Str. St. Paul, Thursday, July 2, 10 p. m.  
 A reliable line of light-draught steamers,  
 thoroughly equipped with every modern im-  
 provement and commanded by able and exper-  
 ienced officers.  
 For rates and information apply to  
**JOHN McNAMARA,**  
 Agent at Keokuk.  
 Or, **ISAAC P. LUSK,**  
 Gen. Pass. and Freight Agent St. Louis, Mo.

1896

**SCHEDULE**  
**NAUVOO-MONTROSE**  
**FERRY**  
 SEASON OF 1930  
 Subject to change without  
 notice.  

|              |                |
|--------------|----------------|
| Leave Nauvoo | Leave Montrose |
| 7:00 A. M.   | 8:00 A. M.     |
| 9:15 A. M.   | 10:00 A. M.    |
| 10:30 A. M.  | 11:15 A. M.    |
| 12:30 P. M.  | 1:35 P. M.     |
| 2:30 P. M.   | 3:00 P. M.     |
| 3:30 P. M.   | 4:15 P. M.     |
| 5:30 P. M.   | 6:00 P. M.     |

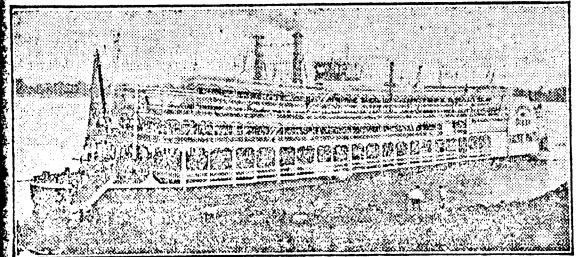
 Extra Trips Made as Trade  
 Justifies  
**Reduced Round Trip Rates**  
**NAUVOO TRANSPORTATION CO.**

**The Gate City.**  
 Entered in Keokuk Postoffice as Second-Class  
 Matter.

**TAKE THE OLD RELIABLE** FOR ALL POINTS ON THE  
**UPPER MISSISSIPPI**  
**LINE STEAMERS**  
**STR. SIDNEY**  
 Leaves Keokuk for St. Louis  
 AND INTERMEDIATE POINTS  
 Every Monday and Friday at 6 a. m.  
 Leaves Keokuk for Burlington  
 Every Wednesday at 9 p. m.  
 Steamers leave Keokuk, Ia., for St. Paul  
 and Intermediate Points:  
 Steamer Quincy..... June 11th, 4 pm  
 Steamer Dubuque..... June 15th, 4 pm  
 A reliable line of light draught steamers, thor-  
 oughly equipped with every modern improvement  
 and commanded by able and experienced officers.  
 For rates and information apply to  
**JOHN McNAMARA,**  
 Agent at Keokuk.  
 Or, **ISAAC P. LUSK,**  
 Gen. Pass. and Freight Agent, St. Louis, Mo.

1899

**FIRST EXCURSION**  
 On the Marvelous and Colossal  
**STEAMER ST. PAUL**  
 Capacity 5000 Passengers



**TUESDAY, MAY 11th**  
**THE GATE CITY COMPANY**  
**Moonlight Excursion**  
 Leaves Keokuk . . . . 8:15 p. m.  
 Leaves Warsaw . . . . 8:45 p. m.  
 Tickets Including War Tax 75c


**FAMOUS METROPOLITAN JAZZ-SAZ BAND**  
**FINEST IN THE LAND FOR DANCING**

**YOUR ONLY CHANCE TO RIDE THE BIG ST. LOUIS EXCURSION QUEEN THIS SPRING**  
**SATURDAY, MAY 8, 1920.**

1920

**Constitution-Democrat**  
**TAKE THE OLD RELIABLE** FOR ALL POINTS ON THE  
**UPPER MISSISSIPPI**  
**LINE STEAMERS**  
**Str. St. Paul**  
 Leaves KEOKUK for ST. LOUIS  
 Every Monday at 6 a. m.  
 Steamers leave Keokuk for St. Paul  
 and Intermediate Points:  
 Str. Dubuque . . . . . June 26, 4 pm  
 Str. Quincy . . . . . June 30, 4 pm  
 A reliable line of light-draught steamers,  
 thoroughly equipped with every modern im-  
 provement and commanded by able and exper-  
 ienced officers.  
 For rates and information apply to  
**JOHN McNAMARA,**  
 Agent at Keokuk.  
 Or, **ISAAC P. LUSK,**  
 Gen. Pass. and Freight Ag't. St. Louis, Mo.

1898

**Constitution-Democrat**  
**UNITARIAN CHURCH**  
**EXCURSION**  
  
 TO QUINCY AND RETURN,  
**Thursday, June 18,**  
 ON  
**STR. SILVER CRESCENT AND BARGE.**  
**MUSIC AND DANCING.**  
**REFRESHMENTS.**  
 For the Round Trip . . . . . 50c  
 Children under 12 . . . . . 25c

1896

**The Gate City.**  
 Entered in Keokuk Postoffice as Second-Class  
 Matter.  
**TAKE THE OLD RELIABLE** FOR ALL POINTS ON THE  
**UPPER MISSISSIPPI**  
**LINE STEAMERS**  
**THE PALATIAL STEAMER**  
**ST. PAUL,**  
 Leaves Keokuk for St. Louis  
**Every Monday and Friday at**  
**7:00 a. m.**  
 A RELIABLE line of light draught steamers,  
 thoroughly equipped with every modern  
 improvement and commanded by able and  
 experienced officers.  
 By All Odds the Best Way to Spend a  
 Portion of Your Vacation.  
 For rates and information apply to  
**JOHN McNAMARA,**  
 Agent at Keokuk,  
 Or, **ISAAC P. LUSK,**  
 Gen. Pass. and Freight Ag't. St. Louis, Mo.

1896

**THE GATE CITY:**  
**THURSDAY MORNING, SEPT. 27, 1877.**  
**AUCTION.**  
  
 The Gate City Wheel Ferry Boat "NOTA BELLE"  
 of 10 tons burthen, all iron deck capacity, having  
 cylinder 16 in. bore and four feet stroke, 40  
 boiler 18 ft. long with Ave. Russ, good boiler,  
 strong wheel and complete equipment. All in  
 good condition and running order. Will be sold, on  
 board, at Keokuk, September 27, 1877, to the high-  
 est bidder for CASH. Needs small crew and  
 little fuel.  
**SAM. S. SAMPLE,**  
 sept27d

# The Gate City.

KEOKUK:

FRIDAY MORNING, AUG. 27.

1858. SUMMER ARRANGEMENT!! 1858.

## Fare Reduced.

To All Northern and Eastern Cities!

SPEED INCREASED

Through to Chicago in 14 Hours!

The NEW and FAST running

## STEAMER KEOKUK

MAKES SURE CONNECTIONS

With the Evening and Morning Trains at Burlington.

Passengers can leave Keokuk at 11:30 A. M. and 10:30 P. M.

By several different routes to all the principal intermediate places.

Also, to Milwaukee, Freeport, Galena, Dunleith and St. Paul.

Also, to all the Railroad Cities in Upper and Lower Canada, via Grand Trunk Railway; Hamilton, Toronto, Kingston, Montreal and Quebec.

By the same route to Ogdensburg, N. Y., Plattsburgh, N. Y., and Portland, Me.

CAN BE PROCURED AT THE

RAILROAD TICKET OFFICE,

Main-St., between First and Second, one door above the Billings House,

KEOKUK, IOWA.

Passengers can save Time and Money by buying THROUGH TICKETS.

Baggage checked through free from Keokuk to Chicago, and checks exchanged on the cars for points further East.

FIRST CLASS FARE FROM KEOKUK.

To Boston, \$31 00 To New York, \$28 00

Philadelphia, 27 00 Harrisburg, 27 00

Baltimore, 26 00 Pittsburgh, 21 00

Be sure that you are in the Right Office.

RAILROAD TICKETS

Good for an unlimited length of time, allowing

Passengers to stop at any point and resume their journey at leisure.

Steamboat Tickets good until Close of Navigation.

Passengers can obtain Reliable Information at this Office in regard to all Railroad Routes in the United States and Canada.

Office open at all hours.

J. R. TEWKSBURY

Foreign Ticket Agent, O. B. & Q. R. R. Line.

June 19 - d&w 1868

# The Gate City.

PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED).

1855. 1858.

## KEOKUK AND ROCK ISLAND

RAILROAD MAIL LINE STEAMERS.

The Two Fast Steamers

Now making Daily trips, connecting at Rock Island with the Cars for the East, and with the Daily Mail Packets for Galena and Saint Paul, and at Keokuk with the Great Mail Line Steamers.

Jeannie Deane, Westerner, Keokuk and Die Vernon, For St. Louis.

J. M'KEE, Captain Leroy DODGE.

Leaves Davenport and Rock Island every Monday, Wednesday and Friday Evenings for Keokuk. Returning, leaves Keokuk every Tuesday, Thursday and Saturday Evenings.

BEN CAMPBELL, Captain R. F. BARTLETT.

Leaves Davenport and Rock Island every Tuesday, Thursday and Saturday Evenings. Returning, leaves Keokuk every Wednesday, Friday and Sunday Evenings.

For Freight or Passage, inquires on Board, or of T. H. HAIGHT, Agent, Keokuk.

March, April 3 dtt.

# THE GATE CITY.

A. W. SHELDON, } EDITORS.

B. M. CLARK, } 1860

TUESDAY MORNING, JULY 10.

The Splendid Light Draught Steamer and Passenger Packet

## BLACKFORD

SEBASTIAN Master.

Leaves for St. Louis and all intermediate landings this Evening, the 10th inst. at 6 o'clock.

Freight will be received at any time to or from, 17 20 dtt.

J. B. McNEIL, Agent.

# THE DAILY WHIG.

KEOKUK:

TUESDAY MORNING, NOV. 7, 1854.

1854.

## ST. LOUIS, ROCK ISLAND & GALENA.

United States Mail Packet Arrangement.

The fine fast running Passenger Packets—

NEW ST. PAUL, Bissell, Commander, Monday.

G. W. SPARHAWK, Green, " Tuesday.

BEN CAMPBELL, Mattoon, " Wednesday.

YORK STATE, Griffith, " Thursday.

GOLDEN ERA, Bersik, " Friday.

LADY FRANKLIN, Morehouse, " Saturday.

Will compose this line for the present season.

Leaving Wharf Boat, St. Louis every evening at four o'clock for Burlington, Oquawka, Muscatine, Rock Island, Davenport, Fulton City, Savannah, and Galena, connecting at Rock Island with the Chicago and Galena Railroad on up trip, and morning at six o'clock on down trip; also connecting at Galena every morning with the Galena and Minnesota Packets.

The above line is composed of first-class steamers, and are furnished, under the law of Congress, with everything that can add to the safety and comfort of passengers. m4.

# The Gate City.

KEOKUK:

WEDNESDAY MORNING, MARCH 31, 1855.

1855. 1855.

## ST. LOUIS AND KEOKUK MAIL LINE

STEAMERS.

THIS popular line of steamers will make regular daily trips as usual throughout the season, connecting at Keokuk with the regular daily mail packets to Rock Island, GALENA and ST. PAUL, running in connection with the Railroads to Chicago and the east.

The line is at present composed of the steamers DIE VERNON, WESTERNER, JEANNIE DEANS, and KEOKUK, whose names alone are a sufficient guaranty of their speed and accommodations.

March 5, 1855. d9m

# THE DAILY WHIG.

TUESDAY MORNING, OCT. 17, 1854.

## The fine passenger Steamer EDITOR

will run between Keokuk and St. Louis, making semi-weekly trips, arriving, and departing from Keokuk on Tuesday and Friday evenings.

For freight or passage apply on board or to Burns & Rentson, Levee, Keokuk. d&w

# 1854.

## ST. LOUIS, ROCK ISLAND & GALENA.

United States Mail Packet Arrangement.

The fine fast running Passenger Packets—

NEW ST. PAUL, Bissell, Commander, Monday.

G. W. SPARHAWK, Green, " Tuesday.

BEN CAMPBELL, Mattoon, " Wednesday.

YORK STATE, Griffith, " Thursday.

GOLDEN ERA, Bersik, " Friday.

LADY FRANKLIN, Morehouse, " Saturday.

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The above line is composed of first-class steamers, and are furnished under the law of Congress, with everything that can add to the safety and comfort of passengers. m4.

# THE DAILY WHIG.

KEOKUK:

MONDAY MORNING, SEPT. 4, 1854.

## NEW ARRANGEMENT.

KEOKUK AND ROCK ISLAND PACKET.

STEAMER PACKET J. M'KEE,

S. HEAIGHT, Master,

Will leave immediately after

the arrival of the Cars from Chicago, on Monday, Wednesday, and Friday evenings.

Supper on board, and no Extra Charge.

And will land at all intermediate places between Rock Island and Keokuk, and connect with the great U. S. Mail Line of steamers, Die Vernon, Jeannie Deane, and Westerner, for St. Louis, returning from Keokuk on Monday, Wednesday and Friday mornings at 11 o'clock A. M.

The M'Kee will leave Burlington (on up trip) at 6 o'clock A. M. on said days. Time between Ports 12 hours.

May 5 '54 d

T. H. HAIGHT, Agent, Keokuk.

# THE DAILY WHIG.

J. B. HOWELL, Editor.

SATURDAY, APRIL 29, 1854.

1854.

## ST. LOUIS, ROCK ISLAND & GALENA.

United States Mail Packet Arrangement.

The fine fast running Passenger Packets—

NEW ST. PAUL, Bissell, Commander, Monday.

G. W. SPARHAWK, Green, " Tuesday.

BEN CAMPBELL, Mattoon, " Wednesday.

YORK STATE, Griffith, " Thursday.

GOLDEN ERA, Bersik, " Friday.

LADY FRANKLIN, Morehouse, " Saturday.

Will compose this line for the present season.

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The above line is composed of first-class steamers, and are furnished, under the law of Congress, with everything that can add to the safety and comfort of passengers. m4.

# THE DAILY WHIG.

KEOKUK:

TUESDAY MORNING, OCT. 17, 1854.

## KEOKUK AND SAINT LOUIS

DAILY PACKET LINE.

The Keokuk and St. Louis Packet Company is

formed by the increased demand of the trade and travel on the river between St. Louis and Keokuk, have put forth of the finest Boats on the Upper Mississippi into the Line, and now make trips every day.

The steamers now constituting the Keokuk and St. Louis Daily Packet Line, are

THE WESTERNER, - - - - - Capt. Dan. Able.

" DIE VERNON, - - - - - R. Ford.

" JEANNIE DEANS, - - - - - Johnson.

Arrive at Keokuk, and depart for Saint Louis every night.

May 5 '54 d

# DAILY GATE CITY:

SATURDAY MORNING, MAY 28, 1874.

## Steamboats.

The Steamer Eagle makes three round trips daily between Alexandria, Warsaw and Keokuk, leaving Keokuk at 11 a. m. and 4 and 6:30 p. m., and arriving at 9 a. m. and 2:10 and 6:30 p. m. making close connections both ways with the M. I. & N. R. R. at Alexandria.

The Great Eagle leaves Keokuk for Quincy daily at 5 o'clock a. m.

## EXCURSION BOAT.

THE Eagle Packet Co. have the fine Side-wheel Steamer

"De Smet"

Ready at all times for Excursion or Picnic parties, either up or down river, long or short trips.

The De Smet has a fine airy cabin and unusually large boiler decks, wide guards, and is in every way well adapted to accommodate pleasure parties.

Enquire at Eagle Packet Co.'s Depot, foot of Main street.

may 17 - 1w ALBERT WEMFNER, Agent.

# KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, AUGUST 17, 1877

## THE KEOKUK NORTHERN LINE

PACKET COMPANY.

ST. LOUIS & ST. PAUL.

Daily fast line for St. Louis at 6 a. m. except Sunday.

EXPRESS PACKETS

## War Eagle, Golden Eagle and Rob Roy.

Golden Eagle—Monday and Wednesday.

Rob Roy—Tuesday and Friday.

War Eagle—Wednesday and Saturday.

A through Packet for St. Paul leaves Keokuk every other day.

A discount in round trip tickets.

Tickets for sale to New Orleans and all points South and Southwest via Iron Mountain Railroad. Through tickets to Bismarck, Deadwood, Custer City and all points in the Black Hills.

For freight or passage apply at Company's office foot of Johnson street.

A. M. HUTCHINSON, Agent.

# THE GATE CITY:

SUNDAY MORNING, OCT. 6, 1878

## REDUCED RATES!

Keokuk Northern Line Packet Co.

ARE NOW SELLING

## ROUND TRIP TICKETS

TO THE—

Fair, Exposition and Races at St. Louis

good for Six Days,

AT \$3 FOR THE ROUND TRIP!

Steamer leaves Company's depot, foot of Johnson Street daily at 7:30 a. m. except Saturday.

Through boat for St. Paul on Monday, Thursday and Saturday.

A. M. HUTCHINSON, Agent.

# DAILY GATE CITY.

FRIDAY MORNING, SEPTEMBER 24, 1878.

# COL. ARCHER,

Agent of the

Keokuk Northern Line

PACKET COMPANY,

Is selling

## ROUND TRIP TICKETS TO THE

QUINCY FAIR at \$1.25.

The boats of the above Company leave here at 7 o'clock in the morning. Returning on the up packet leaving Quincy at 6 o'clock in the evening of Friday and Saturday.

sept 24

# THE DAILY WHIG.

TUESDAY MORNING, OCT. 17, 1854.

## The fine passenger Steamer EDITOR

will run between Keokuk and St. Louis, making semi-weekly trips, arriving, and departing from Keokuk on Tuesday and Friday evenings.

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# KEOKUK NORTHERN LINE PACKET COMPANY.

SAINT LOUIS AND SAINT PAUL PACKET,

THE LARGE AND SPLENDID SIDE WHEEL PASSENGER PACKET,

## BELLE OF LA CROSSE.

Wm. B. BROWN, Commander.

FRANK BRYSON, Clerk.

N. G. RHODES,

Leaves.

## Steamboating on Capitol Hill

On Thursday, October 19, 1967, Subcommittee on Merchant Marine of the Committee of Merchant Marine and Fisheries, U.S. House of Representatives, met at 10 o'clock a.m. in room 1134, Longworth House Office Building, Washington, D.C. with Hon. Edward A. Garmatz presiding. Ranking majority leader of the Subcommittee was Congresswoman Leonor K. Sullivan (Missouri). Purpose of the meeting was to discuss amending existing law (Sect. 1104) so that the new Greene Line tourist boat would become applicable for 87½% U.S. guarantee on original building cost.

STATEMENT OF HON. LEONOR K. SULLIVAN (In part)

"A fact that is often lost sight of by those of you who live along our coasts is that our inland waters can boast a merchant marine of its own which handles vastly more commerce than our ocean fleet. In earlier days a great part of this was handled on proud packet boats that rivaled our ocean queens in passenger facilities. Unhappily, our once-proud passenger fleet has dwindled to but a single vessel, the DELTA QUEEN, which operates on the Mississippi and its tributaries and serves to remind us of the glories of our past. Unlike its ocean counterparts, this vessel represents no financial burden to the Government."

STATEMENT OF HON. ROBERT A. TAFT, JR. (Ohio)

"Thank you very much, Mr. Chairman and members of the committee. I appreciate the opportunity to appear here and say a word on this problem that certainly is one that is close to the hearts of the people in my home city of Cincinnati. I can well remember seeing old prints of as many as 80 steam packets tied up at the port of Cincinnati in the days when the Ohio was one of the most important passenger arteries of the United States. It remains today certainly one of the most important freight arteries and is continuing to grow. I would particularly like to say I appreciate the earlier interest of Mrs. Sullivan and I certainly commend her on having taken the initiative in getting this legislation moving. My own legislation differs somewhat from hers. When I took a look at the situation I anticipated some of the problems that might arise, some of which have been raised here this morning.

"The bill which I have introduced, for myself and Mr. Clancy and Mr. Zion is H.R. 13532.

"It attempts to limit as closely as possible without getting down to a special case the extension of the 87½% mortgage insurance under section 1274 (a) of the code to the situation with which we are concerned. In other words, it would limit it to vessels of a particular size and speed that are operated in passenger transportation, or property and passenger transportation.

"I am not sure of this, but I think these vessels might be designed to carry small amounts of property from time to time. I do not think they are seriously in the freight or property transportation business on inland rivers and canals;

incorporating the language of the exclusion that is in the statute above specifically, and then referring the design to be not less than 1,000 gross tons (which probably would eliminate smaller pleasure craft) and to be capable of sustained speeds of not less than 8 knots.

"Some time ago the Greene Line, the present operator of the DELTA QUEEN, got in touch with me pointing out that Public Law 89-777 would put the present DELTA QUEEN out of operation in 1968. It seemed to me that this was a matter of concern to our area not merely from an economic point of view; there are some economic considerations, but I wonder if, even more, the cultural heritage that we have in river boats and river traffic is not something with which we should properly be concerned and attempt to assist by broadening the category of insurance coverage. I felt that this was the case. I point out that the American Travel Service, for instance, advertises river boat tours abroad. To consider them competitive with any other form of transportation I think is very unrealistic.

"They are not competitive from the point of view of speed or from the point of view of facilities provided. This is a pleasure trip and I think sort of historical tie that we have here and that I believe should be encouraged on its own. I think the language we have incorporated in H.R. 13532 would take care of the problem without unduly expanding the coverage. If the committee wishes to get into categories of coverage broader than this, I have not attempted to deal with them. I am not suggesting what direction the committee might go in that connection. But I do think that this bill as introduced would do the job of opening up the door for insurance on this particular type of vessel.

"Thank you."

### DISCUSSION:

The Chairman. Mr. Rogers.

Mr. Rogers. I am pleased to have your presence here, and the statement is very helpful. Thank you, Mr. Chairman.

The Chairman. Mr. Pelly.

Mr. Pelly. I am glad to see my colleague before this committee. I don't know whether you have ever appeared before us previously.

Mr. Taft. I don't believe I have.

Mr. Pelly. Well, I am very happy to see you here today.

Mr. Taft. Thank you very much.

Mr. Byrne. I am also happy to see you, Congressman Taft, and I admire you--

Mr. Taft. Thank you very much.

Mr. Byrne (continuing). In trying to help your people. From what Mrs. Sullivan tells me, she used to ride this cruiser.

The Chairman. Are there any other questions?

Mr. Byrne. No thank you.

The Chairman. Mr. Reinecke.

Mr. Reinecke. It is nice to have you, Bob. Are you primarily interested in the mortgage guarantee?

Mr. Taft. Yes, this bill is limited to the mortgage guarantee.

Mr. Reinecke: You are not concerned with the Federal loan?

Mr. Taft. So far as the Greene Line is concerned their interest is limited to the 87½ insurance category.

Mr. Reinecke. How many cruise ships such as this are operating on rivers at the present time?

Mr. Taft. This is the only one, so far as I know that is in this particular category of being a cruise ship. In other words, a ship which takes long trips for protracted periods and is devoted exclusively to passenger travel. There are several other passenger vessels on the river. For instance, the BELLE OF LOUISVILLE and the DELTA QUEEN in the past few years have been having a packet boat race annually. It has gotten a good deal of interest in itself. I know Congressman Cowger is extremely interested in the possibility of some improvement or perhaps some new construction in this area as far as the city of Louisville is concerned.

Mr. Reinecke. At best, you might say there are two such ships.

Mr. Taft. There are probably some others in the category of BELLE OF LOUISVILLE which I do not think take overnight trips. It is not designed for long tours. There are quite a few other party boats and other types of boats, very few that would meet the 1,000 gross ton limitation of this bill.

Mr. Reinecke. Thank you very much.

The Chairman. Mrs. Sullivan.

Mrs. Sullivan. Just one comment, Mr. Chairman. I am delighted that our colleague has introduced this also. When I received my first letter for consideration for something like this from the owners of the DELTA QUEEN, I began to contact every one of our colleagues living on the rivers on which this little boat makes its cruises to see if anyone would want to join in introducing this kind of legislation. That is the way I got my cosponsors. I think all of us who live on the rivers recognize over the years the kind of romance in a river packet boat. It is wholly for pleasure. I see the DELTA QUEEN is even in one of the Russian magazines. None of us can read it, so I am not certain what they say about it. It is a sort of romantic pleasure craft that a lot of people enjoy. I think; as the owners testified, they can tell us whether they think they can afford to spend \$4 million for a brand new boat and be able to pay for it. Thank you.

The Chairman. Are there any other questions? If not, thank you very much, Mr. Taft. Next, I would like to call on our colleague from Ohio, Hon. Donald D. Clancy.

STATEMENT OF HON. DONALD D. CLANCY (Ohio)

"Mr. Chairman, as a co-sponsor of H.R. 13532, which has the identical purpose of H.R. 13369 under consideration by your subcommittee. I wish to strongly urge your prompt and favorable approval of this proposal.

"I believe a need has been demonstrated for easing the financing of vessels operating on our inland rivers and waterways. As you might know, I am particularly concerned about the problem facing Greene Line Steamers, Inc., in their efforts to replace the DELTA QUEEN.

"Without the help proposed by this legislation we will doubtless lose the last remaining symbol of America's great riverboat tradition with the demise of the DELTA QUEEN. This vessel, which touches port in 16 states, is the last overnight passenger steamer traveling back and forth on an American river. In order to conform to the provisions of Public Law 89-777, the DELTA QUEEN will be taken out of service by November 1, 1968.

"It is the desire of Greene Line Steamers to construct a new vessel, which would be America's first new passenger river boat in 40 years. However, I am advised that this cannot be done without some Federal assistance in the financing of this proposed boat. Because the successor vessel of necessity must weigh less than 3,500 gross tons and travel at a speed under 14 knots, the new boat can under existing law qualify for construction aid of up to a maximum of 75 per cent of the actual cost of the vessel as opposed to the 87½-per cent mortgage insurance permitted larger vessels. Unless section 509 of the Merchant Marine Act of 1936 is amended, as proposed by the bills under consideration today, it is my understanding that it would be financially impossible for a successor boat to be constructed.

"It seems to me that if inland vessels are placed under safety regulations applicable to ocean-going vessels, the inland vessels should be permitted to benefit under the same mortgage insurance provisions.

"In my opinion, it would indeed be a loss if the last surviving overnight passenger river boat disappeared from the Nation's great inland waterways without a replacement. I therefor once again urge that H.R. 13369 be approved as soon as possible."

The Chairman. Thank you for a fine statement, Congressman. Our next witness is Mr. William N. Muster, executive vice president of the Greene Line Steamers, Inc.

STATEMENT OF WILLIAM N. MUSTER

"Mr. Chairman, members of the committee, I have brought with me Mr. William Kohler. I am William Muster. I am the executive vice president of Greene Line Steamers, Inc. We are the owners and operators of the DELTA QUEEN. Our home port is Cincinnati, Ohio. We have offices in Los Angeles, and New York City. I would like to first thank Mrs. Sullivan and Congressman Taft and the many other Congressmen who have been so prompt and helpful in introducing this bill to help us get financing for a new river boat.

"I understand there is some confusion about the section number in the bill but I do believe your intent is clear.

"Our vessel is the last overnight passenger steamer on the Mississippi, Tennessee, and Ohio Rivers. For 9 months a year the DELTA QUEEN travels the western river system from St. Paul in the North to New Orleans in the South, Pittsburgh in the East and to the gateway of the West at St. Louis.

"The river boat business isn't what it was 50 years ago when hundreds of vessels similar to the DELTA QUEEN plied the same trade route. Nearly all other forms of transportation now are either faster or cheaper than paddlewheel steamboats, but our passengers have discovered that riding on a river boat can be one of the most satisfying of all vacations.

"Take a trip on the DELTA QUEEN and you see the results of many Federal waterway projects; locks and dams, recreation facilities, bridges, land reclamation, and the impressive skylines of our cities; cities that now realize that the river is their waterfront and not their backyard. A river boat is a great way to see America.



"Thousands of American and foreign visitors have made the DELTA QUEEN a big success in these last 5 years. In fact, this year we are about to finish a season sold out to nearly 95 per cent of our capacity. A real record for us. In fact, a real record for anyone in the travel business.

"But despite this recent success, we are still a very small company with only modest financial resources. Therefore, Public Law 89-777, which was passed last year, has caused a serious financial problem within our company. We must build a new river boat and that requires a great deal of capital.

"The new law was enacted partly as a result of the YARMOUTH CASTLE disaster and one of its principal purposes was to improve the standards of ship construction for the greater safety of life at sea. We were sympathetic with the desire of Congress to rid the seas of unsafe ships and insure the financial responsibility of the carriers calling at U.S. ports. But we did not expect the DELTA QUEEN to be put in the same class as deep-draft passenger vessels on the high seas.

"We asked Congress for a sufficient time to build a new vessel that would meet the safety standards of the present maritime regulations. We pointed out the necessity for continuity in our business and our spotless record in financial responsibility to our passengers. As a result the act was amended before passage to allow the DELTA QUEEN to operate to November 1, 1968.

"Now after endless hours of planning and hundreds of drawings, our new boat is designed and on paper. Coast Guard approval on design and fire retardant materials is expected soon and construction can begin in a couple of months. But we face a major hurdle in financing the first new passenger vessel to be built in this country in many years.

"Since we were thrown in the same category as deep-draft vessels when the safety legislation was passed, it seems only fair to put us in the deep-draft category when we talk about financing.

"The Federal mortgage and loan insurance under title XI of the Merchant Marine Act of 1936 provides that vessels of 3,500 gross tons or more and capable of 14 knots or more shall be eligible to receive 87½ per cent Federal mortgage insurance. You just can't get a boat that big up the Ohio River. Therefore we must build a boat which presently is only eligible to receive 75 per cent Federal mortgage insurance, unless the law is updated.

"Our new boat is estimated to cost \$4 million. We don't have the \$1 million required for the down payment. If we could get the same insurance privileges as deep-draft passenger vessels, we would only need a down payment of \$500,000. This we can do.

"The legislation which we favor is designed to cover only passenger vessels of specific size and speed suitable for operation on the inland waterways. There is other legislation before this committee which seeks to accomplish something similar to what we propose, but it amends different sections of the act and broadens the scope of coverage. It may be that our objective can properly be accomplished in more than one way.

"We hope, however, that the legislation will not be so broad that it raises new problems or controversy that will delay enactment. Our desire is only to remedy the specific problem created for the DELTA QUEEN by the enactment of Public Law 89-777. If there is a delay in getting this bill passed, we will not meet our deadline.

"We now know, that there is some opposition to this legislation, but we cannot think of any group that would be adversely affected by it. There is no additional cost to the Government. This legislation would only authorize the Secretary to improve our financial stability by guaranteeing a larger mortgage. The funds will be arranged for privately.

"In fact, in our opinion, enactment of this legislation will have an important positive effect on the long-range economies of our river system. One boat can only begin to realize the potential of the public's demand to see and travel the rivers.

"In Europe, for example, on the Rhine River system, which is much smaller than ours, there are hundreds of river boats profitably engaged in transporting passengers from one city to another. In fact, one company, the Koln Dusseldorfer Rhinedampschiffahrtgesellschaft has 26 passenger vessels plying the Rhine. The legislation we advocate will encourage and make possible similar expansion of river travel in the United States.

"We appreciate this committee's cooperation in setting this hearing so promptly. We know you understand the urgency of our project. We hope you will approve a simple, separate bill that can come to a floor vote without delay. Thank you."

#### DISCUSSION:

The Chairman. Mr. Muster, you say you have an office in Los Angeles and New York City. Are they tied up in any way with offshore commerce?

Mr. Muster. Our offices?

The Chairman. Yes.

Mr. Muster. We are not involved in any deep sea vessels or trade. The offices are sales and executive offices.

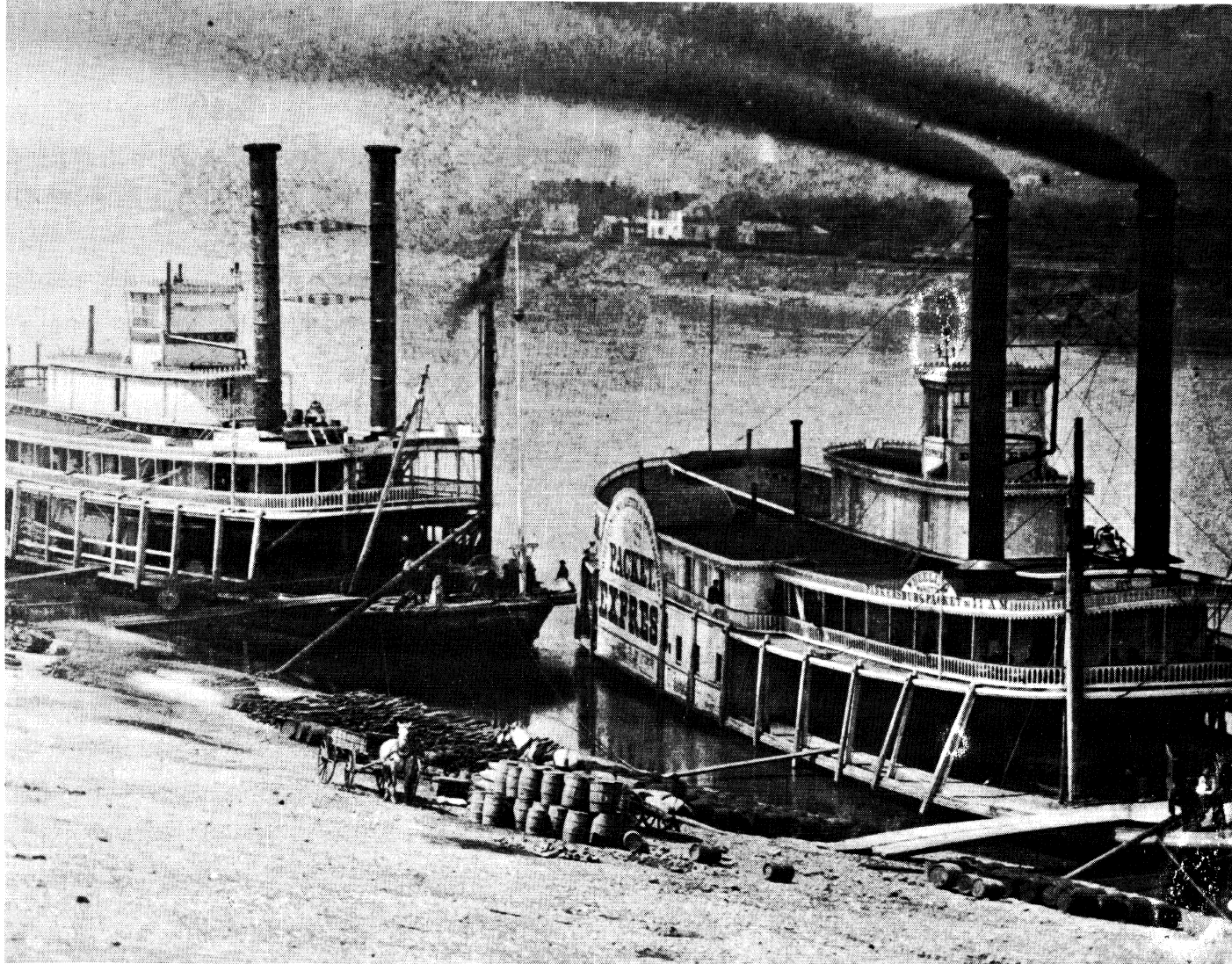
The Chairman. On page 2 you say: "Our new boat is designed and on paper." What kind of boat would it be, roughly? Would it be paddlewheel?

Mr. Muster. The vessel is designed at this point for two final alternatives. They must meet Coast Guard approval. Alternative 1 is a paddlewheel. Alternative 2 is what is known as a Voight-Schneider propeller. The Voight-Schneider is perhaps the most practical for our purposes. However, regardless of the propulsion the boat will look like an oldtime river boat. It will be designed visually as a river boat with the filigree and the decoration of some 50 or 75 years ago.

The Chairman. What type of propeller did you say?

Mr. Muster. A Voight-Schneider.

The Chairman. "Schneider" in German is a tailor. Mr. Muster. The Voight-Schneider is a very specialized propeller. It can only be used in shallow water and riverways and is primarily designed for high maneuverability. It looks like an eggbeater and it operates in the water vertically on an eccentric cam that propels it in any direction. You can go sideways, backward, or turn a complete circle.



This was taken at Wheeling, West Va. one hundred years ago. West Virginia had been admitted to the Union five years before as the 35<sup>th</sup> state, and Wheeling was the capitol. In the distance, at center, are homes on Wheeling Island.

The POTOMAC at the left is the regular Tuesday packet for Cincinnati, and the EXPRESS is the local every other day to Parkersburg. The swinging stage had not been invented in 1868, nor would it become general for several more years. Instead, the mate ran ashore a clumsy plank, which in effect was a stage, and handled it with a short boom heeled on the forecastle, or by main strength. The boom on the POTOMAC is in the "set" position and doubles to also handle the spar--the long pole jabbed ashore and resting on the forecastle nosing. Spars still are used today to hold floating craft off the shore particularly when the river is falling.

Owner of the POTOMAC in 1868 was Capt. Charles Muhleman, a big man with a squeaky voice born under a pawpaw bush along the West Virginia (then Virginia) shore opposite Buckhill Bottom. His parents were cheese makers from Switzerland. He had recently sold the side-wheel PHIL SHERIDAN and had bought the POTOMAC as a temporary replacement in the trade. That fall of 1868 he bought the side-wheel MAJOR ANDERSON from the U.S. Mail Line, just about the biggest boat ever based at Wheeling.

The POTOMAC was built in the late fall of 1864

at Cincinnati for Capt. Theodore Fink of Wheeling, who also ran her Wheeling-Cincinnati until he sold her to Captain Muhleman in the summer of 1866. In 1870 Capt. Theodore Fink built a large side-wheeler at Cincinnati, also named POTOMAC, too large and too slow for the Wheeling-Cincinnati run (he gave it a brief whirl) so he sold the boat to others. She once rammed the racer ROB'T. E. LEE opposite Natchez (1870) causing the great racer to sink to the bottom barely five months after her victory over the NATCHEZ.

The EXPRESS was built at Belle Vernon, Pa. on the Monongahela River for the Wheeling-Parkersburg trade, owned by the regular packet line operating there. She was new in 1862. At the Civil War's conclusion she was one of the massive fleet assembled at Parkersburg to convey soldiers from the East, arriving on the B&O, to Cincinnati, Lawrenceburg and Louisville. The Ohio River was extremely low. Enroute down the EXPRESS struck a snag and sank in Manchester Islands. Nobody got wet for she didn't have far to go. She had aboard the Second Division of the Fifth Army Corps. She was raised in a matter of days. The reader may note the initials U.S. painted on her wheelhouse, doubtlessly a hangover from her participation in the troops movement.

We are indebted to Edward A. Mueller, 6321 Merle Place, Alexandria, Va. for the above picture.



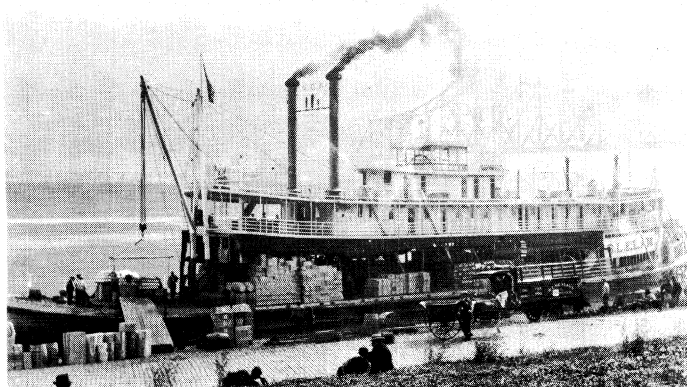
Her name was S. L. ELAM when first she appeared on the Upper Ohio in 1918, and I don't suppose a more ungainly craft ever had arrived at Pittsburgh. I went up for a look-see that day and was standing near the Monongahela House at Smithfield and Water gazing in dismay at this outlandish packet with cotton guards, narrow cabin, no skylights, and pilothouse bashed down in the Texas. Capt. E. Dayton Randolph crossed over from the B&O station, valise in hand, and he rubbed his chin, frowned savagely, and remarked to me weakly: "I'm supposed to go pilot on that thing." He had just arrived from home at Reedsville, O.

"Maybe she's not so bad when you get closer," I said to him.

"This is close enough for me," he stated.

Dayton went back across the street to the B&O and went back to Reedsville on the next train.

The S. L. ELAM had a wooden hull built of long leaf yellow pine. At least that's what was said.



THE S. L. ELAM ARRIVES AT PITTSBURGH for the first time in the summer of 1918. She is tied at the foot of Market Street in the Monongahela River. No wharfboat had been arranged for, so she received freight over her stage. This typical New Orleans cotton packet had wide, flaring main deck guards, narrow cabin, and no means of lowering the smokestacks. Note how the whistle is mounted between those stacks; the steam pipe doubles as a spreader-bar.

The Carter Packet Co. built her over at Slidell, Louisiana in 1913 to run from New Orleans to Red River, which was a speculation of sorts. Anyhow they didn't spend any more money on her than absolutely necessary. She was valued at \$24,000 as a new boat. The Carter people did a bit of experimenting and put a patent boiler on her, called the Kidney boiler. It didn't work, and neither did the Red River trade. So they hopped her over to Ouachita River and ran her to Camden, Ark. with three Western boilers on her.

Dayton Randolph said she looked more like a Slippery Elm than S. L. ELAM, but her namesake was a prominent judge from Natchez who dated back to Civil War days. Judge Elam had been up the Yazoo on the MARY E. KEENE wearing the grey uniform. He had been honored once before when some Natchez people, Richardson & Powell, had named a sternwheel gasboat S. L. ELAM in 1908. Chances are the gasboat was a better craft than the Carter packet. At least she had what's known as a composite hull, steel sides and wooden bottom, and one of those old-time F-M one-lung clunk engines. Rated 35 horsepower.

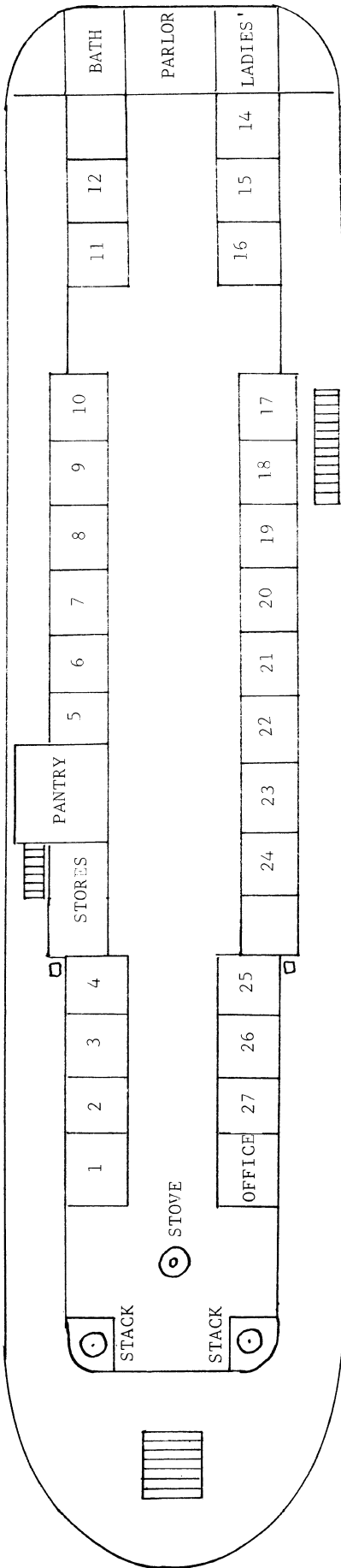
The present S. L. ELAM I was looking at, and presently went aboard, was a big thing--hull 185 feet long. She had compound engines on her made by Gillet & Eaton, an Upper Mississippi firm, the only ones I remember seeing that didn't have the cranks set on 90°. I don't know what the angle was but she 'scaped lop-sided, chit-chit-choo----choo, sort of. No condensers; she 'scaped in her stacks.

This S. L. ELAM had been bought by the Liberty Transit Co. of Wheeling, a new packet firm just organized, financed by Wheeling business men. This was to be their flagship. They were going to revive packet traffic between Pittsburgh, Wheeling, Parkersburg, Charleston and Cincinnati; yes, and Zanesville. In 1918 there were likely steamboats scattered all about with nothing to do, particularly, yet Liberty Transit had gone clear to New Orleans to buy not one--TWO--cotton boats entirely unsuited for present purposes. The other one was the OMAHA.

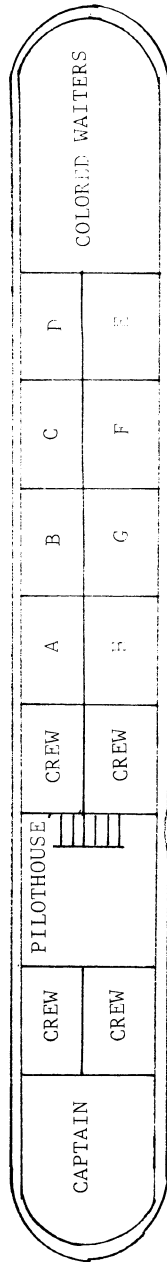
The best looking thing when I went aboard the ELAM was the captain. Capt. Ed Rucker was dyked out in a spotless white uniform--he had come up on her from the South. I introduced myself and conveyed to him the intelligence that he was not going to have a pilot. Whereupon Capt. Rucker scoured around and found two old Combine pilots warming a ringbolt there on the wharf and hired them. Neither had piloted a packet before.

So presently we departed, with me aboard as a High School age passenger, and when they blew that great big whistle mounted between the stacks I knew there was one other good thing besides the captain. SOME whistle. Down in Brunots Island they ran over a motorboat, turned it upside down, and rescued three persons from the river, one of them a lady. I got off at Lock No. 3. Next day in rounding to at Wheeling they plowed in to the Crockard & Booth wharfboat there, sinking it. So the new Wheeling flagship got off to a dubious start, wrecking the wharfboat at the home town of the new corporation.

The river mercifully got too low for any more shenanigans, and the S. L. ELAM was laid up at the Wheeling wharf "for extensive alterations to



TEXAS PLAN



The accompanying drawings are the result of several huddles with people who were there. Robert H. McCann put on his thinking cap to remember back some 30 years when he was clerk on the GENERAL WOOD. Capt. William S. Pollock added some details, and so did his wife Betty. Bill was clerk during the Capt. Hornbrook regime, then became manager, purser, master and pilot.

All agree on such fundamentals as the smokestacks encased in jackets in the forward cabin, with the main doorway between. The office, all agree, was on the port side, and the opposite stateroom (#1) was large and roomy. Bob McCann is rather positive that room #27 was aft of the office. The forward hallway down past rooms 1-4 was narrow, then widened on back to the recess. The absence of overhead skylights made the cabin gloomy unless the lights were turned on, and they usually were.

When the S. L. ELAM was built, this cabin was consistently narrow the full length of it. One of the major operations at the Mozena Brothers Boatyard was setting out all of the midsection area to get more cabin room, needed for handling passengers at the dining tables. The original pantry and kitchen were further aft, about in the spaces of rooms 8, 9, 10. The ELAM's guard width, the promenade along the staterooms outside, was extremely narrow due to her cotton-boat architecture, and was extensively widened in 1918 during the Mozena renovation at Clarington, O.

The original Texas was quite short, and during Capt. Hornbrook's administration the parlor rooms A-H were added. This was done by setting the colored crew quarters hard aft, then filling in between. These parlor rooms were entered from the roof, had only one door each, and in such respect were like those on the two upper cabin decks of the DELTA QUEEN. The pilothouse was set down low but did not interfere with the Texas area underneath, and four crew rooms were entered from the areaway. A short stairway led from the port side to get into the pilothouse.

The ladies' bath was added by Capt. Pollock. He bought the bathtub from Capt. William E. Roe who was glad to be rid of it, for it had been refused by a consignee due to slight damage. The transaction was amiably consummated for \$20. As was usual on packets, the ladies' toilet was hard aft and was innocent of any plumbing. It was a three-holer with the novelty that one of them was junior size for children. A small lad one time got his head wedged in this small one and had to be extricated by the carpenter and several of the crew. He explained he had wanted better to view the revolving paddlewheel.

We have omitted numbering room #13 on the assumption that it more likely was a maid's room or linen room. The numbering of all rooms is rather open to correction, and if #27 was aft of the office we've goofed somewhere, for we've turned up with a blank one between 24 and 25.

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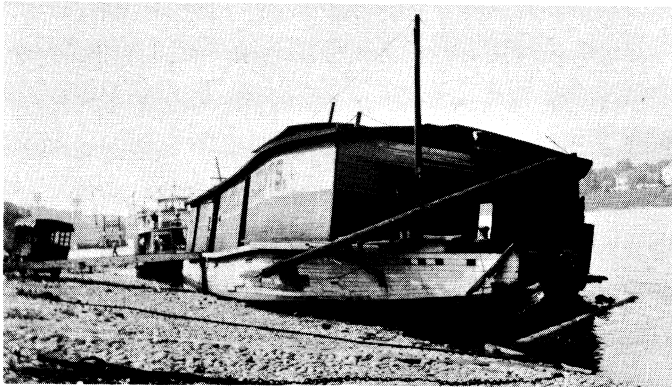
suit her for the trade." Another way of saying she was a misfit just as Dayton Randolph had predicted at 500 yards range.

The OMAHA was altered that summer at the Mozena Brothers Boatyard, Clarrington, O. which meant whittling off her cotton guards, giving her stationaries and bull rails, widening the boiler deck and so forth. Work of the same sort was started on the ELAM at Wheeling, and completed at Clarrington later. When the fall rains came, and the river was up, the two "new" boats emerged as the GENERAL PERSHING (ex-OMAHA) and GENERAL WOOD (ex-S. L. ELAM). These names were appropriate for the new Liberty Line steamers, for this was during World War II. Everybody knows who General Pershing was, or should; and General Leonard Wood was quite prominent those days--twice candidate for the Republican nomination for president.

Later there were two more Generals in the Liberty Line fleet, the GENERAL CROWDER (ex-R. DUNBAR) and the GENERAL BEACH (ex-CORKER). General Enoch H. Crowder was in the U.S. judge advocate's department, and General Lansing H. Beach was a go-getter U.S. Engineer in the Cincinnati district with unusual sympathy for rivermen and their problems.

The GENERAL WOOD was a tolerable-looking packet after the beauty treatment, even though she had slat railings like a towboat, no skylights, and the pilothouse built down into the texas. She was uncommonly high between the main deck and the cabin, which was cotton-boat style. They put the whistle on the pilothouse where it belonged and took the searchlight off the pilothouse roof and placed it out forward of the A-frame mast.

Another alteration about now was a change in general managers. In place of the gentleman who had bought the cotton-boats (whose name was Sebolt, I think) came an ex-street car superintendent from the hills of Armstrong County, Pa.



THE WRECKED WHARFBOAT AT WHEELING following the collision. The S. L. ELAM hit its port bow and stove it in. This wharfboat was built at Moundsville, W. Va. in 1892, 170 by 35. It was long operated by the firm Crockard & Booth. The surviving original partner, John Crockard, had died in January, 1917, aged 69, and the business was being run by Capt. Fred Hornbrook and others in 1918 when the loss occurred. The small gas packet head-on below is the MILTON, loading for New Matamoros, O. The towboat in the distance is the H. P. FLESHER, first of the Wheeling Steel fleet. She eventually became the A. I. BAKER.

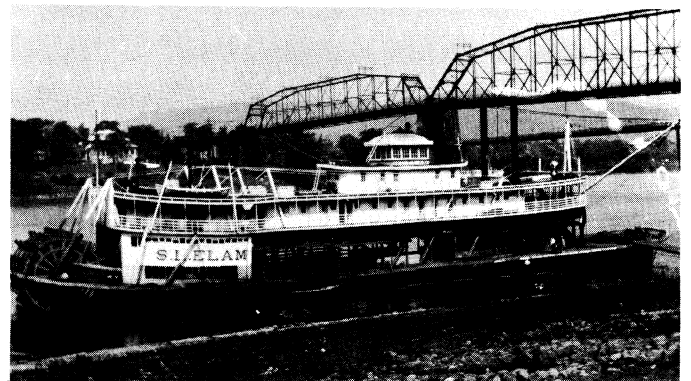


THE PACKET OMAHA AT CLARRINGTON, O. being converted into the GENERAL PERSHING at the Mozena Brothers Boatyard, just above Gardner Run. This was taken from the deck of the gas packet MILTON which was landing alongside to deliver freight. The S. L. ELAM was brought to this same location soon afterward for extensive alterations.

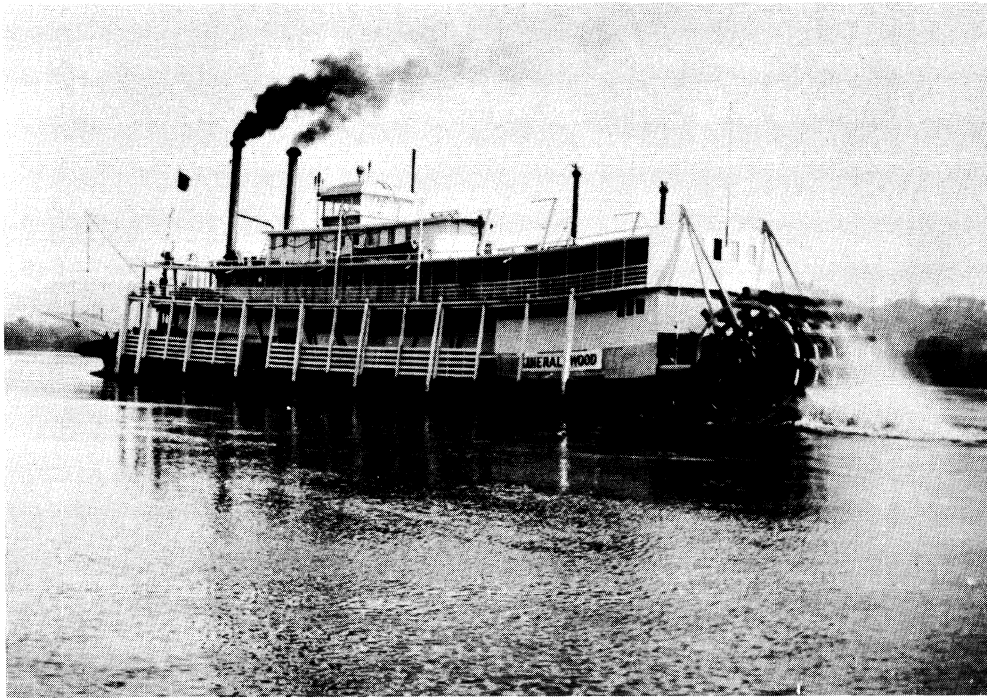
aged 47, named James W. Brown. Mr. Brown had been with the West Penn Traction Co. and had bled and fought with street cars to emerge with a genial disposition, plenty of good humor, and absolutely no idea of steaming. But he learned.

That fall the GENERAL WOOD entered the trade between Pittsburgh and Cincinnati. The first captain I remember on her was Capt. William D. Kimble, then quite a veteran or so he seemed to me, born in 1868. He had been purser on the fine VIRGINIA in the P&C trade at one time, and had operated the Huntington, W. Va. wharfboat and storage house. Having a nervous temperament the frequent antics of the WOOD were too much for his equilibrium, and he resigned to run the wharfboat at Portsmouth, Ohio.

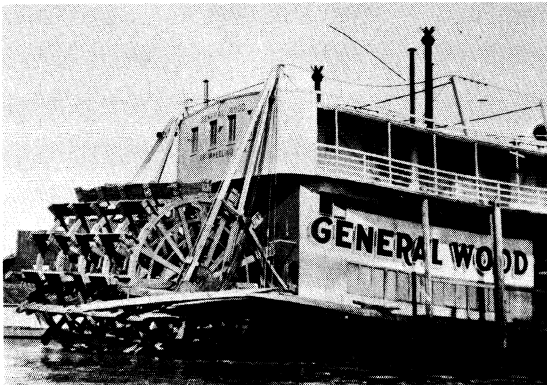
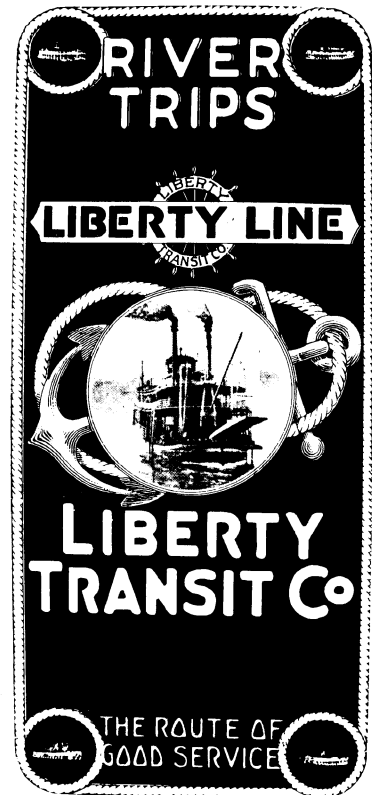
In the fall of 1919 I was a clerk with the Campbell's Creek Coal Co. at Pt. Pleasant and had not been there long when a 'phone call came to the office. The GENERAL WOOD had broken her wheel shaft and torn up her cylinder timbers at



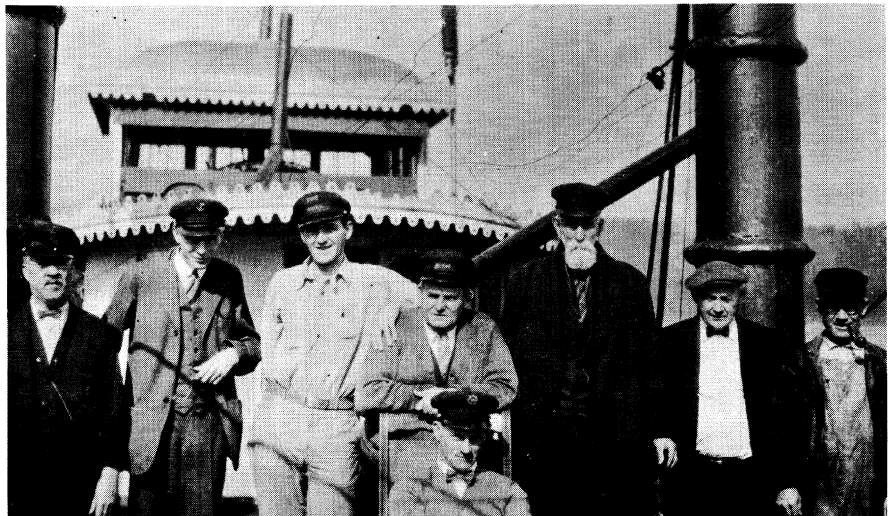
The S. L. ELAM AT WHEELING in July, 1918, with work under way cutting off her cotton guards. She is moored just above the wrecked Crockard & Booth wharfboat. The bridge in the background since has been demolished. Viewers with sharp eyes may detect the British Prison Ship SUCCESS moored above the bridge alongside Wheeling Island. It spent the summer of 1918 there on exhibit.



AN EARLY VIEW OF THE GENERAL WOOD taken by Capt. Jesse P. Hughes. This was snapped soon after she came away from the Mozena Brothers Boatyard, and before the new name had been painted on the engineroom bulkheads. A length of framed oilcloth with the name GENERAL WOOD on it is attached. The cover of the 1922 Liberty Line folder is shown on this page at the right. The crews are listed as follows: GENERAL WOOD with Capt. W. E. Dunaway, master; C. H. Douglass, purser; E. E. Brookhart and Walter L. English, pilots; James O'Brien, mate; Homer Mozena, clerk; William C. Jones, steward; Lee Markham, chief engineer; Arnold Markham, second engineer. GENERAL CROWDER with William L. Guthrie, master; Dayton Randolph and William I. Weldon, pilots; Frederick Way, Jr., purser; Fred Suder, clerk; George Wallis, steward; Eugene Mozena, mate; Charles Higgs, chief engineer.



ACCIDENT TO GENERAL WOOD when she broke her shaft at Racine, O. as told in the text. Picture was made at the Pt. Pleasant Machine Works, Robert J. Heslop, manager. The slacked relief chain on the roof might seem odd; the WOOD had hogchains made of stranded wire cable, one of the very few boats which ever came to this Editor's notice to have them. Doubtlessly now we have said this, we'll hear next issue of a dozen boats with wire cable hog-chains.



CREW OF THE GENERAL WOOD IN 1928. From the left: Dave Phillips, chief engineer; Capt. William S. Pollock, general manager and purser; Ed Lyon, Jr., clerk; Capt. Charles H. Ellsworth, pilot; "Uncle" Tom Barton, mate; Andy Zollinger, steward; John Heath, second engineer. Seated: Capt. Edgar E. Brookhart, pilot. The smokestacks are new, placed at the Acme Boiler Works, Gallipolis, O. Capt. Pollock is the only one of this group still active on the river, now piloting with the Mississippi Valley Barge Line.



J. W. BROWN

He didn't stay for the obsequies.

Liberty Transit's manager J. W. Brown came to the job in February, 1919, and first made his headquarters in a penthouse room built on top of a converted model barge which served as the wharfboat at Wheeling. Later he moved into the office building at No. 8 Wood Street, Pittsburgh and in the fall of 1922 removed to 906 Chamber of Commerce Building, Pittsburgh. The first president of Liberty Transit was J. C. McKinley, of Wheeling. In 1922 John F. Lent became president, a Pittsburgher with expansive plans to convert to barge towing. He leased the old Exposition Music Hall at the Point, facing on the Allegheny, and bought the towboat JAMES MOREN from Sugar Products Co. Under Lent management the MOREN took at least one tow of steel to New Orleans, 13,000 tons consigned to Houston. On her return she was pulled out on the Paducah Marine Ways for extensive hull repairs, new boilers, new cylinder timbers, etc. and J. W. Brown left Liberty Transit to superintend this dock work. Lent couldn't pay the bill, and the MOREN was bought in by a Pittsburgh bank. By that time Liberty Transit had folded also, and J. W. Brown's river career was closed. This portrait was taken during his later life when he was living on his farm at Slate Lick, Pa.

Continued from Page 29

Racine, O. I was allowed to go aboard the towboat D. T. LANE to the rescue. We brought the WOOD back to the Pt. Pleasant Machine Works. Mr. Brown was obliged to charter the L&C Line's KENTUCKY to fill the gap. Subsequent accidents to the WOOD brought the KENTUCKY to Pittsburgh at other times, as well as the JOHN W. HUBBARD. Thanks to these occasions I rode both of the lat-

ter between Pittsburgh and Cincinnati.

The first Pittsburgh-Cincinnati trip I made on the GENERAL WOOD was in the summer of 1920. Her captain was W. Ed Dunaway, a lanky raw-bone who then lived at Williamstown, W. Va., a butcher by trade and a steamboatman by choice. His purser was a handsome young man of Parkersburg, Charles Douglass, whose father Capt. Hiram Douglass also was a butcher by trade and a steamboatman by choice. The pilots were Dayton Randolph--who ere now had gotten over his initial qualms--and Edgar Brookhart of Rockland, O. and in case you go seeking that place, it's at the head of Blenny. The WOOD was sporting a cub pilot, an extravagance few packets boasted, a young man not so tall named Frank Hillis. He later became one of the best.

I doubt that the Liberty Line made much profit with its four veteran Generals hobbling on crutches and frequently at the hospital. I am rather certain that the GENERAL WOOD did handsomely and her earnings were squandered on the rest. None of the boats had to pay coal or meat and grocery bills at Wheeling; the merchants who had subscribed stock paid in trade. The excitement of this "revival" attracted imitation, and by 1921 real rivermen had swooped down South to bring in several truly handsome packets, the SENATOR CORDILL and BETSY ANN. With these, augmented by a boat they already had, the LIBERTY, they skimmed off the cream. The Liberty Line became enervated of malnutrition, lingered until 1923, then died. If the purpose, as originally proclaimed, was "to revive river traffic," it was a noble success. Manager J. W. Brown did not stay for the obsequies; he got interested in an oil well near McKeesport, Pa. and resigned.

In retrospect I am glad to have been a part of the Liberty Line; first as clerk on the CORKER, ditto on GENERAL BEACH; GENERAL PERSHING and the GENERAL CROWDER. My hero was J. W. Brown who had

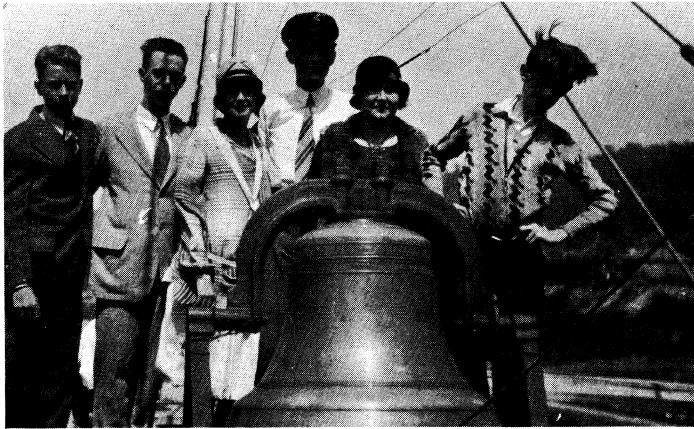


LIBERTY LINE HEYDAY IN JUNE, 1920. Taken at Pittsburgh from the Smithfield Street bridge. In the foreground, from the left; GENERAL CROWDER, GENERAL BEACH and GENERAL WOOD. Liberty Line was using an ancient wharfboat formerly used by Monongahela packets to Morgantown and Fairmont. The side-wheel excursion steamer SUNSHINE is just below. The big steamer broadside at the left is the HOMER SMITH. Below her, scarcely visible, were the side-wheel CITY OF CHARLESTON and the Evansville steel-hull packet JOHN L. LOWRY. The CROWDER is loading for Charleston, the BEACH for Zanesville, and the WOOD for Cincinnati.

utmost patience and sympathy for young men, even a careless one. Mr. and Mrs. Brown had a son about my age, perhaps a little younger, who today is a "who's who" in Chicago.

The Dollar Savings & Trust Co. at Wheeling sold the GENERAL WOOD to Capt. Fred Hornbrook and others of the "insurgent" group later on, about 1924, and she was continued in the Pittsburgh and Cincinnati trade. All told she ran that trade for approximately eleven years, 1918-1929. I was aboard as part owner on her last trip, along with Capt. William S. Pollock and others. She shows up in various photographs taken at Pittsburgh between 1929 and 1934, laid up, going to rot. Then she was taken to East Liverpool to become a

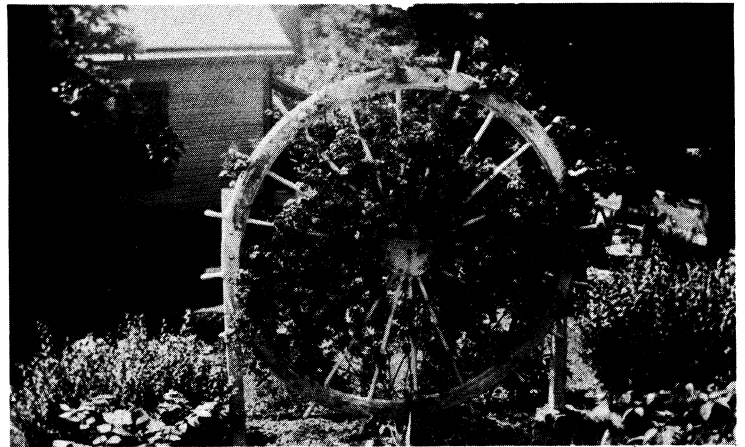
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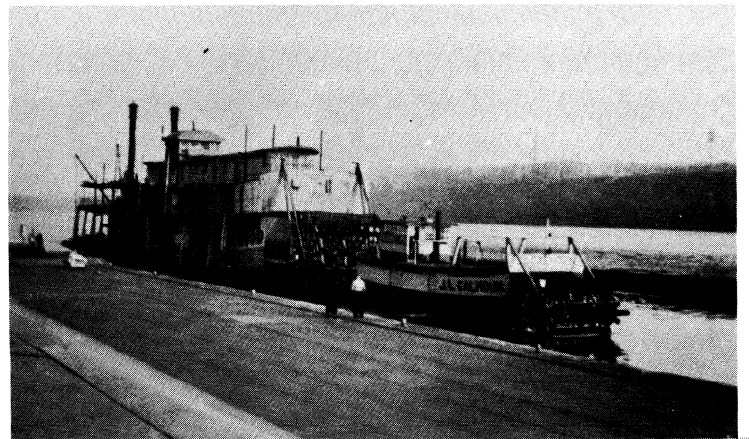
ABOUT 1921 THE GENERAL WOOD got the roof bell from the side-wheel MORNING STAR, and this is it. There was a general exchange at Cincinnati in 1921 with the MORNING STAR taking the CITY OF CINCINNATI bell, and the ISLAND QUEEN (1st) taking the CITY OF LOUISVILLE bell. The white-shirted person with uniform cap is Capt. William S. Pollock.



A GROUP OF PASSENGERS aboard the GENERAL WOOD and all of them from Beaver, Pa. Standing at extreme left is Mrs. William P. Pollock, Capt. Bill's mother, and the last man standing at the right, partly concealed, is Bill's father. The handsome gentleman seated at the left, with uniform cap, is Capt. Elmer Fancher who then lived at Falmouth, Ky. and later was drowned from the BETSY ANN. The buckets under him, we should point out for the uninitiated, are fire buckets, required by law, filled with water, or supposed to be.



Her pilotwheel became a rose trellis.



THE LAST TRIP OF THE GENERAL WOOD was from Pittsburgh to East Liverpool, O. in November, 1934. She had no steam. It was a tow job, and the J. L. CALHOUN had a time of it. After some unsuccessful maneuvers she finally hitched to the paddlewheel and backed the WOOD. This is taken in the old Merrill Lock (No. 6) enroute. Pete Milliron used the WOOD at East Liverpool as a wharfboat and, as consequence, her tackle-and-apparel got scattered. The whistle was used for a while on a pottery not far above the bridge. The roof bell may still be in the area. The outcome of the pilotwheel is shown in another picture.



The End of the GENERAL WOOD.



HIDER, and she wound up with the GORDON C. GREENE doctor, which was a big Iowa job.

What we started to wonder about was where is that MONTANA roof bell today? We know where C. W. Stoll is or ought to be.



Mystery of the MONTANA bell.

Elsewhere in this issue is a picture story of the wreck of the Missouri River packet MONTANA. There is a sequel to this. The above picture was taken aboard the old packet JOHN W. HUBBARD lying at Jeffersonville, Ind. in the early 1930s in the boneyard. The young man with the proprietary air is C. W. Stoll whose right hand grasps the bell--and on that bell is inscribed "Str. MONTANA." It's even dated---1879---and cast by A. Fulton & Sons Foundry, Pittsburgh. Query: How did it get there? Perhaps we'll never know.

Soon after this picture was snapped the bell was taken off the HUBBARD and placed over on the towboat KENOVA which Capt. Birch McBride built out of the old CROWN HILL. The KENOVA was an entrancing composite. In addition to the MONTANA roof bell she had the engines out of the packet KENTUCKY and boilers from the JOHN W. HUBBARD. --That is for a time, she did. Later, she got a new gunnel hull at Paducah, then was taken to New Albany where Pete Jensen put new boilers on her. The old engines were found to be scored, so new cylinders were cast 16" dia. O, also she had the HUBBARD throttle, an overhead affair that would backwords. Birch had a condenser aboard that wasn't being used---he'd thought some of making her high pressure condensing---so it was thrown off at New Albany. The old Crawley & Johnson steering rig was taken off, and a new Gardner outfit put on. She had a good Shelton doctor from the KENTUCKY so that was kept. Anyhow the Shelton that was on the HUBBARD went to the CHRIS GREENE--both those doctors were quite alike. The one on the CHRIS later went over to the ARTHUR

THE FOUR PAGES OF OLD ADVERTISEMENTS in this issue are the remarkable contribution of S&D member William L. Talbot from the scrapbook collection of R. J. Bickel, both of Keokuk, Iowa. Most, in fact all, of these were clipped from old Keokuk newspapers.

Note particularly the "Grand Opening" announcement for the J.S. on Tuesday, May 6, 1930 with a big "blow" for The Famous Cotton Pickers Orchestra, "A Colored Band under the direction of Fate Marable."

### STEAMBOAT WHISTLE RECORDS

Our recordings of fifty-seven actual steamboat whistles are now available on newly-developed vinyl phonograph records recorded in Stereo. There are two of them. No. 1 is narrated by Capt. Way. No. 2 has two calliope pieces played by "Doc" Hawley and a new river song composed by Bob Schmertz in addition to the whistle-talk narrated by J. Mack Gamble and Capt. Way.

Both of these are long-playing, 12-inch records, recorded on both sides. Each record has about 42 minutes of play. They are the only ones blowing old Mississippi and Ohio steamboat whistles using the original whistles and actual steam. These superb stereo records may be played on most regularly marketed players.

Send check or money order for \$5.95 each, or both records for \$10.45. We pay the mailing charges.

Also we have three full-color large-size reproductions of oil paintings by artist William E. Reed, one of the packet BETSY ANN, QUEEN CITY, and the GRAND REPUBLIC. Priced \$1.50 the print, prepaid. Send orders to:

**MASTER ARTISTS RECORDINGS DIVISION**  
 Mode-Art Pictures, Inc.  
 1022 Forbes Avenue, Pittsburgh, Pa. 15219

Concluded from Page 32

wharfboat but didn't last long; sinking just prior to a severe ice run-out which demolished her. The U.S. Engineers removed the debris to the West Virginia shore below old Lock 8, Newell, W. Va. and there burned it. Bill Pollock and I were pilot partners on the excursion steamer WASHINGTON and came by in time to see the blaze.

Of one thing I am fairly sure; that is, that none of the real-life Generals for whom the Liberty Line boats were named ever showed the least interest in them, and perhaps never saw them. When General Leonard Wood died in 1927 I was in Florida and sent Bill Pollock a wire to put the boat's flag at half mast. Bill thought I had died but couldn't figure how I had signed the telegram. Considering how long ago these events took place the wonder is that so many persons today remember that old boat, the GENERAL WOOD, and some of our S&D members actually had active parts in the story. Bob Thomas helped at Clarington when she was altered in 1918; Bob McCann was clerk on her more than once; Bill Pollock was her owner-manager; recently we heard from Bob Pyle who clerked her; H. P. Lyle now in Florida was her freight and passenger agent at Cincinnati under every one of her ownerships; Ed Lyon in Sewickley was a clerk. J. Mack Gamble rode her, and the WOOD was his pet. And now up pops Jim Wallen saying he had his first overnight ride on her. Who have we missed? Plenty, I'll bet.

## DEFINING THE BORDER

Authorities Seek Evidence To Establish State Line Bounding Ohio, Kentucky and Indiana.

Sirs: For the last year and a half, I have been a part-time consultant of the State of Indiana seeking any concrete evidence of where the low-water mark on the north side of the Ohio River was in 1792, when Kentucky acquired statehood. This is the boundary between the State of Indiana and the Commonwealth of Kentucky. My immediate interest, of course, is that portion of the River between the Great Miami River and the Wabash River. However, for the past several months I have been cooperating with an Ohio official on that state's similar boundary problem with the Commonwealth of Kentucky.

I have found Lt. Hutchins' survey notes of the hydrographic survey of the River which he made with Captain Gordon in 1766. I have also found the 1796 survey made by General Collet, the 1819 survey of the shoals of the River to Louisville, made by the cooperative efforts of Virginia, Pennsylvania, Ohio and Kentucky, the 1821 Corps of Engineers' survey from Louisville to the Mississippi, and, of course, the later surveys made in the 19th century and in this century. I also am aware of what we call the Congressional land surveys made between about 1799 and 1806 in the states north of the river, and am aware of the older maps, some of which are in the British Museum, and the British Public Record Office, and others in the Library of Congress and our National Archives, but these old maps are not too helpful for the precise kind of facts which I seek, facts which an engineer or surveyor could take today and establish where the low water mark of 1792 was, between the Great Sandy and the Great Miami, for Ohio, and between the Great Miami and the Wabash for Indiana.

What I want to ask is whether you have any knowledge of any old public or private surveys which are still available, --not necessarily of the entire river, but of any fragmentary part of it in the areas I have described. I suppose this would include not only surveys, but records of any permanent landmarks, geological or otherwise, or, for that matter, any other evidence precise enough to contribute to our problem.

While I have no authority to make any offers, I am privileged to make recommendations that offers be made for compensation for particular types of services in connection with this project. For persons with knowledge of the existence of various types of relevant surveys, field notes, etc., a recommendation that any such persons actually possessing any such material might ultimately be competent witnesses to verify the authenticity of copies of such material. Ordinarily, it would not be necessary to have the original manuscripts, but only properly authenticated copies.

It is impossible to cover all of the possibilities. One example, however, is that a few months ago I recommended a competent engineer, to act as a consultant in plotting the 1766 Hutchins' survey notes on a modern map of the River to see what

The State of Ohio sued the State of Kentucky in May, 1966 in the Supreme Court of the United States to determine their boundary. Kentucky's premise was that a survey made about 1900 was a sufficient basis for establishing their north low water line, 1792. The case is now delayed so Ohio may introduce much older evidence. -Ed.

the correlation is to the course of the River, and how Hutchins' sketches of the confluence of certain tributaries with the River compare with the facts of today.

I am sure that the State of Ohio would be equally interested in materials bearing on that State's common boundary with Kentucky. Precise evidence of facts bearing on this, existing within 25-30 years on either side of the date 1792, would be of great interest to us.

Indiana is trying to do its preparatory work first before making any move to establish the 1792 line. I question this date, but it is the one which Mr. Justice Field, writing for the Supreme Court, fixed in 1890, in Indiana vs. Kentucky, in connection with a portion of the Indiana-Kentucky boundary, covering about 3.6 miles near Evansville, Ind.

I hope you will forgive me for the length of this letter, but I have tried to give you enough background so that you would know what I was writing about.

I spent a month last summer in London, working in the British

Museum and the British Public Record Office, seeking old records bearing on our problem, some of them from the original Colonial Office, and others from the original Plantation Office. I found some, but nothing that I had not been hopeful of finding, from references that I had already run across in our own Library of Congress and National Archives, and in the National Archives of Canada, in Ottawa.

Leon H. Wallace,  
Professor of Law,  
Law Building,  
Indiana University,  
Bloomington, Ind. 47401

=Seems to us that Professor Wallace has too many turns on the kevel to let this old line render without danger of parting it. Doc Carr would yell at him to slack off and throw the bight over the other horn. Meanwhile we have referred the proposition to Clyde Bowden of the Inland Rivers Library, Cincinnati. -Ed.

Sirs: I enjoyed Clyde Bowden's picture story, "Along the Indiana Shore With a Camera" in the March issue (page 14). Good story on the CITY OF PITTSBURG.

'Doc' Hawley,  
Str. DELTA QUEEN,  
Cincinnati, Ohio 45202

Sirs: After reading the trials and tribulations of getting the boilers on the CITY OF PITTSBURG my only conclusion is that nothing has changed in the steamboat inspection business since 1898.

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

Sirs: My father Zach G. Suiter, Sr. was pilot on the short-trade packet ECLIPSE in the Clinton and Davenport trade about 70 years ago. My brother Zach and I would run down to the boat landing and talk to our Dad who was in the pilothouse. Sometimes he would toss us coins. I remember one time my brother Zach got a dime and I got a nickel. Zach, who was about 5 or 6, wanted my nickel because it was bigger, so I agreed. When he later discovered that the dime bought twice as much candy he got wise. After that lesson we divided equally.

Charles H. Suiter, pres.,  
Charleston Mines, Inc.,  
5008 West Weldon Avenue,  
Phoenix, Ariz. 85031



Sirs: The accompanying picture of the CINDY was taken about 1958 when she was fairly new. She looks about the same today. This summer we plan to do some work on her like putting on a pilotwheel. The diesel towboat TOM COOK is named for me, and the CINDY is named for my sister.

My next door neighbor is Mr. Charles T. Jones who owns the LAURA J. It is much the same as the CINDY except it looks more like a packet boat. Last summer I went with them on a trip to the Kentucky River. I hope to go with them this year.

I know Bill Barr very well. We painted the CINDY last summer.

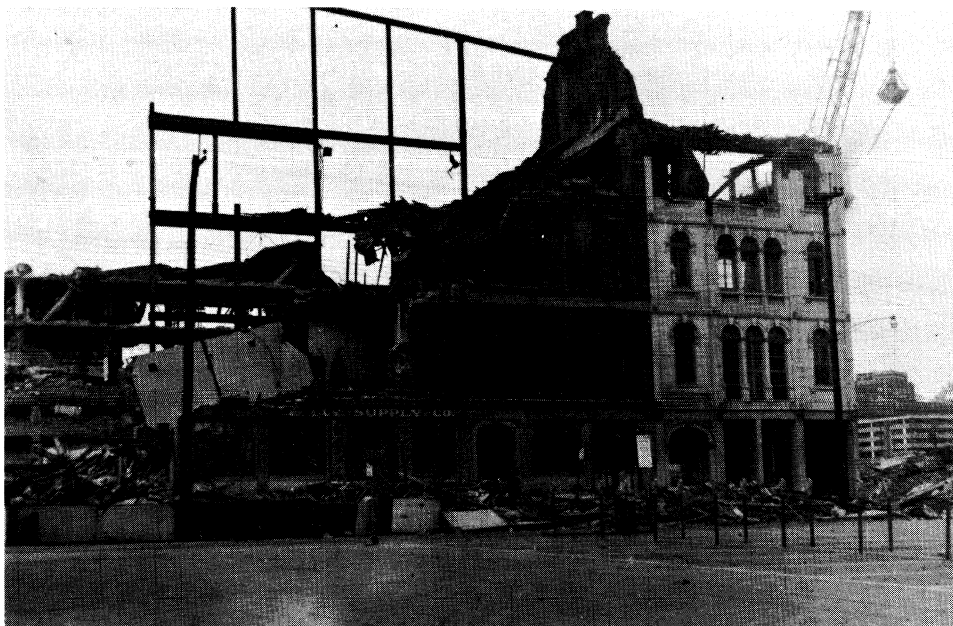
Tom Cook,  
1504 Hampton Road,  
Charleston, West Va. 25314

Sirs: My brother, Henry Meyer, died suddenly and unexpectedly on Monday afternoon, March 25, 1968, at 4:40 p.m. He had carried on his usual activities during the day and had just left his home to stop at a neighbor's house on his way to the grocery. As he entered her home he complained that he felt ill, collapsed on the floor, and died immediately.

Henry had been under added strain for the past two weeks. On March 13, our mother Emma, who lived with Henry and is nearly 101 years old, fell in her back yard and suffered a broken collar bone and skull fracture. Henry had just celebrated his 74<sup>th</sup> birthday on Saturday, March 23rd.

Louise Meyer Schlamp,  
(Mrs. Arthur G.)  
116 Herndon Drive,  
Evansville, Ind. 47711

=Primarily an ardent philatelist, Henry A. Meyer nevertheless was fond of river events and boats in the Evansville area. His Christmas cards often used a river theme. He helped create the River Room in the Evansville Museum. -Ed.



WRECKING THE LAST OF THE OLD BUILDINGS AT CINCINNATI between Main and Broadway, facing the public landing, in May, 1967. The building in the center is Cincinnati Insurance Company, listed at the same location in 1834. The name of this marine underwriting firm is carved in stone above the doorway. Early directors of the firm included John Kilgour, John Yeatman, Bellamy Stover and Jacob Strader. Photo made by Clyde Bowden, curator of the Inland Rivers Section, the Cincinnati Public Library.

By coincidence this fine close-up of the carved firm name mentioned above was taken by our sleuth Dale Flick whose home address (when he's there) is 6122 Glade Avenue, Cincinnati, O. 45230.

Sirs: The Pittsburgh Daily Gazette of August 5, 1872 carried a news story copied from the Portsmouth (Ohio) Tribune which gave the towboat BOAZ credit for having come up the Ohio River, without any tow, from Cincinnati to Pittsburgh, beating the 43 hour "fast run" of the BUCKEYE STATE by five hours. The account also inferred that the BOAZ was 55 miles above Parkersburg at the end of the first 24 hours.

Up until August 13, 1872, no further remarks were made in the Gazette concerning this account. Should we assume it correct?

Russell M. Lintner,  
528 Tingley Avenue,  
Pittsburgh, Pa. 15202

=This towboat BOAZ, built 1867, was some stepper. Her best time downstream Cincinnati to Louisville was 6 hours 50 minutes, excellent towboat time but far short of side-wheel packet performances. The above account is potent stuff, if true, which we doubt. -Ed.



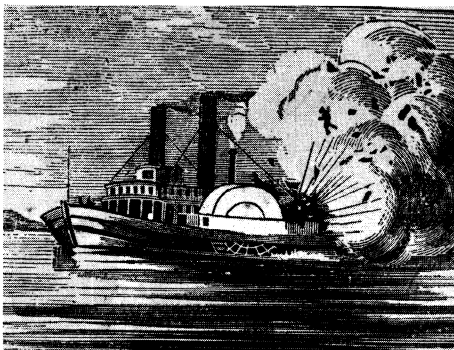
See box at the left.

The Ohio River Magazine, published at Cincinnati by Dan Pinger, is featuring articles which have appeared in past issues of S&D REFLECTOR. First of the series was "The Day the Bridge Fell" from our Dec. '65 issue. Their April '65 issue used story and pictures of the ISLAND QUEEN accident enroute to the Grant centennial ceremonies which appeared in our Dec. '67 issue. Generous credit has been extended and also information about how to join S&D.

Sirs: The story starts with "Hogset" Porter (c. 1750 -1815) born in England, and who came to America as a Revolutionary soldier for the English Crown. Served in the English Navy. On his return to England he wished to emigrate to the U.S., was refused permission; but his family was given the OK. When their ship was two weeks at sea, he was discovered in a hogshead (hence his sobriquet). With his wife Sarah Hall and others, he reached Marietta, O. about 1810.

With him was his son Thomas F. Porter (c. 1775-1849) with his wife and infant boy. He was apparently related to the well-known Porter family of Marietta. He bought land on Bullskin Creek, branch of Raccoon Creek, near Gallipolis. His children were: "X" Porter (c.1790-1812) who ran the river; Alonzo Porter, who married Mary Trabue, and who was a steamboat engineer "blowed up on the ORONOKO" tradition says. The famous son was James D. Porter of Shippingport, the Kentucky Giant 7'8" tall (1817-1857). I have heard my grandmother tell of the trouble they had to find a place for him to sleep when he came to visit. There was a sister Elizabeth who married a Martin and also lived in Louisville.

"X" Porter had a son Thomas Jefferson Porter who was born c. 1810, died 1877. He was born in Louisville and when "X" and Alon-



zo were "blowed up" he came to Bullskin and was raised by his grandfather Thomas Porter. He married Eleanor Romaine DeWitt (1809-1855) and was my grandmother's father. Thomas Porter was milking a cow in his barnyard on Bullskin in 1849 when a sudden storm came up, blew down a limb from an oak, which struck and killed him instantly.

Can you throw any light on the above story?

Arnold Paul Heflin,  
Coral Ridge Towers North,  
3200 N.E. 36<sup>th</sup> Street,  
Fort Lauderdale, Fla. 33308

=If "X" and Alonzo both were "blowed up" on ORONOKO then death date of "X" is in error. Side-wheel packet ORONOKO was upbound at Princeton, Miss. on Saturday, April 21, 1838, when the explosion happened. Contemporary accounts say John Porter was the engineer on watch, perhaps a reporter's error mistaking "Lon" for "John." Same account relates that Porter was a brother of the "Kentucky Giant." Porter was not instantly killed. Badly scalded, he was taken aboard the steamer INDEPENDENCE, which rendered aid and died enroute to Vicksburg. -Ed.

Sirs: In the March issue, page 7 is a picture of the EMBASSY at Cincinnati in 1848. "The Register," a quarterly published by the Kentucky Society, contains an article entitled "Catfish, Cornmeal and the Broad Canopy of Heaven," the journal of Reverend Guerdon Gates on a trip to Red River in Louisiana and Texas in 1841-1842.

This group started out from Louisville on Dec. 9, 1841, aboard a steamboat named EMBASSY. Query: What EMBASSY did they ride on?

Dr. N. Philip Norman,  
19 East 88<sup>th</sup> Street,  
New York, N.Y. 10028

=The EMBASSY appearing in the Cincinnati daguerreotype was a later edition. Only other one we know about was built at Pittsburgh in 1837, also a side-wheeler. She tramped around a good bit and spent most of 1842 on the Illinois. Lytle says she was "abandoned" in 1843. This is the one, without much doubt, that took the Rev. Gates & party up the Red. -Ed.

#### SOCIAL ITEMS FROM ALL OVER

The following appeared in the columns of the New Martinsville, W. Va. "Democrat," issue of Thursday, March 14, 1878:-

The Point House Ball was a great success. The music was fine, the dancing elegant and the supper superb.

Quite a number of strangers were present. We noticed Miss Julia McLure of Wheeling, also Misses Ada and Aggie Mulrine, Miss Lazier of Morgantown, Miss Hattie Hill of Woodsfield, Miss Cresap of Marshall, and Miss Ida Alexander of Pittsburgh. We

there also met our whole-souled friends, Capt. Asa B. Booth, Mr. M. Gamble, the gentlemanly, handsome clerk of the COURIER, and John Davenport, Esq. of the firm of Stanton & Davenport, and Messrs. Butler and Havelly of Sardis, Ohio.

New Martinsville also had gathered "her beauty and chivalry," the ladies being especially complimented by the strangers present. We were lectured for being a couple of miserable bachelors but we excused ourselves with tearses in our little eyeses and acknowledged that we had proposed to all the girls in the room at sometime or other, and been left.

The festivities closed at about 4 o'clock in the morning.--McEldowney & Wiley, Editors.

=Thanks to O. O. Brown for the above. The handsome, gentlemanly clerk of the COURIER was Capt. J. Mack Gamble, father of S&D's equally handsome and gentlemanly board chairman. -Ed.

Sirs: Have enjoyed immensely the writings of that modern Mark Twain, namely Capt. Lewis B. Reade. When I worked on the upper Ohio River, I had the opportunity to frequently converse with Captain Reade on Channel 4. His humorous philosophy and satirical wit kept me in stitches. We pilots referred to him as the "Arthur Godfrey of Channel 4." I am looking forward to future articles from his typewriter.

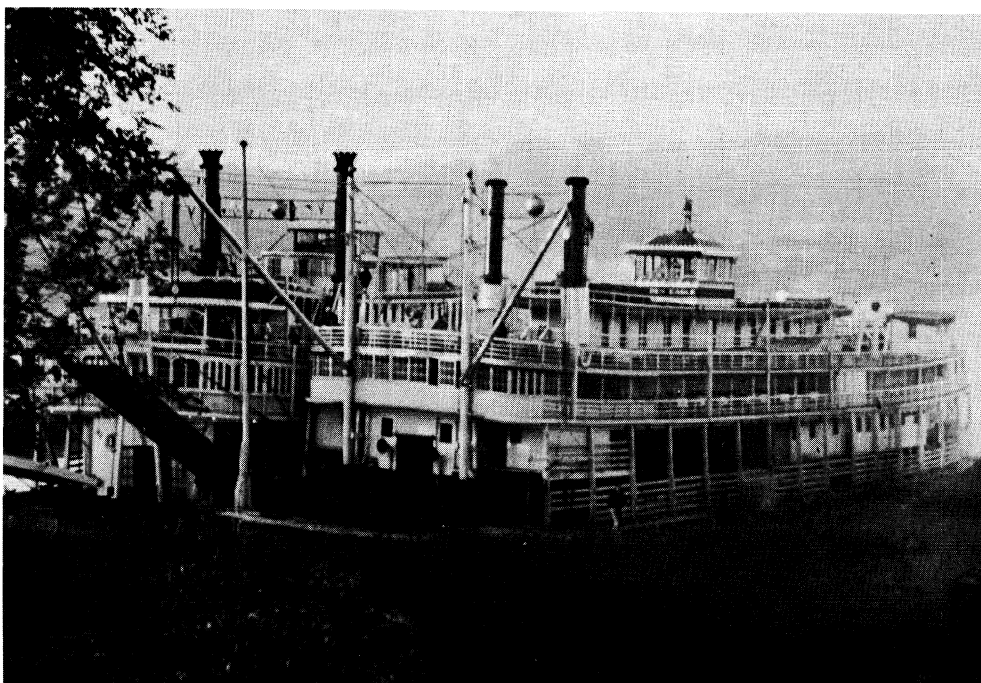
Thomas E. Kenny,  
115 Kinross Lane,  
Pittsburgh, Pa. 15237

Sirs: Across the hill from where we live was the home of Capt. Henry Nye, a good friend of our family. He piloted on the mammoth towboat SPRAGUE.

W. P. Lochary,  
114 High Street,  
Pomeroy, Ohio 45769

Sirs: This year ACBL did it and no ifs, ands or buts about it. The LA SALLE got here yesterday (March 20) with eleven barges, 10 coal and 1 steel. So thanks to Cap'n Wallace Howard spring has come to the Minnesota Swedes. The link with our Southern and Ohio Valley neighbors once again is a solid one.

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



GORDON C. GREENE and GOLDEN EAGLE at Florence, Ala. on Wednesday, September 15, 1937, photographed by H. C. Putnam of Warren, Pa.

Both boats have gold balls between their stacks. The GOLDEN EAGLE is the one in the foreground. Mr. Putnam says the hazy appearance of the picture was caused by an early morning fog which was still hanging on. C. W. Stoll later wrote a few remarks about the event:-

"What was undoubtedly the greatest packet boat 'get-together' of the season occurred at Florence, Ala. on September 15 when Cincinnati's finest, the GORDON C. GREENE, Capt. Tom R. Greene, tied up against the GOLDEN EAGLE, Capt. W. H. (Buck) Leyhe, with capacity trips of passengers on both boats. It was the first time the two steamers, formerly companion boats of the Eagle Packet Co. fleet, had met since the former CAPE GIRARDEAU passed to Greene Line's ownership in 1935. Robert H. McCann reported that it was a most enjoyable occasion, particularly to anybody who is river-minded. Among the passengers on the GOLDEN EAGLE was the faithful Upper Mississippi correspondent to The Waterways Journal, Miss Mabel Bartenhagen. The pilots on the GOLDEN EAGLE on Tennessee River were Capt. Frank Voight and Roy Smith, while Capt. George Smith and Ed Pell were on the GORDON C. GREENE."

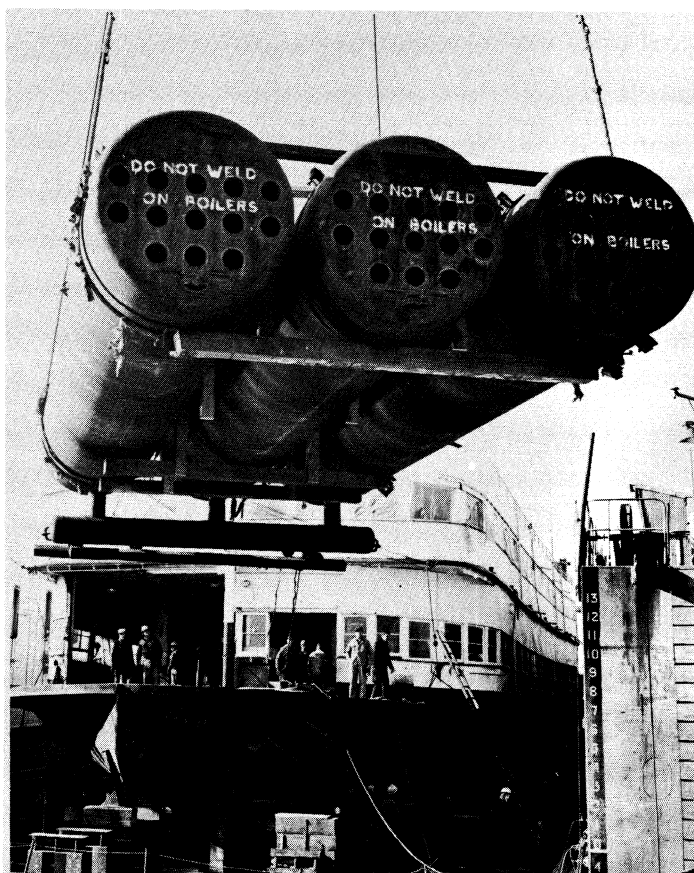
Mr. and Mrs. H. C. Putnam were passengers on the GORDON C. GREENE, as also were Capt. and Mrs. Chris Greene, Mr. and Mrs. Frank Metz and Mr. and Mrs. George Petroll. Regular Ohio River pilots were Capt. Jesse P. Hughes and Lawrence Allen, and also standing watches was Elmer Broadway.

AN OHIO RIVER LIGHT HAS BEEN RENAMED to honor the late Capt. Volney E. "Stogie" White. Rocky Run Light, Mile 344.2, henceforth will be the Stogie White Light. This is several miles below Greenup Locks and Dam, along the Kentucky shore, at the head of a nice, long reach which extends down almost to Sciotoville, O. The Propeller Club, Port of Cincinnati, originated the request to the U.S. Coast Guard for the change of name.

Sirs: A. V. Howell, 95, one of Ohio's well known historians specializing in river matters, died on Tuesday, March 12, 1968, at Pomeroy, Ohio. His daughter, Mrs. W. H. McKnight, said that Mr. Howell suffered a slight stroke on January 4 and was taken to the Meigs General Hospital. He showed some improvement for a time, and then gradually became weaker, finally sinking into a coma the last two days.

J. Mack Gamble,  
Route 1, Box 2,  
Clarington, Ohio 43915

=For some time Mr. and Mrs. Howell were the oldest, and among the liveliest, members attending annual S&D meetings. Mrs. Howell died in April, 1967. Until his last illness A. V. Howell was active in the Meigs County Historical Society which is constructing a new Museum at Pomeroy. -Ed.



NEW BOILERS COMING ABOARD EXCURSION STEAMER BELLE OF LOUISVILLE. Photo made at the Jeffboat plant, Jeffersonville, Ind. by Lin Caufield on Tuesday, February 13, 1968. This battery of three Western-style boilers was built by Nooter Corp. of St. Louis. The shells are 28 feet long and 56 inches diameter, each having 13 flues. Also note the new bow added to the hull, much finer lines than formerly, and increasing the over-all length of the boat to 191 feet.

## THE WIDOW'S LAMENT

Sirs: I wish to say a few words to those who lost friends by the explosion of the steamer MAGNOLIA to the end that they may not entirely blame Jerome Stevens, the engineer. Prior to this accident my brother-in-law Dick Prather visited our house and talked with my husband about the boilers of the boat not being safe. They both agreed that the boilers were burnt out and were unsafe. My brother-in-law said that no money could induce him to run the engines with those boilers because they would explode for certain some one of these days, and that we would all live to see it. A short time afterwards I heard my husband ask Mr. Cheesman to place new boilers on the boat. My husband said: "You know these are burnt out; they are not safe and I don't think it is right to run the boat with such boilers." Mr. Cheesman replied: "We will see about it."

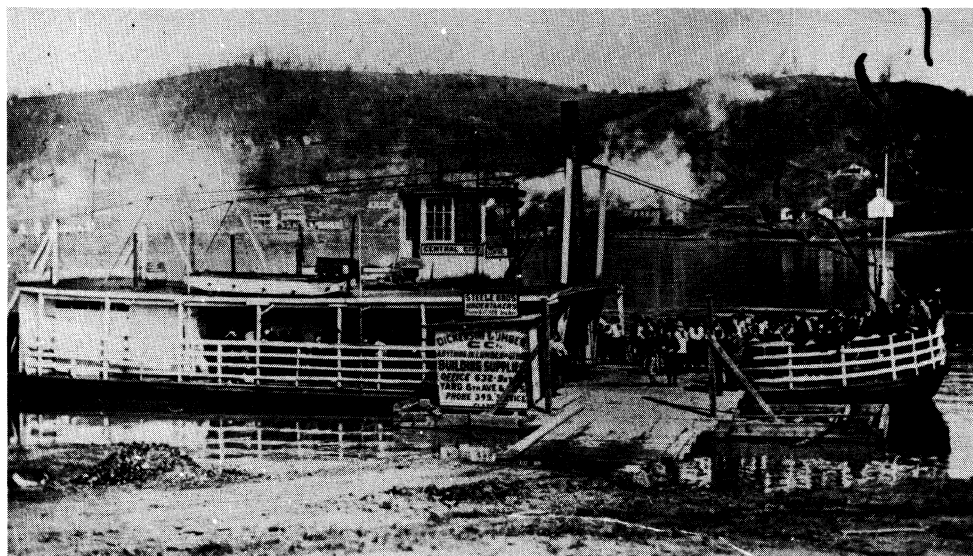
About three weeks before the explosion Mr. Prather called me to his bedside and said, "I want to talk with you; If I die at home I want you to bury me with my father and mother. But if I stay on the boat I am afraid I will not die at home--the boilers are burnt out; I have told Cheesman, Shaw, Burt Gardner and Alexander Adams to have new boilers put on the boat; I have told them that it is not right to endanger the lives of officers and passengers in this way."

The morning the explosion occurred Mr. Prather said to me: "I wish the hack had not come to take me to the boat, for I would rather stay at home." I urged him to stay but he said he had better go, and "that this may be the last time we shall see one another."

His words came true within a few short hours. If Jerome Stevens, the engineer, had been tried and convicted of manslaughter, I would not have been willing that he should suffer alone. The rest of the owners of the boat should have shared the blame of carelessness; one was as much to blame as the other.

Mrs. James H. Prather,  
Covington, Ky.  
January 24, 1870.

-thanks to Russell M. Lintner.



Sirs: No glamour queen of the river is the CENTRAL CITY, as seen here at Huntington's Twenty-Sixth Street landing. What she was doing there, I don't know, unless carrying a church or school excursion, for her regular place of operation across the Ohio was at Central City, a separate town then, but which later became the west section of Huntington. Her landing is said to have been at West Fourteenth Street, but have never seen a trace of a ferry landing there, even before the floodwall was built.

Central City, W. Va. was laid out in 1891, incorporated in 1895, and joined Huntington in 1909.

This picture was found recently in a Catlettsburg antique store by Leon Thomas, of Inco's Production Department, who lives at 2946 Staunton Road, overlooking the river a short distance above the site of the former Twenty-Sixth Street ferry landing. He's much interested in boats, watches 'em all, and pounced on this. This one is copied from the print.

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

=CENTRAL CITY originally was named PIONEER CITY, built 1891, and operated at Marietta until the bridge was built. Ellis C. Mace, a Dr. Vickers and George N. Biggs bought her, rebuilt her, changed the name. They operated her at Central City, W. Va. two years (c.1906-1907) then sold her to others who ran her at Huntington's 26th Street. Paul Thomas and Ed Smith (Thomas's brother-in-law) bought her and did well at 26th Street. They built ferry OWEVA in 1921, and sold CENTRAL

CITY at Kline O'Neill who used parts in building ferry AUGUSTA which ran at Augusta, Ky. -Ed.

Sirs: S&D REFLECTOR's most recent pinnacle was reached in the eight pictures of the Cincinnati waterfront from the old adguerreotypes of 1848.

Bill Warrick,  
Box 181, Ogden Dunes,  
Portage, Ind. 46368

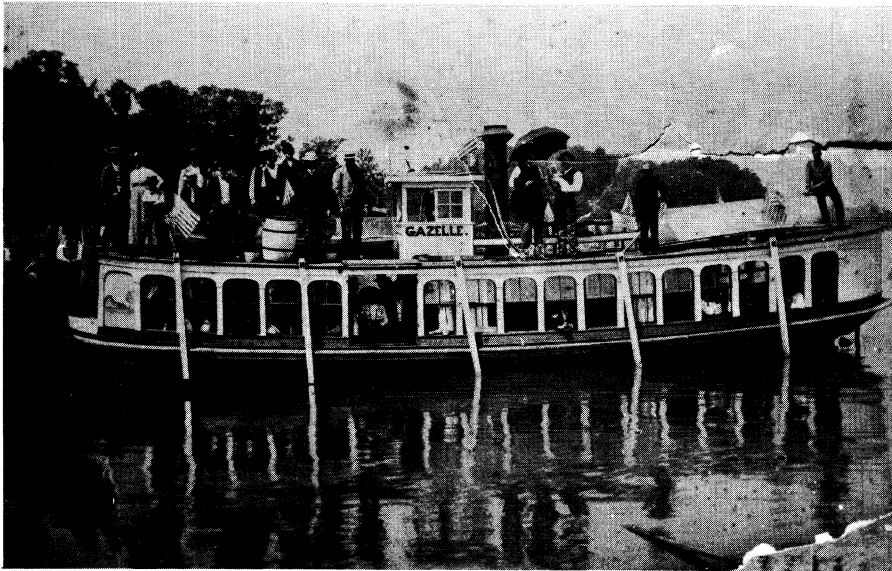
Sirs: I see we have lost Bert Neville of Selma, Ala. He was a nice person though I knew him but briefly.

H. H. Copeland,  
641 Shades Crest Road,  
Birmingham, Ala. 35226

=Bert Neville, 66, who did much to illuminate steamboat days on the Tombigbee, Warrior and Alabama rivers, died on Wednesday, March 13, 1968 at Selma, Alabama. Burial was in Old Live Oak Cemetery there. -Ed.

Sirs: Capt. Roy Barkhau kept me informed of the sinking of the ex GORDON C. GREENE which really made me feel blue. Capt. Roy and I had many good times and long talks aboard. But whose feelings can compare with those of C. W. Stoll who wrote so well in The Waterways Journal---a tremendous tribute without a doubt. (Ed. Note:- "A Requiem for the Cape" was in WJ's March 16, 1968 issue, pages 11-12.)

Don Grot,  
USCG Marine Inspection,  
610 Fort Street,  
Honolulu, Hawaii 96813



GAZELLE

All Aboard for Blennerhassett

Charles G. "Chuck" Remley, custodian of the W. P. SNYDER, JR., handed us the picture shown above. The steam prop GAZELLE is at Parkersburg, W. Va., under the wharfboat at the mouth of the Little Kanawha, loading picnickers bound to Blennerhassett Island.

The outlandish part of all this is that GAZELLE was built at Nelsonville, Ohio, a place you probably never heard of. We've mentioned the town once in the REFLECTOR (June '64 issue, page 2) in connection with canalboat activity between Nelsonville and Columbus, O. It's up in Athens County, north of Athens, on the Hocking River. Query: How did GAZELLE get to Parkersburg? No answer; we don't know. She could have come out of the Hocking on high water, possibly. She could have followed Ohio canals to come down the Muskingum--but this is speculation. She was built at Nelsonville in 1887.

The Biddle Brothers of Parkersburg got her when she was fairly new, and specialized in these Blennerhassett excursions. The GAZELLE had a hull 47 x 10. Later a Wheeling gentleman got her, Anton Reymann, and she still was registered at Wheeling in the 1896 LMV.

For other Blennerhassett news see page 40, this issue.

Sirs: I hope you won't mind me covering several subjects in this letter, but whatever else I first must praise those daguerreotypes (March issue, pages 6-13)--magnificent!--what craftsmen those photographers must have been.

Was the AMY HEWES mentioned on page 35, Dec. '67 issue as likely the last wood burner a packet?

I am a bit hazy as to what is meant by "model bow." Referring to Capt. Jesse P. Hughes' most entertaining article in the March '67 issue re. the Big Sandy side-

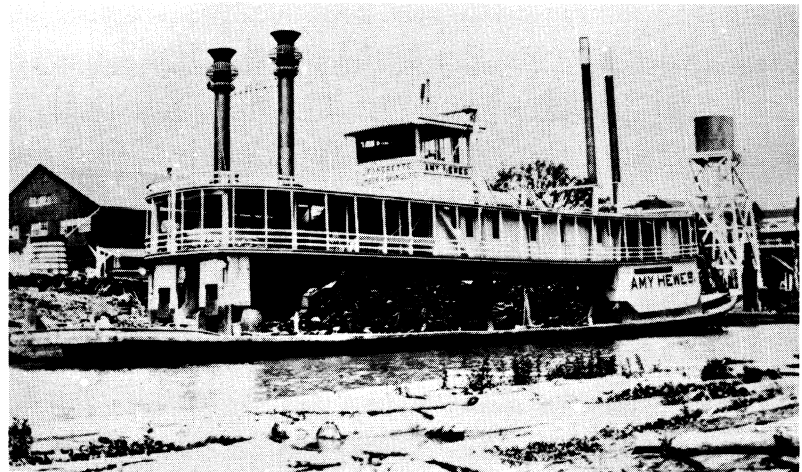
wheelers would it be like the B. F. JOHNSON or more like the MAXIE YOST?

Thank you for the information and entertainment so unfailingly provided in the S&D REFLECTOR.

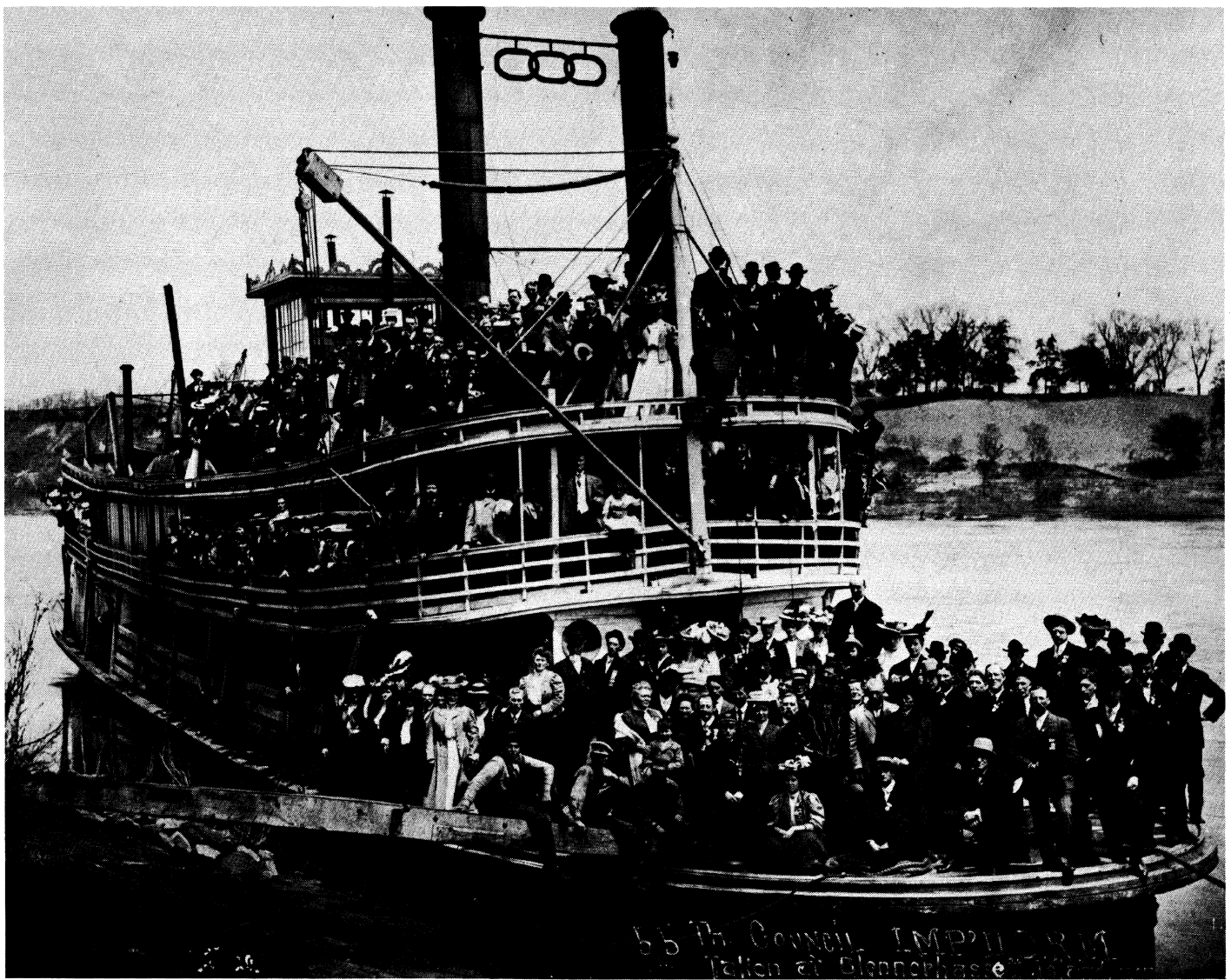
S. Coventry,  
83, Sotheby Road,  
Highbury,  
London, N.5, England

=AMY HEWES was a groovy towboat and see accompanying picture. Several good pictures of model bows have been shown--examples are the VIRGINIA, March '66 issue on pages 12 and 13; also LUCIA on page 16, June '66 issue. Model bow infers a standard pointed hull having a stem piece. "Scow bow" denotes a barge rake. Some of the Missouri River fleet had a special "spoonbill bow" with a stem piece and wide forebody very spoonlike in shape for maximum buoyancy. -Ed.

*You Don't Have to be a Son or Daughter  
to join the Sons and Daughters . . .*



THE WOOD BURNING TOWBOAT AMY HEWES, photo made while she was owned by Jeanerette Lumber & Shingle Co. Cord wood is stacked along her guards. She was built in 1903 at Franklin, La., not far from her home-base of Jeanerette. We nominate her as the last of the wood-burners and she survived until 1949. This picture was taken early in her life and our thanks to Ed Mueller for providing it. When the DELTA QUEEN was uncrated after her Pacific saga in the summer of 1947 at Harvey, La., the AMY HEWES was operating regularly through the Harvey Canal. Her crew came to visit aboard the DQ and the courtesy was returned. At that time she was owned by May Bros., Garden City, La., and prior to that had been owned by the Joseph A. Prevost Lumber Co., and prior to that by Planters Lumber Co. of Jeanerette. Her hull was 115 x 25. She had high pressure engines 11's- 5 ft. stroke, and two Western boilers. We have seen fancy neckties embellished with the AMY HEWES amid live oaks and hanging moss. She was a captivating bayou belle.



This is about capacity for a boat built on a hull 123.5 feet long and 20.5 feet wide. The SONOMA has her stage ashore at Blennerhassett Island on the Ohio River a short ways below Parkersburg, W. Va. The year is 1907 and the group, according to lettering added to the original glass plate by the photographer, is the 55<sup>th</sup> Council IMP'D.O.R.M., whate'er that may be. Our friend S. Durward Hoag located this picture in 1963 and sent it along to us with a penciled notation: "Note the 'Odd Fellow' emblem between the stacks." Yes indeedy.

By 1907 the SONOMA was celebrating her tenth birthday as a Muskingum River packet, regularly in the Marietta-Beverly trade, 24 miles up and 24 back, with three locks and two canals to make. Two years prior to this picture, in 1905, she was selected to convey a group of U.S. Congressmen headed by Theodore E. Burton (Ohio) on a Muskingum jaunt on what turned out to be a miserable, rainy day. She's having better luck this time.

Why Blennerhassett Island? Why man alive! Who hasn't wanted to do just that! The Isle of History, Mystery and Intrigue; the ruins of a mansion; a cup of cold water from the deep stone-lined well; a pic-nic (hyphenated those days) area and a ball grounds. Once there was a dance pavilion, we're told. To say nothing of the tall plane trees forested on the island's head, and the great-girthed sycamore (hollow) where six men on horseback once hid, after dismounting. You've got to scroonch to get in that hole.

40

So here is a merry group from Marietta in 1907 when Marietta had elbow-room for each and all; when everybody had a spacious front lawn and a hay field out back; so these miserable people must pack aboard a boat on a holiday to get the feel of "togetherness." If there is a U.S. Inspector aboard he's doubtlessly been stretched onto a stateroom berth, unconscious with shock.

### Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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