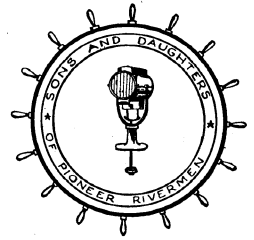


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 5, No. 3

Marietta, Ohio

September, 1968



THE GREENE LINE, under the guidance of Capt. Gordon C. Greene, was zero years, one month and sixteen days old when this picture was taken at Newell's Run, two miles below Newport, O., on Thursday, August 7, 1890. The packet upbound in the head of (Middle) Brothers Island is the first Greene Line steamboat, the H. K. BEDFORD.

There is a big round-shaped tree on the West Virginia shore to the right of the BEDFORD's stacks. When this picture was made, 1890, Capt. Jesse P. Hughes' father was batching on a shantyboat tied up to that tree, helping build oil well rigs at Belmont, W. Va. where the derricks show in the distance. The BEDFORD is hugging the head of the island--but it's all right for the channel was dredged close to the bar in 1888-89. If she has freight for Belmont she'll unload it on the

dike--squint hard and you will see this--it runs from the island's head to the West Virginia side. Skiffs and shantyboats are moored alongside. On the left is Newell's Run and Newell's Run Light. The hill beyond is Mount Dudley.

All changed now. About 1939 the main channel was switched to the yon side of the island and the dike was cut away. Belmont is still over there, a prospering community. The old channel is still used, principally for sand and gravel operations. After Willow Island Locks and Dam is finished there will be regular traffic on both sides without much doubt.

This picture for a time was considered the oldest one showing Greene Line operations. But that has changed, too. In this issue is an older view, taken fifteen minutes before this one.

Sirs: Plans are afoot to raise the old packet I. T. RHEA from the bottom of Cumberland River where she struck the bluff at the upper end of Brooks Bottom on Saturday, April 6, 1895. She was downbound from Burnside at the time.

Jerry McFarland of Lebanon and Dr. L. K. Dudley of Gainesboro are cooperating with the U. S. Engineers on the project.

Landon B. Anderson,
Celina, Tenn. 38551

=The I. T. RHEA sank near Mile 350 on the Cumberland, about seven miles below Gainesboro. Some say she was blown into the rocky bluff during a storm. Others had more picturesque versions. Old-timers of the region remember a ballad about the affair, the chorus going:

Ra-Ra, Ra-Ra, Boom te ay,
Sam Bell Walker sank the Rhea.

Pilot Walker was grandson of Major L. T. Armstrong. Folklore along the upper Cumberland still tells the tale that a number of young people came aboard on the upbound trip, getting on at Carthage, Gainesboro and Celina. All went well until downbound when the boys got to hitting the bottle. Pilot Walker, so the story goes, was engaged to a fair lady of Tomkinsville, Ky. who was then visiting her aunt in Celina. She was aboard, and in leaving the boat at Celina she also gave Sam Bell Walker the gate. To assuage his sorrow he joined the boys, and then went on watch trying to straighten out the river. The demonstration ended abruptly at Brooks Bluff. Like many a mountain tale this one over the years may have become embroidered. -Ed.

Sirs: The initials on the back cover of the June '68 issue mean "Improved Order of Red Men," usually abbreviated I.O.R.M. They went by "tribes" rather than councils and No. 55 might be from Parkersburg, W. Va. The one here in Marietta was Manhattan Tribe No. 35 I.O.R.M., organized by the Germans in 1868.

I always like to see pictures and articles about the SONOMA. The older people around here pronounced the name "Sonomey." My cousin Isaac Lake Devol was her clerk. "Ike" died in 1935 aged 90 years, one of the last of our Washington County Civil War soldiers.

J. B. Devol,
Route 3,
Devola, Ohio 45750



I. T. RHEA
Ra-Ra, Ra-Ra, Boom te ay

UPPER CUMBERLAND PACKET built at Jeffersonville, Ind., 1888 for the Ryman Line. Shown here at the wharf, Nashville, Tenn. The original of this picture was "discovered" by the late Courtney M. Ellis of that place. See story at the left. The loss of the I. T. RHEA resulted in the building of the packet R. DUNBAR.

Sirs: You may be interested to know that two prominent men from Tidioute lost their lives in the burning of the CITY OF PITTSBURG in 1902. Livingston Hunter, a wealthy lumberman, and a Reverend McGill who accompanied him for the trip, were on their way to the Grandin Lumber Company annual meeting in Grandin, Missouri (the Grandins were lumber tycoons from Tidioute), and were travelling by river by way of taking a vacation enroute. The supposed bodies of the two men were not found for some time after the accident, and I can just remember how much of a stir the catastrophe caused in this vicinity.

H. C. Putnam,
302 East Street,
Warren, Pa. 16365

Sirs: It seems strange that the only steamer named LIBERTY on the upper Ohio was not in the Liberty Transit Company; or was it ever?

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

=No, LIBERTY was built 1912 for Wheeling-Clarington trade, gradually extended, and wound up as a packet in Pittsburgh-Charleston trade; no connection with Liberty Transit. -Ed.

Sirs: In August, 1924, my father took the family to Cincinnati in our four-door Packard sedan. All

got aboard the GENERAL WOOD, including the Packard, for a boat ride to Pittsburgh; father, mother, brother (age 10) and I (age 7).

Our stateroom was amidships and quite hot. Then we ran into a swarm of May flies which about took the boat. But, and worse, my brother's hay fever acted up violently, and by the time we got to Gallipolis he was miserable.

Mother, who didn't have a yen for packet boating, prevailed upon father to return to terra firma. I can remember sitting on the boiler deck, out forward, in a blue funk as the lights of Pomeroy came in sight and knowing we were going to disembark there. The exit was made about 11 p.m.

We went to a Pomeroy hotel alive with bed bugs, and spent the night sitting in the lobby. Morning came, and to pacify me, still convinced that the GENERAL WOOD was wonderful, the family discovered and bought me a small bull dog. We named him "Dugan" and he lived until 1938--fourteen years. Dugan didn't mind most steamboats whistling for Lock 5, Monon River, but when the CRUCIBLE blew, he'd howl. Probably hurt his ears.

After this aborted start, our family took many a packet trip in summers for many years after.

J. W. (Bill) Kisinger,
515 Front Street,
Brownsville, Pa. 15417

Sirs: Is Cyclopoedium Greek? It's greek to me. I have read the text and in my opinion this new book by Alan Bates will be the greatest boon to steamboat modelers since the advent of glue and Xacto knives.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

Sirs: I played music on the river boats on the Mississippi in the '20s, '30s and '40s and some dates on the ADMIRAL in recent years. R. J. Bickel of Keokuk showed me the June issue of S&D REFLECTOR with the beautiful picture of the GENERAL WOOD on the cover.

Raymond D. Thurston,
7212 Teal Avenue,
St. Louis, Mo. 63133

Capt. J. W. (Woody) Rutter has favored us with a clipping from the Morgan County (Ohio) Herald, published at McConnellsville, O., dated Wednesday, March 11, 1896. A news story from Marietta says that plans are afoot to take "the fine steamer VIRGINIA through the big government locks into the Muskingum and up to the first dam five miles above." The story explains that Lock 1, Muskingum River, "was built to accommodate the very largest boats and to allow them to go into the Muskingum to get away from the danger of running ice."

The VIRGINIA's hull was 235 by 40, and her over-all was about 265 by 45. Remembering the close squeeze getting the W. P. SNYDER, JR. through Lock 1, a boat of much smaller size, the question here is how did they intend getting the VIRGINIA through?

First let us say that the VIRGINIA did not go through Lock 1, in 1896 or at any other time. The plans were changed, and her distinguished passengers, the National Rivers & Harbors Committee, were taken up the Muskingum aboard the SONOMA instead.

But nevertheless the VIRGINIA could have locked at Muskingum Lock 1 in 1896. There were two sets of upper gates at that time (see illustration) allowing boats 366 ft. length and 56 ft. width for lockage. So the VIRGINIA would have had no problem. Fact is, the J. B. FINLEY and HARRY BROWN both were locked through, major size towboats, while having work done at the Marietta Manufacturing Co. plant. The GREENWOOD was also locked through, to run excursions to the Fair Grounds.

S&D

Members and families

are invited

to attend the
ANNUAL MEETING
to be held at



Marietta, Ohio

on Saturday, September 21, 1968

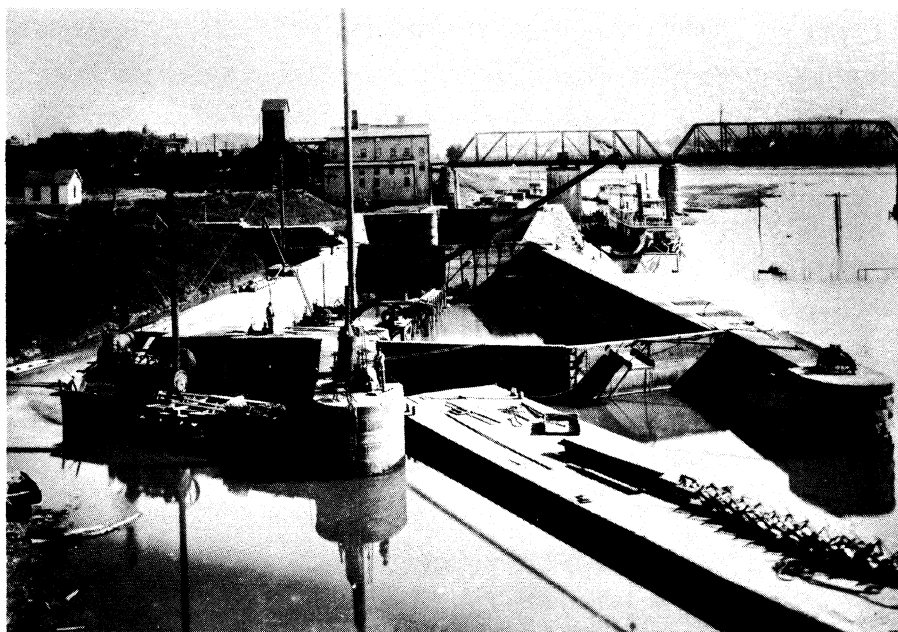
Motor Hotel Lafayette

Ø Board of Governors meets at 9:30 o'clock a.m. at the hotel.
Ø Buffet luncheon at noon at the Marietta Boat Club along the pretty Muskingum.

Ø Membership meeting at 2:30.
Ø Annual banquet and program in the Riverview Room, Hotel Lafayette, at 6:30. Advance reservations are accepted at the hotel desk, main lobby, and must be picked up prior to 4:30.
Ø Slide and movie fanfare--bring a few of your best--follows banquet.

For advance room and banquet reservations, call Hotel Lafayette, telephone 614-373-5522.

Come Friday and stay over
Saturday night.



MUSKINGUM LOCK 1 WAS 366 FT. LONG
The VIRGINIA could have been locked in 1896.
(see story in left column)

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 5, No. 3

MARIETTA, OHIO

SEPTEMBER, 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 S&D REFLECTOR was commenced as an experiment five years ago. The initial issue apologized editorially to say, "Admittedly this is a trial attempt." Then it went on to add, "At this early stage we are uncertain whether this publication will be issued twice a year, quarterly, or even occasionally." Vol. 1, No. 1 was in the mails in late February, 1964, a skinny 8-page issue front-paging a canalboat--turned--steamboat named the COME & SEE ME. Most of the news space went to a story of S&D from its inception in 1939 until 1964. The front page head was styled by Jim Corfield, shop foreman at the Sewickley Printing Co. Jim dug from the cellar some dusty wood-block type to create the S & D insignia standard ever since.

The third issue carried a letter one paragraph long from Loudon G. Wilson, Lake Orion, Mich. which read: "My hope is that the REFLECTOR will be true to its environment--always and ever the river--never wander, never become sophisticated." Your editor has remembered this credo in making all decisions since.

S&D existed and grew for a quarter-century with no magazine at all. We had about 175 paid members on our Silver Anniversary, which seemed plenty. Today, five years later, there are over 800 enrolled. The June, 1968 issue went to 510 families and individuals. A modest 4-page weekly needs 1,200 to 2,000 to survive commercially.

Nevertheless we deem remarkable the fact that 510 families and individuals write checks for \$5 or more to read what we write. More, of course, for each copy is read by two persons, at least, a readership around 1,000 without unduly varnishing the truth. The very enjoyable part of editing S&D REFLECTOR is that every one of these readers is a very-much-alive person. Many are willing and ready to take pen in hand and say his or her say. The editor of one of our contemporary marine quarterlies recently exclaimed to us,

"How on earth do you pull in all of those letters addressed to 'Sirs?'" To which we replied, "Large family, quick help." He said his reader-family was not like that; no letters come to him. Oh gosh how sad a condition; from whence comes that editor's appetite?

St. Louis is now, more than ever, turning its attention and imagination to the scene of its beginnings--the riverfront and the near-riverfront --as one of two focal points for entertainment and sightseeing. The other, of course, is Forest Park, whose 1,293 acres contain the Muny Opera, zoo, art museum and planetarium.

Soaring to a height equivalent to that of a 62-story building, the Gateway Arch--second only to the Eiffel Tower as the world's tallest monument--dominates St. Louis' riverfront skyline. Its curving apex can be seen 30 miles away on a clear day. Centerpiece of the Jefferson National Expansion Memorial, a planned 91-acre national park, the arch was completed late in 1966 after seven years of work. It was dedicated this past May 25.

Trips to the top of the arch through its hollow legs began last year, first on one side and now on both sides.

Nearby, on the Jefferson National Expansion Memorial grounds, stands one of St. Louis' most important historical landmarks, the old Courthouse, scene of the first Dred Scott trial.

The arch and its surrounding area mark the spot where St. Louis was founded in 1764 by two fur traders.

In the shadow of the Gateway Arch is the St. Louis levee, scene of fun activity throughout the summer months.

There are nightly performances aboard the GOLDENROD Showboat, which has been moored at St. Louis since 1937 and last year was designated a National Historic Landmark. (Nearby, the Eads Bridge, opened in 1874 as the first national link between East and West, also is a National Historic Landmark). Moored next to the GOLDENROD is the sternwheeler BECKY THATCHER II, built at Jeffersonville, Ind. 40 years ago and this summer being turned into a floating restaurant and steamboat museum. Two tour boats also have berths on the St. Louis riverfront--the streamlined 4,000-passenger ADMIRAL, called the world's largest excursion boat, and the smaller motor vessel HUCK FINN, replica of an old-fashioned steamboat, used for hour-long sightseeing trips.

The nostalgia we associate with the river runs merrily up the St. Louis levee to the Gay 90s Melody Museum, where nickelodeons and other music machines play tunes for visitors just as they provided entertainment in public places long before the juke-box era. Moved from Sikeston, Mo., the museum opened just last year in its present location, across Broadway from Busch Memorial Stadium.

A "Riverfront Trolley"--actually, a motorbus built to resemble an old-time streetcar--provides continuous daily transportation touching points of interest on and near the Mississippi shore.

St. Louis hopes to add the DELTA QUEEN to its riverfront stable if the Greene Line finds it necessary to move from Cincinnati because of a riverfront-development project there. Louisville would like to become the DELTA QUEEN's home port, too; but for the time being St. Louis has the

Concluded on Page 5, Col. 2.

FORDING THE OHIO RIVER with a six-horse team and rig hauling an oil tank. Walter W. McCoy fetched this picture to our attention when he discovered it in the Sistersville area recently. A companion picture, obviously taken by the same photographer, shows a horse and wagon also crossing the river--unfortunately out of focus--and is marked Rea's Run, Ohio. No date is provided. Well, Rea's Run is above Grape Island, Mile 151 from Pittsburgh. This view was taken looking toward the West Virginia shore, river flowing from left to right. Doubtlessly it was taken prior to completion of Dam 17 in 1918. This is a rare bird---this picture---as but very, very few were taken of such a commonplace operation before the advent of slackwater. Yes, in fifty years of collecting pictures, this is the first one of its sort we have ever seen.



Ohio River Traffic Before Locks and Dams
They paused in the channel to get photographed.

"WHEN A STEAMBOAT CAN GET TO WHEELING
SHE CAN GET TO PITTSBURGH"

An Editorial in
Wheeling Times and Advertiser, July 21,
1845.

Is it not remarkable that our neighbors, the good people of Pittsburgh, still persist in stating to the travelling public that oft repeated absurdity, "When a steamboat can get to Wheeling, she can get to Pittsburgh?"

The following facts of the last few days ought to convince any man that such a statement is an insult to his common sense.

On Saturday last the steamboat MONONGAHELA (and she is but one of many instances) came to Wheeling from Cincinnati without any difficulty and proceeded up the river, having succeeded in convincing many of her passengers that "when a steamboat can get to Wheeling, she can get to Pittsburgh." Five miles above Wheeling, at the Sisters Islands, she was of course brought up standing. When the captain took a yawl to examine the riffle, which he soon found to be 10" nearer the top of the water than any below Wheeling, returning to his boat he reported that no boat could go up through such a d----d place as that. Like a prudent officer, he forthwith laid up his boat and reshipped his passengers on some little sternwheeler that promised to take them safe through to Pittsburgh.

When the passengers got aboard of the little boat they were forthwith treated (and we are told gratis) with that, the greatest of all luxuries, a steam bath, which was so arranged by the crevices and openings in the floors and sides of the boat that it was impossible not to partake of it almost to suffocation.

A gentleman from Cincinnati who had his family with him and who was determined to try the Brownsville route at any price short of his life, was informed by a wag of a passenger that no doubt the steam was beneficial to those children who had measles and whooping cough.

"My God!" cried the Cincinnati, "is it pos-

sible! Here, deckhand, I'll give you five dollars if you'll take me and my family back to Wheeling in that yawl!" Then, after a couple of hours in the hot, broiling sun, they arrived here at Wheeling, having muttered all the way down: "When a boat can get to Wheeling, she can get to Pittsburgh."

We are told that this gentleman that night had to send for Dr. Hallihen, who after an examination of his mouth laughingly said to the Cincinnati, "Why, sir, you have cut one of your wisdom teeth!"

However, the gentleman and family, after enjoying the delightful accommodations of the United States Hotel, left the next morning on the stage in time to arrive at Cumberland, Md. just 24 hours later than had he left the MONONGAHELA when she got to Wheeling.

The steam packets HIBERNIA, CLIPPER, ALIQUIPPA, NEW ENGLAND, NATIONAL, CAMBRIA, in fact there has not been a packet for a week past gone by above this point that has been able to reach Pittsburgh.

Yet the cry is; "When a steamboat can get to Wheeling she can get to Pittsburgh."

EDITORIAL concluded from Page 4.

edge, since dock space has been leased for possible use by the QUEEN for excursions after the close of her regular season out of Cincinnati in the fall.

-Lee Heiman, in the Louisville (Ky.)

Courier-Journal, Sunday, June 30, 1968.

FOUR DAYS AFTER the above appeared in print, announcement was made in the Cincinnati Enquirer that Greene Line Steamers, Inc. has arranged for 500 feet of wharf space there, east of Broadway. The contract spells out wharfboat, docking and other privileges for five years, and is renewable for two more five-year periods. Looks like the Greene Line will remain in Cincinnati. -Ed.

DECLINE AND FALL OF THE COMBINE

by Edward H. Scheibler

THE DECLINE AND FALL of the greatest corporation ever to operate on the Ohio-Mississippi System, in point of equipment, is graphically explored in this paper. In our September, 1966 issue, author Edward H. Scheibler told of the extensive operations of the Combine in its existence between 1900-1916. This firm was capitalized at \$30-million, owned 80 towboats and tugs and 6,000 barges. Coal from its own mines on the Monongahela River and at DeKoven, Ky. was supplied to customers at New Orleans, St. Louis, and all points between. It was called the "Combine" inasmuch as independent operators had banded to form the company as mutual protection in this most highly precarious business. Rivermen have argued for years as to why the Combine failed and quit. Herein are the answers.

The Combine actually paid 9% dividends for several initial years and the stock was gilt-edge on the Pittsburgh 'Change. Then a holding company was formed, Pittsburgh Coal Company (N.J.), with control. Soon thereafter the Combine was fleeced of its coal lands and the downward spiral commenced.

The coal land program formulated by the directors of the Monongahela River Consolidated Coal & Coke Company (hereinafter referred to as the Combine), after 1910, forecast the end of Combine operations. In June, 1911, 9,000 acres of company coal property in the Monongahela Valley were sold to the H. C. Frick Coke Company, the rail coal subsidiary of the Carnegie Steel Company. The reasons for this sale were declared to be the reduction of the bonded indebtedness of the Combine, which had incurred a debt of \$25,000,000 in gold first mortgage bonds held by the Union Trust Company of Pittsburgh. The sale of the lands to the Frick company was made for about \$8,000,000, but this reduced the Pennsylvania land holdings of the river firm from about 26,000 to 17,000 acres, a decrease of a third. This action led to new conjectures as to the future of the Combine as a separate corporation and caused more discussion as to the termination of the southern coal trade.

The whole policy of the Pittsburgh Coal Company of New Jersey as regards the river company has been described by one writer as follows: the Combine, he said, "was hung out on a limb to do or die as a shipper of river coal." Such certainly appears to have been the case, though these actions did not go unchallenged. At the annual stockholders' meeting held in January, 1913, Alexander Dempster, formerly chairman of the firm's Executive Committee from 1908-1909, and also a former director of the Pittsburgh Coal Company, who had fallen out with the higher echelons of that firm, demanded that a receiver be named for the Combine. He charged that inexperienced officers and subordinates had been put in charge of operations and that Pittsburgh Coal had

put the fate of the river firm in jeopardy to assure itself of a flourishing business. He declared, "The Pittsburgh Coal Company is gobbling up the river company at a great loss to the latter, piece by piece." The reason why Pittsburgh Coal did not formally liquidate the Combine by 1913 may be answered by taking careful note of the years involved. It was in this period that the federal government began to seek to put teeth into the Sherman Anti-Trust Law by enacting the Clayton Anti-Trust Act, which became law in October, 1914. As early as June, 1911, Pittsburgh Coal was reputed to be considering such a merger, and a special grand jury was called to investigate the rumor. Pittsburgh Coal, however, did everything possible to carry out such a liquidation de facto by undertaking the program outlined above.

A further result of Pittsburgh Coal control of the Combine was of vast importance in putting an end to southern coal shipments by 1916. This was the steady growth of industry in the Pittsburgh area, causing a need for all the coal that could be produced in the Pittsburgh fields for home consumption. The United States Steel Corporation was paramount in carrying this out. Inasmuch as Andrew W. Mellon and others of the leading directors of Pittsburgh Coal were also closely affiliated with the Carnegie interests, it is more than probable that the large steel combination brought pressure to bear upon the coal company, causing it steadily to decrease southern shipments in order to leave an adequate supply for the mills at Pittsburgh and in the Monongahela Valley. This purpose, coupled with the growing disregard of the large financial interests of Pittsburgh Coal for that trade, constituted major reasons for its decline after 1910.

A second important cause for the falling-off of the southern trade was that of competition from Alabama and Illinois rail coal in the markets of the Lower Mississippi. In the ten-year period 1897-1907, coal production in Alabama increased from 6 million to 14 million tons, thus placing that state in an increasingly good condition to compete with the river product at New Orleans. The lucrative nature of the New Orleans area as a market attracted many new operators to the business in Alabama and led them to make a concentrated effort to drive the Combine from its position of supremacy in supplying ocean ships, domestic consumers, gas companies, and sugar and rice plantations of the district. The chief railroad competitor for the New Orleans trade was the Southern RR, the same road which had been instrumental in organizing the Alabama Block Coal Company, which firm had transhipped Alabama rail coal from rail car to barge at Greenville, Miss., and had thence distributed it to customers in the New Orleans and Lower River trades.

The competition of Illinois coal at the Crescent City was likewise an important factor. In 1908, as an example of this, the Combine lost the contract to supply locomotive fuel to the Southern Pacific RR. The railroad company charged that the Combine prices were entirely out of line and they awarded their coal contract to Illinois and Alabama interests, with an agreement for 125,000 tons going to coal companies in Illinois and one-fifth of that amount to Alabama firms. The price differential involved was that the Combine offer was about \$3 a ton, or 50¢ higher than that of the two competing areas. Another matter relative to this loss of the railroad contract

was that the task of transporting almost all of the Illinois coal to New Orleans would be done by the Illinois Central RR. Since both this road and the Southern Pacific were controlled financially by the same interests, the Harrimans of New York, it was, of course, to the mutual advantage of both to make as much additional work for the other as possible, which was clearly the case here. Coal was also transported to New Orleans by the Illinois Central from mines in the West Kentucky field, which enjoyed a favorable freight rate, thus enabling it to compete with increasing success with the Combine at New Orleans.

At other points along the lower Mississippi this important element of rail competition came to be felt increasingly year by year. At Baton Rouge, the river product had to compete with that from Illinois and West Kentucky. At Vicksburg, competition from the Illinois Central and from coal mined in Walker and Jefferson Counties, Alabama, was felt. Combine fuel transshipped from Memphis to various points both east and west of the Mississippi encountered the presence of coal

from southeastern Kentucky, eastern Tennessee, West Kentucky, and Alabama, while that sent to Arkansas had to compete with coal mined in shallow pits near Russellville, Ark.

Rail competition in Ohio River markets was even greater than that of the Lower Mississippi. At Cincinnati, coal mined in the Hocking District of Ohio and in sections of West Virginia not served by river transport was brought to that city by the Chesapeake & Ohio, Norfolk & Western, B & O Southwestern, Louisville & Nashville, and the Queen & Crescent Railroads. While the railroads of the Ohio Valley fought river improvement in every way possible, some of them, upon learning of the passage of the appropriations bill of June, 1910, began to erect more river terminals to anticipate increases in river shipments as a result of the proposed canalization project. This was done in early 1911 by the Louisville & Nashville RR, at which time the road purchased new lands along the river at Louisville to secure as much of the river coal transshipped from that city as possible.

COMBINE TOWBOATS AND TUGS

LIST OF TOWBOATS AND TUGS owned by the Combine 1900-1916. The dates following the name indicate the period of Combine ownership. Those dates followed by an asterisk (*) denote steam tugs; all the rest are steam sternwheel towboats.

Those bearing datemark of 1900 are the steamers and tugs acquired by the Combine when it was organized. Those bearing the datemark of 1916 are the boats turned over to the Pittsburgh Coal Company in 1916 when the Combine was dissolved.

No attempt has been made here to list towboats of the successor Pittsburgh Coal Company after 1916. The present-day Consolidation Coal Co. at Pittsburgh is the direct outgrowth of the Combine and Pittsburgh Coal Company.

The Combine utilized a group called the Pittsburgh Coal Exchange in lobbying for river improvements, an old organization originally formed by independent coal operators. For many years this Coal Exchange was the "establishment" and no river program was secure without its endorsement. Lately the Coal Exchange has changed its name to become the Waterways Association of Pittsburgh.

The list of vessels presented here is not taken from official Combine documents and is subject to correction.

There are many S&D members who will run their fingers down this list of boat names and mentally recall every one of them. The pageant of the Combine happened in this 20th century and most of these towboats and tugs never handled a steel barge--all built of wood--and all save a few of these boats had wooden hulls.

The Combine for all of its massive towing fleet built very few towboats. Biggest was the SPRAGUE which still exists at Vicksburg and all the rest are history.

- Acorn 1900-1902
- Aid 1900-1914*
- Alice Brown 1900-1916
- B. D. Wood 1900-1906
- Belle McGowan 1900-1902
- Bertha 1900-1916
- Birmingham 1904-1907
- Boaz 1900-1916
- Cadet 1900-1916
- Carbon 1902-1916
- Charles Brown 1900-1916
- Charlie Clarke 1900-1916
- Clipper 1900-1916
- Coal City 1900-1914
- Cruiser 1900-1916
- Crusader 1904-1916
- Cyclone 1900-1905
- Dave Wood 1900-1912
- Defender 1900-1905
- Delta 1900-1907
- Dick Fulton 1900-1903
- Duquesne 1907-1915
- Ed Roberts 1900-1913
- Egan 1907-1908
- Enterprise 1900-1902
- Enterprise 1903-1916
- Exporter 1900-1916
- F. M. Wallace 1914-1916
- Fallie 1900-1916
- Fred Hartweg 1900-1912
- Fred Wilson 1900-1904
- Fritz 1900-1907
- Fulton 1900-1915
- Gleaner 1904-1908
- H. F. Frisbee 1902-1903
- H. M. Hoxie 1904-1906
- Harry Brown 1900-1915
- Harry P. Jones 1900-1913
- Henry Lourey 1904-1911
- Hornet No. 2 1900-1904
- I. N. Bunton No. 2 1900-1907
- Iron Age 1900-1909
- Ironsides 1900-1913
- J. A. Donaldson 1912-1916
- J. B. Finley 1900-1916
- J. C. Risher 1900-1916
- James Moren 1900-1916
- Jim Brown 1900-1916
- Jim Wood 1900-1916
- John A. Wood 1900-1916
- John Moren 1900-1907
- John W. Ailes 1900-1902
- Joseph B. Williams 1900-1914
- Joseph Walton 1900-1912
- Josh Cook 1900-1909
- Little Dick 1900-1903
- Little Fred 1900-1915
- M. Dougherty 1900-1916*
- Maggie 1900-1902
- Mariner 1900-1906
- Monterey 1900-1911
- Nellie Brown 1900-1916*
- Nellie Walton 1900-1903
- Oakland 1907-1914
- Pacific No. 2 1900-1915
- Pittsburgh 1907-1913
- R. W. Wilmot 1900-1916*
- Ranger 1903-1916
- Raymond Horner 1900-1916
- Relief 1900-1905
- Rescue 1908-1916
- Resolute 1903-1904
- Rival 1903-1915
- Robert Jenkins 1900-1916
- Robert McKinley 1900-1901
- Rover 1902-1916
- S. H. H. Clark 1907-1907
- Sam Brown 1900-1916
- Samuel Clarke 1900-1916
- Sprague 1902-1916
- Stella Moren 1900-1908
- T. J. Wood 1900-1916
- Thomas Heidel 1900-1910*
- Tide 1900-1916
- Tom Dodsworth 1900-1916
- Tom Lysle 1900-1906
- Tom Rees No. 2 1900-1910
- Tornado 1900-1916
- Transit 1900-1916
- Twilight 1900-1916
- Valiant 1900-1916
- Volunteer 1900-1916
- Voyager 1900-1916
- W. G. Wilmot 1900-1916*
- W. K. Field 1912-1916
- W. M. Wood 1900-1910*
- W. W. O'Neil 1900-1913
- Wash Gray 1900-1916*
- Wash Honsshell 1900-1913
- Wasp 1900-1914*

During the years 1899-1916, and this was especially true after 1910, the river oil trade came into being and began slowly to grow and to cause some competition with coal, especially in the Lower Mississippi trade. The former monopoly held by the Pittsburgh interests in supplying planters in the Louisiana "Teche Country" was broken by 1900 with the advent of oil from Texas and Oklahoma. This trade gradually spread eastward during the years in which the Combine operated. By 1909, a pipeline was laid between the oil district of Jennings, La., and Plaquemine, La., where it was pumped into wooden barges and towed in the Mississippi River plantation trade as far upstream as Memphis and downriver to New Orleans. At Memphis it was employed for gas-making purposes. Oil was also being brought to New Orleans by tank vessels across the Gulf of Mexico from Port Arthur, Texas; it was stored at Amesville, across the river from New Orleans, and was towed from there in barges into the myriad of bayous which flow out of the Mississippi between Baton Rouge and the Gulf.

It was in this period, too, that the Standard Oil Company of Louisiana entered the river business. This firm began operations by purchasing a small towboat, the C. M. PATE, and operating her in the Lower Mississippi trade. The St. Louis Steel Barge Company also engaged in handling the Lower Mississippi petroleum trade, which, however, had not become extensive by 1916, though it added to the conflict of interests in the fuel trade of that region. Of the competition offered by the Kanawha River coal companies to the markets of Cincinnati and Louisville, we will not enlarge upon here, but it was formidable.

A vital reason, other than those already mentioned, which caused the management of the Combine to withdraw little by little from the trade south of Pittsburgh was that of excessive losses of coal in transit. This difficulty, occasioned by the unimproved nature of the Ohio River and by the treacherous character of the Mississippi, was a constant plague to attempted Combine economies, and no solution to it was ever found. Accidents to boats and tows ranged in magnitude and in character from the tragic to the ridiculous. Several company boats were lost by explosion, among them the DEFENDER and the FRED WILSON. In May, 1904, the towboat FRED WILSON exploded its boilers in the Louisville, Ky. area, killing 11 members of the crew. The steamer had just arrived with a tow from Pittsburgh, having steamed south on a rapid rise in the river, and it is very likely that it was carrying illegal steam at the time of the accident. On a bitter cold night of January, 1905, the DEFENDER exploded her boilers at Huntington, West Va., with the loss of several members of the crew.

The losses from sinkage of coal craft in tow of the steamers was the item of expense which most distressed the Combine from a financial standpoint. In March, 1903, for instance, the J. B. FINLEY broke her machinery on the Lower Ohio, losing 22 loads of coal and 3 barges of railroad rails (see Sept. '66 issue, page 7). Other losses of this nature dot the pages of the Combine directors' books. A few of these entries (which were very frequent) include: On February 28, 1910, the SAMUEL CLARKE was caught in a fog above Ironton, Ohio, hit a bridge pier at that place, and sank 11 loaded coalboats and one barge with an estimated loss of \$22,000; the towboat PITTSBURGH collided with the wharfboat of the

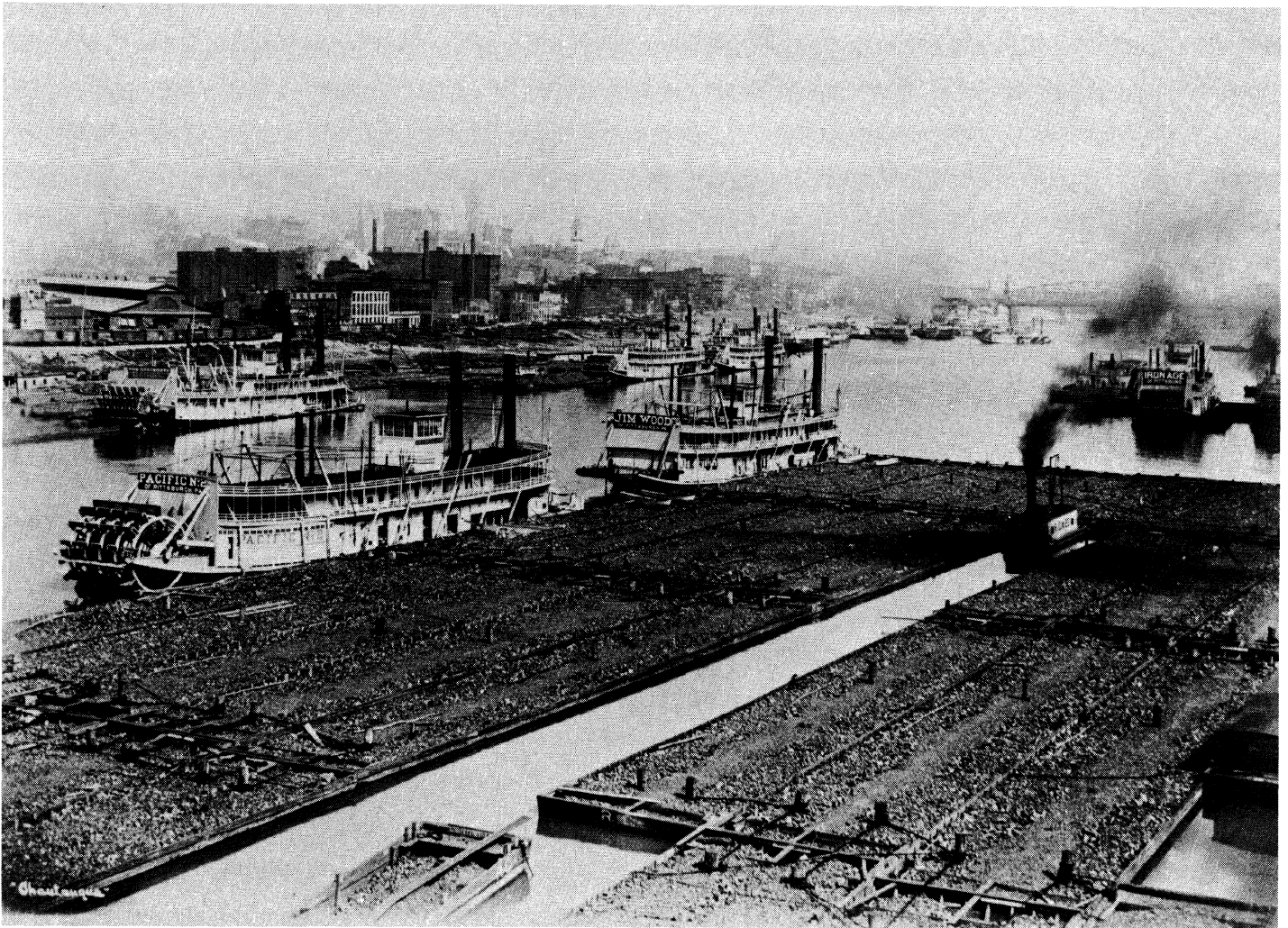
River & Railways Transfer Company at Memphis on January 29, 1911, losing three loaded coalboats. The captain reported heavy fog and smoke as the cause of the accident. In December, 1901, the JOS. B. WILLIAMS lost 23 coalboats out of a tow of 31. These disasters (and many of this type are recorded) caused the Combine directors to seek to devise schemes to end such mass destruction of equipment and resultant loss of coal.

In a board meeting held in June, 1910, a resolution of a committee of the board was read suggesting the use of prize money, to be awarded to boat officers and crews upon the completion of each successful trip. To further strengthen its intention, this resolution also declared that in the future masters and pilots who could not prove that accidents occurring to their boats were not caused by negligence or carelessness would be suspended or dismissed from service. The effect of these precautionary measures, however, seems to have been slight, as accidents continued to occur in about the same number as before. It is of interest to note that the Combine never carried marine insurance of any sort but sought to deal with losses by creating a special surplus account against which such losses were charged.

Other substantial losses were sustained by the company as a result of ice gorges in the river, their breaking loose, and the carrying-away of coal craft and steamers resulting. The Monongahela River gorge of 1904-1905 was particularly serious. One of the most peculiar accidents to happen to a Combine steamer occurred to the towboat TORNADO in November, 1908. This boat, enroute up the Ohio with 14 empty coalboats and barges on a fast-falling river, was stranded on a gravel bar at 'Possum Creek, Ohio. She was not released until the river raised several months later.

While the above-mentioned types of accidents certainly contributed to the difficulties of Combine operations, the hardest body blow levied at the financial structure of the firm were the two tropical hurricanes which demolished large fleets of coal and harbor craft in the lower Mississippi. These storms occurred in September, 1909, and in September, 1915, and both were major contributions to the company's decision to leave the lower River trade completely soon after the second storm. In the hurricane of 1909, which took place on September 20 and 21 of that year, the company lost 325 coalboats and 16 barges in addition to the destruction of pumpboats, coal diggers, several tugboats, and a great deal of small equipment. The total losses were estimated at \$750,000. This storm destroyed virtually all of the coal fleets of the company from Memphis south, a blow from which the firm never fully recovered.

Six years later, almost to the day, in September, 1915, a similar hurricane swept the same territory, costing the company a net loss of \$760,000. Besides losing 200,000 tons of coal and what remained of the harbor equipment in the area, the company also lost a sea-going tug. Charles Menges, then Combine superintendent at New Orleans, was drowned while trying to save what he could of the company's property just as the storm hit the New Orleans area. A symbolic series of events followed this latter disaster. Immediately following the storm, the towboat HARRY BROWN was sent from Louisville to the Lower River with a fleet of coal containing all the craft that were in the Louisville Harbor at that time. En route downriver, she lost most of her



COAL FLEETS IN THE PITTSBURGH HARBOR during the early years of the Combine. Taken by photographer R. W. Johnston of Trinity Court Studios, a famed Pittsburgher of his time. Date is about 1903. Loaded coalboats and barges were assembled in the landings awaiting "barge water" or "coalboat water" to float them on their way to Southern ports. The coalboats in the foreground are built "check post style" with huge logs bedded upright in the coal cargo, used for securing manila lines. Towboats in sight are the JIM WOOD, PACIFIC NO. 2, TOM DODSWORTH, ED ROBERTS, JOSH COOK, IRON AGE and others not identified. This is in the Monongahela River, taken from the old Point Bridge looking upstream with the Smithfield Street bridge in the distance at the right.

tow, but took what was left on to New Orleans. Upbound on the Mississippi, after delivering her coalboats at the Crescent City, the BROWN struck an obstruction at Island 30 and tore a 30-foot hole in her hull. She immediately sank and was a complete loss. This series of events, taking place just before the Pittsburgh Coal Company liquidated the Combine, was a fitting climax to long years of struggle with the southern coal trade.

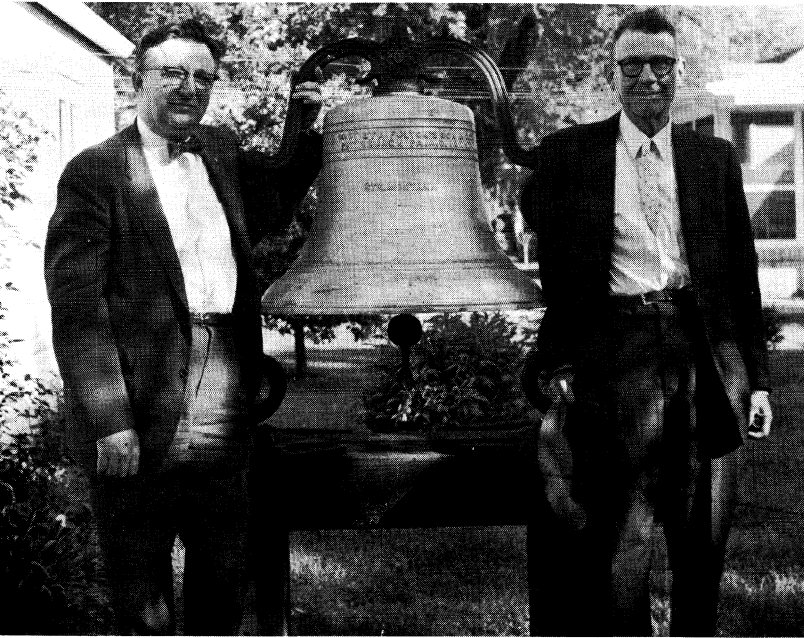
One individual, an official of the Local Sales division of the Combine for several years, has added to the above reasons for the decline and fall of the Lower River coal trade by attributing the ill-success of the company in these ventures to the following: Too much experimenting by men who were not sufficiently familiar with the river coal business; low prices of coal, caused by competition and general over-production; the innovation of the "bone yard" idea after 1912; carelessness and inefficiency of coal recovery in the lower Mississippi; and the results of excessive sinkage losses and the storms of 1909 and 1915. The important point involved in this anal-

ysis is that the decline of the Lower River business can be attributed to no one cause, but, rather, to a multiplicity of causes. With the half-hearted anti-river attitude prevailing in the higher echelons of the company and with a sustained effort by other coal areas to force the large combination from the trade, coupled with the difficulties inherent in the seasonal character of the business and of acts of God, one can not help but draw the conclusion that the trade was doomed from the start. A myriad of adverse forces thus brought to an end what had constituted, perhaps, the most colorful and certainly the most precarious means of water transport in American transportation history.

In January, 1916, the Pittsburgh Coal Company of Pennsylvania, the actual operating company whose stock and that of the Combine were both owned by the Pittsburgh Coal Company of New Jersey, a holding company, was formally merged with the river company, and the name Monongahela River Consolidated Coal & Coke Company was discontinued permanently. This consolidation, which had been

Concluded on Page 10, Col. 2.

MONTANA Bell Located



THE ROOF BELL OF THE PACKET MONTANA photographed at Louisville, Ky. on May first, 1968. At the left, Capt. C. W. Stoll. At the right, Capt. W. H. Tippett. Last issue, page 33, we showed this same bell mounted on the steamer JOHN W. HUBBARD in the early 1930's and wondered how it got there, adding "perhaps we'll never know." Never turned out to be one week. Ed Mueller came to Louisville to see the DELTA QUEEN--BELLE OF LOUISVILLE race, called on Reverend Lehman who was his pastor in Florida. In the conversation which ensued, Rev. Lehman told Ed Mueller about the steamboat bell earmarked for his proposed new church. They went to see it and--of course--it was the MONTANA bell. The accompanying story recites some of the details.

We are reminded by Robert H. McCann and by C. W. Stoll that the roof bell from the MONTANA pictured in our June '68 issue was on the packet TOM GREENE. Ah yes. Seems that boat-broker John F. Klein advertised this bell for sale in The Waterways Journal, this in the early 1930's. He had it down at Mound City or Cairo. Price \$500. So happens that said John F. Klein had long owed Captain Greene that same amount. Captain Greene persuaded an intermediary to order the bell sent to Maysville, Ky. and in due time it arrived there along with an invoice--\$500.

About this time the great fire happened at Cincinnati consuming Captain Greene's packets TACOMA and CHRIS GREENE (1st). Johnny Klein read the sad news in his Waterways Journal, then promptly sent Captain Greene a letter which went something like this: "Have just heard of your misfortune and enclosed is my check for the \$500 so long owed you in hopes it may help at this time."

Whereupon Captain Greene, an Honest Injun, wrote out a similar check and mailed it to Klein in full payment for the bell. The bell he figured to get for nothing--having long since charged off any hope of getting the \$500 from John Klein--therefor cost him a full \$500. Anyhow, he soon built the TOM GREENE and put that bell on her. The rumor was that Captain Greene never liked the thing for every time it rang it made him think of

John F. Klein.

Years later Greene Line acquired the old JOHN W. HUBBARD in the boneyard at Port Fulton, above Jeffersonville, Ind. Capt. Tom Greene landed alongside one day and swapped bells, putting the HUBBARD bell on the TOM GREENE and placing the MONTANA bell on the HUBBARD. So the HUBBARD never ran with that MONTANA bell on her, and it went over to the towboat KENOVA as reported in our last issue.

C. W. Stoll updates us from there on. When the KENOVA was sold, Capt. Birch McBride gave the bell to a Dr. Shacklette, a friend who had a farm off of the 18th Street Road, Louisville. When the Doctor died this farm property was sold to a real estate person who subdivided, and he had in his employ an engineer, Frank Ade. Real estate man Dulworth transferred the bell to Mr. Ade.

Mr. Ade lived on Brown's Lane, Louisville, and the bell was transferred there. Then Mr. Ade died. His widow survives him, and it was at this location that the accompanying photograph was recently taken.

If present plans materialize the bell will go into the belfry of a proposed church now in the planning stage by the congregation of the Our Savior Lutheran Church, Louisville, Ky.

All of which explains where the MONTANA bell was, is, and will be 1920-1968. It was cast in 1879 and was used on MONTANA until her loss in 1884. This leaves a vacuum of 36 years yet to be filled in. Capt. W. H. Tippett says what he can't understand is how-come John Klein sold it to Captain Greene in the first place--Klein had promised it to a colored church congregation in Cairo, Ill. as he remembers it.

While on this topic of campanology, the MONTANA had two sister packets, almost identical, named DAKOTAH and WYOMING. The DAKOTAH roof bell wound up on the sternwheel ST. JAMES built at Cincinnati in 1898. The WYOMING roof bell was discovered in Onawa, Iowa (about half way from Sioux City to Omaha on the Missouri River) in 1942. Forrest W. Ingraham and Col. Robert Heslop bought it, brought it to Point Pleasant, West Va. and used it for a town emergency alarm. Where did it go from there?

And C. W. Stoll is puzzled inasmuch as the roof bell on the BELLE OF LOUISVILLE is marked: E. W. VanDuzen Co., Cincinnati, Ohio, Buckeye Bell Foundry, 1899. "NOW," says he, "where was that bell from 1899 until 1914?" We could make up a dandy yarn about how it was cast for the Lee Line PETERS LEE and rescued from her wreck at Lake Providence in 1913 just in time to put it on the IDLEWILD. But that would be a flight into ringbolt history.

COMBINE concluded from Page 9.

contemplated many years, had been brought about by the purchase of the Pittsburgh Coal Company of New Jersey of all but \$750-worth of Combine capital stock. Between September, 1903, and about 1911, the Pittsburgh Coal Company (N.J.) had not made any concentrated effort to purchase the remaining shares of the Combine, since it already held a majority in both common and preferred stock as of 1903. About 1911, however, this attitude changed materially, and the holdings of the minority shareholders were secured in large lots until over 99.9 per cent control was effected in December, 1915.

The following news report is taken from The Waterways Journal, issue of Saturday, July 6, 1918. It is the first contribution of J. Mack Gamble to that publication. Now, fifty years and over 2,500 issues later, Mack still writes his weekly "Upper Ohio News" and becomes dean of river reporters.

Clarington, O., July 1, 1918:-
The Queen City entered the Pittsburgh and Cincinnati trade last week, passing up Friday morning. She is the largest and finest packet now running here. She is said to be in charge of Capt. Willis. She is owned by the Louisville and Cincinnati Packet Line.

The Liberty came out in her trade last Thursday, after having been laid up for repairs for several weeks. She has been painted and thoroughly overhauled and presents a very nice appearance. She makes two round trips a week between Wheeling and New Matamoras, O. and one between Wheeling and Marietta. She is in charge of Capt. Walter Booth, with Scott Heatherington, pilot, and Frank Humphrey and Charles Yost, clerks.

Capt. Walker Litton, the well-known pilot, of Clarington, O., is now on the Str. Omaha, of the Liberty Transit Co.

Capt. Grover Litton, a well-known pilot of Clarington, O. is now piloting on the Queen City. Capt. Walter English is said to be the other pilot.

The Str. Verne Swain is said to be doing a good freight and passenger business in the Wheeling-Pittsburgh trade. She makes three round trips a week and runs two excursions out of Wheeling every Sunday. Ed Sims is pilot and Will Bedilion clerk, it is said.

The Str. R. Dunbar of the Ohio and Kanawha River Transportation Co. Line, is doing a good business in the Pittsburgh-Charleston trade. She is in charge of Capt. Charles Ellsworth. Capt. Dayton Randolph is said to be piloting on her.

The Str. Old Reliable of the Reliable Towing Co. is towing gasoline from Sistersville to Pittsburgh for the Atlantic Refining Co.

Capt. B. W. Martin's gasoline towboat Della Mc, has been engaged in towing mine props for some time.

The oil-burning packet Milton

is doing a good business in the Wheeling-New Matamoras trade. She is owned by Capt. Brady Litman of New Martinsville, and is said to be in charge of Capt. Boyle, with Cecil Smith and Ed McCloskey, clerks.

The Omaha made a trip to Charleston last week.

It has not been ascertained, says a late report, whether or not the Wheeling wharfboat, recently sunk by the Str. S. L. Elam, will be raised and repaired. If raised it will probably be brought to Clarington for repairs.

A late report says T. C. Poe has been appointed agent of the Liberty Transit Co. of Pittsburgh and that agents are now being appointed at other places between Pittsburgh and Cincinnati.

It is reported that the old convict ship "Success" which has been at Wheeling for some time, will be raised between steel barges and thus towed to Pittsburgh. As she draws 13½ feet of water and there is but about 9 feet in the channel, it would be impossible to take her up without raising her up in some manner.

There are now five big packets, the Verne Swain, Omaha, Queen City, S. L. Elam and R. Dunbar, running to Pittsburgh. This is more boats than have been in the Pittsburgh trade for some time.

The S. L. Elam passed up yesterday morning with a big cargo of freight from Cincinnati to Pittsburgh.

The Queen City passed down yesterday afternoon with a big trip out of Pittsburgh for Cincinnati.

Capt. Sam and Jim Williamson's new boat, the Helen E., made her initial appearance in local waters this morning, when she passed up for Wheeling on her first trip in the Wheeling-New Martinsville trade. She is a fine looking little boat and was much admired by everyone. She will no doubt make a success of her new trade. The Helen E. will make a round trip daily, going up in the morning and down in the evening.
--J.M.G.

Sirs: That picture of the GORDON C. GREENE crew (June, '68 issue, page 9) was taken one Friday forenoon, just before watch time in August, 1935 in Ohio River Lock 6 going to Pittsburgh.

As I recall, the biggest problem was with Charlie Atkinson, the chief, who was loath to leave the engineroom. But he stationed a trusted and experienced fireman

at the throttle in case of an emergency while he was away. Then he did not have a uniform cap, which was not a part of his style of steamboating.

But somebody loaned him an extra (which was way too big) and this remarkable group was thus preserved for posterity. To my knowledge at least ten out of the nineteen persons pictured have made their last crossing.

A kindly passenger snapped the group on my camera at the same time, but, naturally, moved the camera and the negative came out blurred. Capt. Tom Greene sent this picture out as a Christmas card to the GORDON's passenger, prospect and crew list the Christmas of 1935.

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

Sirs: Alan Bates tells me that his book WESTERN RIVERS STEAMBOAT CYCLOPOEDIUM will be off the press by September. I can hardly wait. Saw the manuscript last winter and this is a book that's been needed for a long time. The Cyclopoedium shows how Western Rivers steamboats were built. Millions of detailed drawings which show every piece of the boat in place, with name and description. And that's no small accomplishment.

What with all those odd names for steamboat parts, a body can get confused mighty easy. I always have gotten cod wads and cocked hats mixed up--and that's only a start. After September I'll be able to take all that strain off my tired mind and turn to the cyclopoedium instead. Then all I have to worry about is what "cyclopoedium" means. It ain't in my dictionary.

Bert Fenn,
Box 157,
Tell City, Ind. 47586

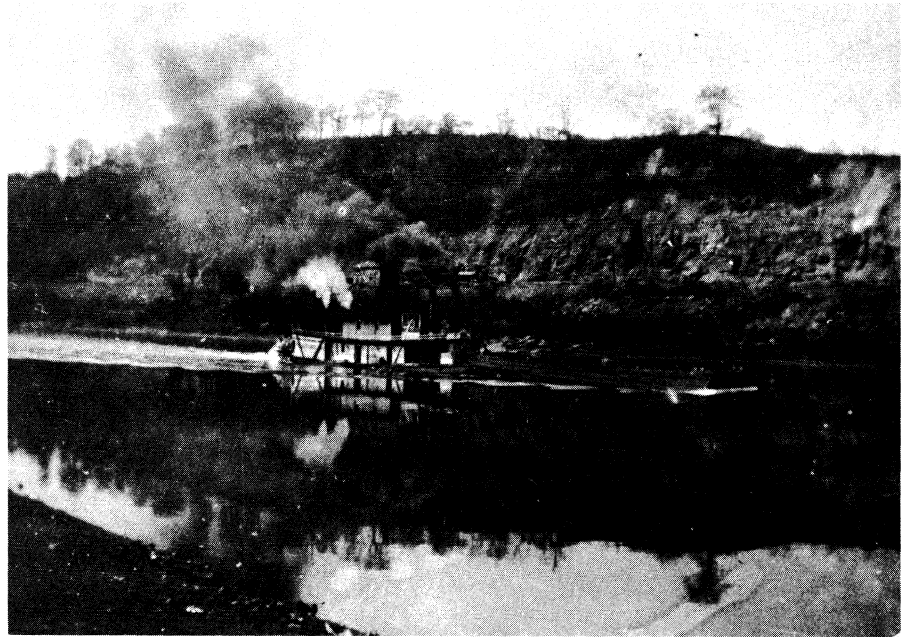
Sirs: Sure enjoyed the fine reproduction of the photograph of Fate Marable in the June issue of S&D. The color picture on the front page of the GENERAL WOOD is most beautiful and appropriate for this very interesting issue. I expect to be in Marietta for the annual meeting on Saturday, September 21.

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

Sirs: The accompanying picture of the NELLIE ENGLAND was taken on the Youghiogheny River years ago. It is the only one I have seen of traffic on that river with the exception of the Pioneer Galley which I blush to recall to memory.

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

=NELLIE ENGLAND was a job boat on the Monongahela built 1893 on a hull 92 by 18. Original owners were John O. Watson, Albert M. and George W. Green of Washington County, Pa., and they based her out of Lock Four, Charleroi, where Watson lived. Later she was run by Capt. Joseph Walthour who undoubtedly had her up the Yough. In March, 1900, she was sold to the Varian brothers at Point Pleasant, W. Va. and once before got in S&D REFLECTOR news (June '66 issue, page 30) when Capt. Charles C. Stone recalled the bed bugs on her. -Ed.



NELLIE ENGLAND

Only known photo of a steamboat on the Yough

A large wooden acorn with gold-leafed berry and bright red pod was presented to Capt. Ernest Wagner and mate "Doc" Hawley when the DELTA QUEEN was in Pittsburgh on Wednesday, July 3. It was made of laminated white oak by Robert M. Kreamalmeyer of 6900 Walnut St., Neville Island, Pa. to specs furnished by Walter W. McCoy. The paint job was by Ye Editor. Captain Wagner since has mounted it on top of the mast.

Among the passengers aboard The DELTA QUEEN on her first trip to Pittsburgh in July was Mrs. Louise H. Bush, daughter of the late Capt. Fred Hornbrook. She and her husband reside at 716 Yale Avenue, Terrace Park, Ohio, 45714.

Also aboard was Ted G. Hagen, plant manager for The Carlisle & Finch Company, Cincinnati, makers of arc and bulb headlights for most river towboats.

Another passenger was Walter Bales Campbell of Meridian Travel, Ltd., 627 West 48th Street, Kansas City, Mo. Mr. Campbell has plans to build and operate a small excursion sternwheeler at Kansas City in the near future.

Charles T. Campbell, who organized and first operated the Union Barge Line Co., visited aboard the DC at Pittsburgh on July 3 and renewed acquaintances with Capt. and Mrs. Frank G. Valentine of Blawnox, Pa. who were round-tripping.

S&D REFLECTOR's editor is indebted to Gabriel Chengary, of

the DC crew, for driving his car from Pittsburgh to Dashields Lock and making possible a ride aboard with son James C. Way and wife Terry and their daughter Grace Ellen Way.

We were pleased to renew acquaintances with author Walter Havinghurst, also round-tripping on the DC's first Pittsburgh trip this July. His "Voices On the River," published by Macmillan in 1964, is one of the more important contributions to Western steamboat literature.

William E. Reed and Mrs. Reed were aboard and enjoyed many compliments on a new oil painting of the DELTA QUEEN hung in the forward cabin, commissioned by Robert L. Stone and loaned aboard. A plentiful supply of Whistle Echo records was placed on sale in the DC's concession stand.

The picture of the steam yacht GAZELLE in our last issue recalled to Capt. William S. Pollock that a similar yacht, some larger, of the same name, one time went up Ten Mile Creek, trib of the Monongahela, to Clarksville, Pa. The GAZELLE which explored Ten Mile was 65 by 10, built at Allegheny, Pa., 1901, by R. C. Price. Price sold her to H. P. Dilworth and others to operate between Brownsville and Rice's Landing, Pa. in connection with their coal properties. Capt. John Faddis was in charge, and he took her to Clarksville during a time of high water, on a falling river, and came near not getting back. In 1908 Capt. Frank L.

Ganoe of New Geneva bought the GAZELLE and Faddis acquired a steam yacht named WABASH, and ran competition. There were two collisions within a short time and a U.S. Marshal attached the GAZELLE for \$523.90 damages to WABASH. H. P. Dilworth also was an owner in the excursion packet ISLAND QUEEN of that era, ex-ST. JOSEPH from the Mississippi River. Capt. Pollock also recalls that a showboat one time went to Clarksville although he does not remember the name of it.

Elsewhere in this issue is a transcript of the first river column written by J. Mack Gamble for The Waterways Journal. Mack datelined it July 1, 1918. That same day, at 11 in the morning, the first guest was registered at the Hotel Lafayette, Marietta, O.

The new hotel's manager was Reno G. Hoag, father of S. Durward Hoag. He had been brought to Marietta from the Altamont Springs Hotel, Fort Thomas, Ky.

In the ensuing 50 years the hotel has housed approximately 1½ million guests. Total of 38,000 were handled in 1967. S&D's first annual meeting was held in the Riverview Room, September 10, 1939.

S&D extends felicitations on this anniversary to Mr. and Mrs. S. Durward Hoag, to Mr. and Mrs. Stephen Hoag, Ralph Gearhart, Robert Moseley and to all of the crew who assist at this fabulous hostelry below the R.R. tracks at Ohio River Milepost 172.2.

TWICE UP TENNESSEE

STR. LAURA L. DAVIS

-1877-

Thurs. Nov. 29:- Thanksgiving and the coldest morning of the season. Made ice freely last night, snowed some, ground almost white. Unloading and we lay up here at Cincinnati a few days.

Wed. Dec. 5:- Commenced loading today for Pittsburgh. Hard rains last night, very muddy and a disagreeable day. Capt. John C. Reno goes to Pittsburgh via rail. I take command today and take the boat up. Cloudy and raw and looks like rain tonight. Jesse S. Sharp after week's visit at Fannie's leaves tonight with us for home at Harmar, Ohio. We were late getting out, waiting for Hunter, the mate, to arrive from Evansville. Leave at 10½ o'clock.

Thurs. Dec. 6:- Stormy bad night, wind and snow, and cold this morning. Made splendid time last night. Arrived at Maysville at 7½ a.m. Arrived at Portsmouth 3 o'clock where we coaled and left with a float in tow. Snowed most all day. Landed at Scioto Brick Works for 3500 brick. Wind blew on shore and couldn't get out. Had to spar. Lost 2½ hours in all; terrible bad night.

Fri. Dec. 7:- This morning is cool but wind has layed and sun is shining bright, a beautiful fall day. Passed Gallipolis 9½ o'clock this morning. Passed Pomeroy at 12¼. Received 70 brl. salt at Minersville and coaled at Syracuse. A new moon and the wind has layed some tonight. Cold and frosty at Parkersburg 1¼ and left at 1½ a.m.

Sat. Dec. 8:- Very windy today but not very cold. Making splendid time. Passed Sistersville at 9½ o'clock a.m. Landed at Moundsville 3¼ this afternoon with the wind blowing again terrible hard. Commenced putting out freight at 3½--879 bundles of broom handles and 132 bales broom corn. At Wheeling ¼ to 8 o'clock; away ¼ after 8.

Sun. Dec. 9:- Coaled at Liverpool and left 6 o'clock this a.m. Cold, but fore part of day was pretty. Clouded up about noon; looks like falling weather. Arrived at Pittsburgh this afternoon at 2 o'clock. Capt. Reno came down and met us at 4 o'clock this day.

THE LOG OF THE PACKET LAURA L. DAVIS is extracted from the original note book kept by her purser, Charles Regnier. Capt. John C. Reno had bought the boat on July 20, 1877 at Cincinnati, and recruited Regnier to come aboard. Prior to that time Regnier had been clerking at the Walnut Street House in Cincinnati. He took with him John Shearer, 2nd clerk. Captain Reno was originally from Pittsburgh but for some time had been associated with a boat store in Cincinnati. Regnier was 37 when the accompanying log was written, and this was his first experience on Tennessee River.

The LAURA L. DAVIS was built at Madison, Ind. for Capt. Owen W. Davis and named for his daughter. She was designed for the Nashville-Cape Girardeau trade, with a wood hull 137 x 34. The cabin and engines from former packet JOHN LUMSDEN were used in building her, although she had new boilers. This was in 1873. Capt. Davis was at an advanced age when he built the DAVIS, noted as the oldest steamboat clerk on the Cumberland, dating back to clerking on the ISORA in the 1830's. He met indifferent response hauling peanuts to Cape Girardeau and often chartered his boat for other purposes. In the summer of 1876 she handled Costello's Circus until the outfit wound up broke at Evansville in October. In the spring of 1877 he had her in the Pittsburgh and Cincinnati trade. About this time the boat was lengthened to become 179 feet long, an operation which apparently did not improve her looks. The late Capt. Jim Rowley remembered her when she was under charter for the Cincinnati-Vanceburg trade, run by Capt. Sam Bryant and others. "She was the most unattractive piece of marine architecture I ever saw," he wrote. "Her spars leaned forward (at top) and one chimney pointed forward, other aft, the pilothouse stood 1/3 of the way forward from the aft end of the texas, and one 'scape pipe was off at the roof."

Mon. Dec. 10:- Cool morning but not unpleasant. Received considerable freight today for Nashville. Looks tolerable fair for trip out tomorrow. Went over to spend evening with my old friend Capt. Frisbee in Allegheny City. Returned to boat 9½; had a very pleasant evening with him and his little family.

ED. NOTE: Regnier says departure was made for Nashville, and chances are that's right. Tramp packets often changed plans enroute. In this case the decision to head for Tennessee River may have been firmed Dec. 14 when a shipment of furnace stone was accepted at Franklin Landing for La Grange Furnace. Franklin Furnace was on the Ohio shore about one mile below present Greenup Locks and Dam. "Furnace stone" likely means firebrick of special shapes for lining an iron furnace. It seems unlikely that limestone (used as a flux) was shipped.

Tues. Dec. 11:- Received considerable freight today and left Pittsburgh 7½ o'clock. Very smoky weather, warm for the time of the year. Have about 250 tons on board. Fog caught us about Rochester and laid up about 11 p.m.

Wed. Dec. 12:- Tremendous heavy fog all night. Backed out and left Rochester wharfboat this a.m. 10 o'clock; lost 11 hours.

Sun out now and very pretty day for winter. In the afternoon the smoke settled so thick it looked like fog. Had to run slow. Arrived at Wheeling 6½ o'clock this evening and dropped down to nail mills and received 2302 kegs of nails. So foggy and smoky cannot leave tonight. Warm for time of the year.

Thurs. Dec. 13:- Nails on board and away at 7½ o'clock this morning. Worked all night. Much like March; pretty day. Coaled at Wegee Coal Banks. Wind raised and blew very hard all day. Passed Marietta 4½, Parkersburg near 6; did not land either place. Getting cool tonight and wind blowing very hard. Making fast run. Passed Pomeroy and Middleport 12 m. only 6 hours from Parkersburg.

Fri. Dec. 14:- Cold frosty morning, cold winter day. Made big run last night. Ate breakfast yesterday at Wheeling, and landed at Franklin Landing 10 o'clock a.m. to take on board furnace stone for Tennessee River to La Grange Furnace. Got them on and left at 7½ o'clock this evening.

Sat. Dec. 15:- Nice winter morning; sun out, cool and frosty. Made good time last night; arrived Cincinnati this morning 8 o'clock. Reshipped Memphis freight on JAMES W. GAFF and our

New Orleans freight on the MARY HOUSTON. Cloudy night and warm; looks like rain. Left tonight at 8 o'clock for Tennessee River.

Sun. Dec. 16:- Warm and spring weather; cloudy; rained last night. Arrived at Louisville 10½ o'clock this morning and went over the falls with Pink Varble, pilot. Landed, put him out at Portland and left there ½ to 12 o'clock. I am sleepy, lonesome, and in fact have the blues. Will retire to my room No. 4 for sleep although today was springlike and warm and was pleasant sitting out on the guards. Cloudy night and raining.

Mon. Dec. 17:- Arrived Evansville 10-20 this morning, putting out freight and receiving some through. Left at 1½ p.m. Rained most of last night and misting this a.m. and quite foggy. Afternoon pleasant and springlike and has appearance of clearing up. Cloudy tonight and warm. Making good time. At Weston 9:20; coaled 800 bushels and left 10:20. River in good stage.

Tues. Dec. 18:- Fog last night and layed up early, before 12 o'clock. Left the bank at 8½ o'clock this morning; lost near 9 hours. Arrived at Paducah; put out freight and left wharfboat at 1:40 o'clock and in to the Tennessee River at 1:45 o'clock. At ¼ to 2 o'clock bright pretty day and warm as spring; too hot with a coat on; am in my shirt sleeves and no fire in the cabin stoves and the doors all open. Arrived Birmingham 7 o'clock p.m. Getting a little colder this evening but very pretty night.

Charles Regnier often was clerk on boats commanded by Capt. F. Y. Batchelor, among them the MOLLIE EBERT and OHIO NO. 4, and both Batchelor and Regnier were operators of the Walnut Street House at Cincinnati in 1875-1877. Regnier left the LAURA L. DAVIS in the summer of 1878 and went purser on the new BUCKEYE STATE with Capt. Wash Kerr, Pittsburgh-Cincinnati trade. He was staying at Third and Kilgour, Cincinnati, then. He died at an advanced age at Cincinnati in June, 1921.

A few notes may assist the reader. The RAPID TRANSIT which evoked his attention at Paducah on Dec. 24, 1877, was a sleek steam propeller packet which had tried out the Memphis-Commerce trade, Capt. William Ashford, and with J. Frank Ellison, clerk. She undoubtedly was on her way back home, to Cincinnati. The packet RAPIDAN, mentioned several times, was in the Evansville and Florence trade, Capt. D. H. Evetts. His "old friend Capt. Frisbee" whom Regnier visited in Allegheny City may have been Capt. Roswell Riley Frisbee, then at an advanced age, noted as builder of the KATE FRISBEE, 1853, which he shipped in pieces to San Francisco, changed his mind, brought her back to Gretna, La. and built her there. He died in 1880. Worthy of notice is that on Sunday, Jan. 20, 1878, the LAURA L. DAVIS landed at Garner's Wood Yard near Stewart's Island, Ohio River, and took aboard 7½ cords of wood for fuel. This is the first notice this scribe has seen in proof that wood yards existed along the Ohio at so late a time.

Wed. Dec. 19:- Arrived at La Grange Landing 2 o'clock. Put rock out and left there at ½ past six o'clock this morning. A little fresh but not cold. Passed Danville Bridge, Tenn. 7½ a.m. Passed Johnsonville, Tenn. 10½ a.m., another bridge. Warm, beautiful summer day and the Tennessee River is a grand beautiful river about like the Ohio and fully as large as the upper Ohio. The shores are unsettled, only a few clearings, and no towns of any note. Pretty night and not cold.

ED. NOTE: There appears to be no Tennessee River landing still carrying the name of La Grange, but the furnace must have been at or near the mouth of Sandy River.

Thurs. Dec. 20:- Such weather was never seen this time of the year; real spring or summer morning, bright, beautiful and warm. We have stopped at every landing in the river selling salt of which we had 500 barrels on board and arrived at Waterloo 12½. Could not get over Colbert Shoals so put freight out in the warehouse, and stored it there until the river raises. Left for down the river at 10 minutes after 2 p.m. So warm today turtles are out on the logs along shore as in mid summer. Laid up at Saltillo, Tenn., 11 o'clock p.m.

Fri. Dec. 21:- Another summer day. Left Saltillo at daylight, going along nicely receiving cotton and peanuts at every landing. Left Clifton, Tenn. 11½ a.m. Arrived at Britts Landing about ½ to 7 o'clock; here were received several hundred sacks of peanuts.

Cloudy all afternoon and wind blows like rain. Commenced raining ¼ after 9 o'clock. Quite dark tonight and very warm.

Sat. Dec. 22:- Cloudy and rain most of the night. Men worked all night taking on peanuts. Cleared up during the day and this evening and night very pretty and warm. Have 1500 bags of peanuts and considerable cotton on board. Arrived at La Grange Furnace about supper time and here we get 200 tons of pig iron. Full moon and beautiful night.

ED. NOTE: No mention follows as to where this 200 tons of pig iron was delivered; presumably at Cincinnati. A great deal of pig iron came from the Cumberland and Tennessee consigned to mills at Newport, Ky., Ironton, O., Wheeling, Steubenville and Pittsburgh. The Hillman family, so prominent in Pittsburgh's modern story, got their start on Cumberland River with early iron furnaces.

Sun. Dec. 23:- Raining again today. Men would not work last night and knocked off. Consequently did not get iron on. Work went very slow today, muddy banks and slippery. All on board and left La Grange 1 3/4 this afternoon with pretty nice trip on board. Not cold, but damp and raining pretty much all day. Dark night until the moon came up. Arrived at the bridge at Coal Tip 20 miles above Paducah and layed by here for daylight to go through the bridge.

Mon. Dec. 24:- Lay all night at St. Bernard Coal Tip and left this morning at 7½. Passed through the bridge all right. Cloudy and raining and looks like more. Arrived Paducah 10 a.m. Met RAPID TRANSIT here; freight out and left at 11 a.m. Cleared up about noon. Toward evening got very foggy; later better. This is Christmas Eve. Caseyville, Shawneetown, and in fact every town is celebrating with rockets and roman candles.

Tues. Dec. 25, Christmas Day:- Foggy morning but working along slow; looks like a better day. Not so, clouded up again and very foggy all day. Evansville 12½; left at about 1½. Warm and summer like at Newburgh, Ind. where we coaled, and it being Christmas Eve no business and the banks lined with people. While passing the town a rainbow bright and pretty shows rather singular for Christmas Day. Terrible fog tonight.

Wed. Dec. 26:- Tremendous heavy fog most all night and all through the day. Under slow bell

or else quit and tied to the bank all night. Run slow most of the time. At midday could not see either shore. It seems to be a rain fog as it at times rains quite hard. Passed Cannelton at 7 o'clock this morning; Flint Island at 1 p.m. Fog blew away during the afternoon but a bad night.

Thurs. Dec. 27:- Arrived at the Canal 2½ o'clock. Detained while waiting for the JAMES W. GAFF to get through the locks. Through and landed at Louisville wharf 6 o'clock. Freight out and away at 7½ o'clock this morning. Cloudy, misty and disagreeable. Passed Madison 2 o'clock p.m., 6½ hours out of Louisville, making good time. Arrived Aurora 12½ o'clock. While landing 2nd mate dropped a fender over striking and catching a man between it and stationary and killed him instantly. I immediately sent up for a doctor. He arrived but could do nothing. Left Aurora 1¼ p.m.

Friday, Dec. 28:- Inquest held on body killed and taken possession of by coroner and buried by city. Worked hard all day unloading and loading and leave tonight with fair start for Tennessee River again. Late getting out; 8½ o'clock p.m.

ED. NOTE: The boat is now at Cincinnati; author Regnier neglected to say so.

Sat. Dec. 29:- Raining quite hard this morning. Arrived at Louisville 10 o'clock. Left there about 2 o'clock going through the Canal. New Albany at 4 o'clock p.m. It has rained hard all day and prospects favor big river. Dark and bad night; making good time but it is one of the darkest nights I ever saw, and raining hard.

Sun. Dec. 30:- Made a big run for a stormy night. Passed Owensboro this morning 7½ o'clock. Arrived at Evansville 1 o'clock p.m. and left at 2 ¾ o'clock. Passed Henderson 5 o'clock, putting out freight here, and lost an hour's time. Getting colder fast tonight. Passed Mt. Vernon 7½ p.m. Above Caseyville wind was blowing and we went into the timber, chimneys striking and breaking limbs making terrible crash, but no great damage done.

Mon. Dec. 31:- Arrived at Paducah, Ky. 5½ o'clock. Put out freight and left wharfboat 8:25 and into Tennessee River 8½ o'clock. Cool and clear this morning; first time for ten days past not severe. Passed coal tip at first bridge 12 ¾ o'clock. River rising fast and quite a strong current. Parris Landing

Charles Regnier is one of the very few river clerks who wrote a daily diary. He first sprung to some prominence while in command of the packet B. C. LEVI, named for a Louisville steamboat agent. The boat was impressed into U.S. service at the outbreak of the Civil War and was loaded at Point Pleasant with Army stores for delivery up the Kanawha to Charleston. Regnier laid her up at the foot of Red House Chute awaiting daylight. The Johnny Rebs whooped down the hill and captured the boat and crew intact. They ordered Regnier to turn the boat about, and went down to Vintroux's Landing. There they unloaded the stores and burned the boat. The late Capt. C. C. Bowyer, then a boy at Winfield, W. Va., once told this scribe that he saw the LEVI going back to Vintroux's that morning with the crew under guard, and many times later visited the wreck. The date of this event was February 3, 1864. There is an odd sequel to this tale. The Lytle List claims the B. C. LEVI was USOMC GENERAL CROOK in 1863 which, after the war, was redocumented CUBA NO. 2 (Sept. 10, 1865) and finally was snagged at Shreveport, La., March 9, 1969. Until somebody clears up this mystery the B. C. LEVI's bones are rattling around in two remote locations--Shreveport and Vintroux Landing.

8:35; passed La Grange at 10½ o'clock. At Point Mason 12 ¾. I see the old year out and the new year in.

Tues. Jan. 1, 1878:- Happy New Year to all. River rising. Cleared up last night, turned cold and quite frosty morning. Lost three hours by fog laying up at Johnsonville. Left 8½ this morning; passed through the bridge safely 8 ¾.

Wed. Jan. 2:- Lay by for fog at Savannah, Tenn. and lost two hours. Another bright day. Met the RAPIDAN at Eastport, Miss. Arrived at Waterloo, Ala. 1 o'clock p.m., left at 1½ after taking on freight we left at this point last trip. Arrived at Tusculumbia 6 ¾, put freight out and left 7½. Wind from the north. Arrived Florence, Ala. 8 p.m.

Thurs. Jan. 3:- Cool and frosty morning. Went up through the town of Florence, Alabama this morning. It is in a lovely location, a pretty little city with population about 3000. Was met very cordially by everybody. We left Florence for down the river at 11½ a.m. At Waterloo 4½. Commenced raining and turned to snow and turned out to be a terrible snowstorm, so bad we had to quit, and lay at the State Line ¼ past 6. Ground white and several inches deep.

Fri. Jan. 4:- Arrived at Clifton, Tenn. 8½ this morning. Snow several inches deep, something remarkable for this part of the country. Received here considerable freight and lay all day. Left late this evening. Receiving peanuts all along down the river.

Sat. Jan. 5:- Very cold last night and fog this morning; lost

several hours. Arrived Cuba Landing 9 o'clock, received some freight here. At Johnsonville, Tenn. 1½ o'clock, freight out and left at 2. Passed through bridge piers safely. Sun shines bright today and several inches of snow on the ground. Passed through Danville bridge 5½ o'clock. Arrived at La Grange 6 o'clock, received 64 tons of iron and left at 11½ o'clock.

Sun. Jan. 6:- Cold and heavy fog this morning and lost several hours by it. Arrived Pine Bluff 9½; met the RAPIDAN just above here. Coaled at the tip. Passed through the piers of the E & P RR bridge safely 4 o'clock. Arrived at Paducah, Ky., Ohio River, at 6½ this evening. Left 7½. Cold and clear.

Mon. Jan. 7:- Coldest night of the winter; very bitter this a.m. At Weston 6 o'clock, coaled, and received on board 14 head of cattle for Cincinnati. Left 8½ o'clock. Sun out bright. Passed Shawneetown 11¼ a.m. Mt. Vernon at 4 o'clock, received 741 sacks of wheat and left 6 ¾ p.m.

Tues. Jan. 8:- At Evansville this morning 1 o'clock. Put out 112 hogs and a lot of other freight and left at 5½ o'clock. Weather moderating fast and looks like fallen weather.

Wed. Jan. 9:- Not cold today, making good time. Arrived at the foot of the Canal at locks 4½ o'clock. Through and put out freight at Louisville. Left at 9 o'clock this evening. Commenced meeting a little running ice about 12½.

Thurs. Jan. 10:- Some light ice running this morning. Above Carrollton this morning 7 o'clock

Concluded on Page 16.

Concluded from Page 15.
and was delayed some by fog.
Rained this afternoon and arrived
at Cincinnati tonight at 7½ o'clock.

Fri. Jan. 11:- Unloaded and
loaded today. Not cold, but
sloppy and the mud is shoe deep.
Left Cincinnati ½ past 10 o'clock
with clear night and moon shines
bright.

Mr. and Mrs. Andrew Morrison
of 29 Old Farm House Road, Mill-
ington, N. J. 07946 were touring
aboard the DELTA QUEEN at Pitts-
burgh on Wednesday, July 17. Mrs.
Morrison, the former Virginia
Hughes, is the daughter of Mr.
and Mrs. Rupert Hughes, and niece
of Capt. Jesse P. Hughes.

Also on board the CUEEN's sec-
ond trip to Pittsburgh was Mrs.
William Greenwood of Greenwood
Farm, Newport, O. and with her
was her sister, Mrs. Alice Fred
of Fort Pierce, Florida. Also in
this party were Mr. and Mrs. Carl
Adamson of Akron, Ohio.

Making the Pittsburgh round
trip in mid-July also were Mr.
and Mrs. L. G. Frank of Cincin-
nati who hope to attend S&D on
September 21.

The DELTA QUEEN went to Chat-
tanooga, Tenn. for the first time
this spring. The trip was made
possible by the removal of Hales
Bar Lock and Dam. The new Nicka-
jack Dam which replaced it flood-
ed out old Hales Bar Dam on Dec-
ember 16 last. Gabriel Chengary
of the DELTA QUEEN reports that
many thousands of visitors came
aboard at Chattanooga to see the
famous boat.

The old Hales Bar Lock and Dam
dates back to October, 1905 when
construction was started. Faulty
bed rock caused three contractors
to go broke by 1910 and work was
finally completed in 1913. The
lock was 265 by 60. The dam has
constantly been plagued by leaks
requiring costly repairs. Decis-
ion was reached to build Nicka-
jack 6.4 miles below, a \$70-mil-
lion project started in March,
1964.

Sirs: My appreciation for the
fine article about my great-
grandfather, Capt. Horatio Nelson
Crooks, in the June issue. Your
facts concerning his early life

and his later years in Belleville
are correct. His last thirty
years were spent on the farm
where the abutment of the new
Belleville Dam now rests.

Captain Crooks sparked the
first church and the first school
in Belleville and was always
proud of his connection with the
village--much smaller today than
in his time.

I, too, would be happy to see
a portrait of him displayed at
the new Locks as recognition of
his contributions both to Belle-
ville and the river.

Robert D. Crooks, M.D.,
1345½ Market St.,
Parkersburg, W. Va. 26101

Sirs: Seeing the picture taken
by H. C. Putnam of the GORDON C.
GREENE landed alongside the GOLD-
EN EAGLE at Florence, Ala. (June,
'68 issue, page 37) reminds me of
an incident of that occasion.

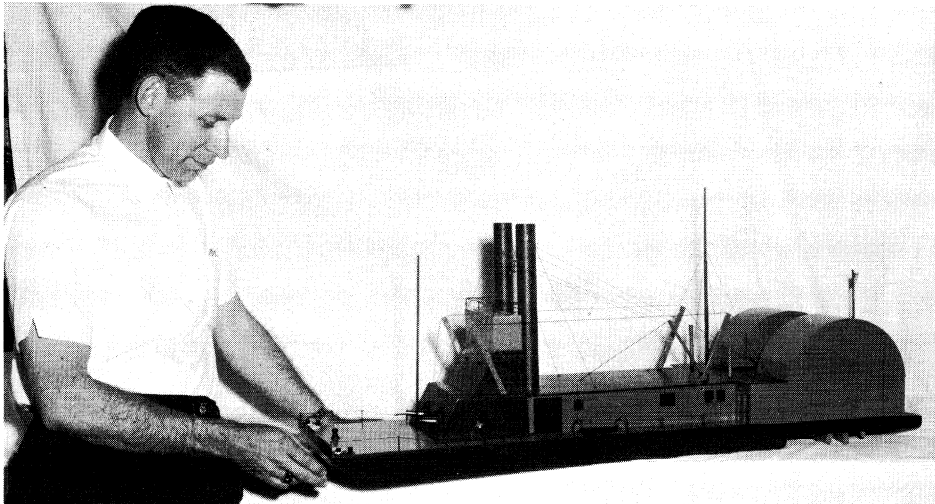
A member of the GORDON's crew
was Capt. L. D. Poor of Mays-
ville, Ky., a former Maysville
ferryboat pilot who had graduated
to the more elegant surroundings
of the CHRIS GREENE, GORDON C.
GREENE and eventually the DELTA
QUEEN serving in various capaci-
ties as carpenter, painter, sail-
orman, second mate and mate.

L.D. had never met Capt. Buck
Leyhe of the GOLDEN EAGLE, and
had never beheld him in action.
Cap'n Buck was possessed not only
of an imposing appearance and
presence, but had a unique hoarse
and gravelly voice. One of Capt.
Stogie White's regular "acts" was
to imitate Cap'n Buck, which he
did excellently. L.D. was well
acquainted with Stogie's imita-
tions of Cap'n Buck.

Stogie had entered the Inspec-
tion service when this picture
was taken, but shortly after the
GORDON landed alongside the GOLD-
EN EAGLE at Florence, L.D. an-
nounced that Capt. Stogie was
over there on the GOLDIE. He was
assured that Stogie was working
in Louisville or St. Louis, but
L.D. insisted that he was over on
GOLDIE. When pressed for his
reasons for thinking so, L.D.
gave his questioner a withering
glance and replied, "Don't you
hear him over there imitating
Capt. Buck Leyhe?"

L.D. had to be taken over on
the GOLDEN EAGLE and introduced
to Cap'n Buck to be convinced
that he was hearing the original,
and not Stogie White's imitation.

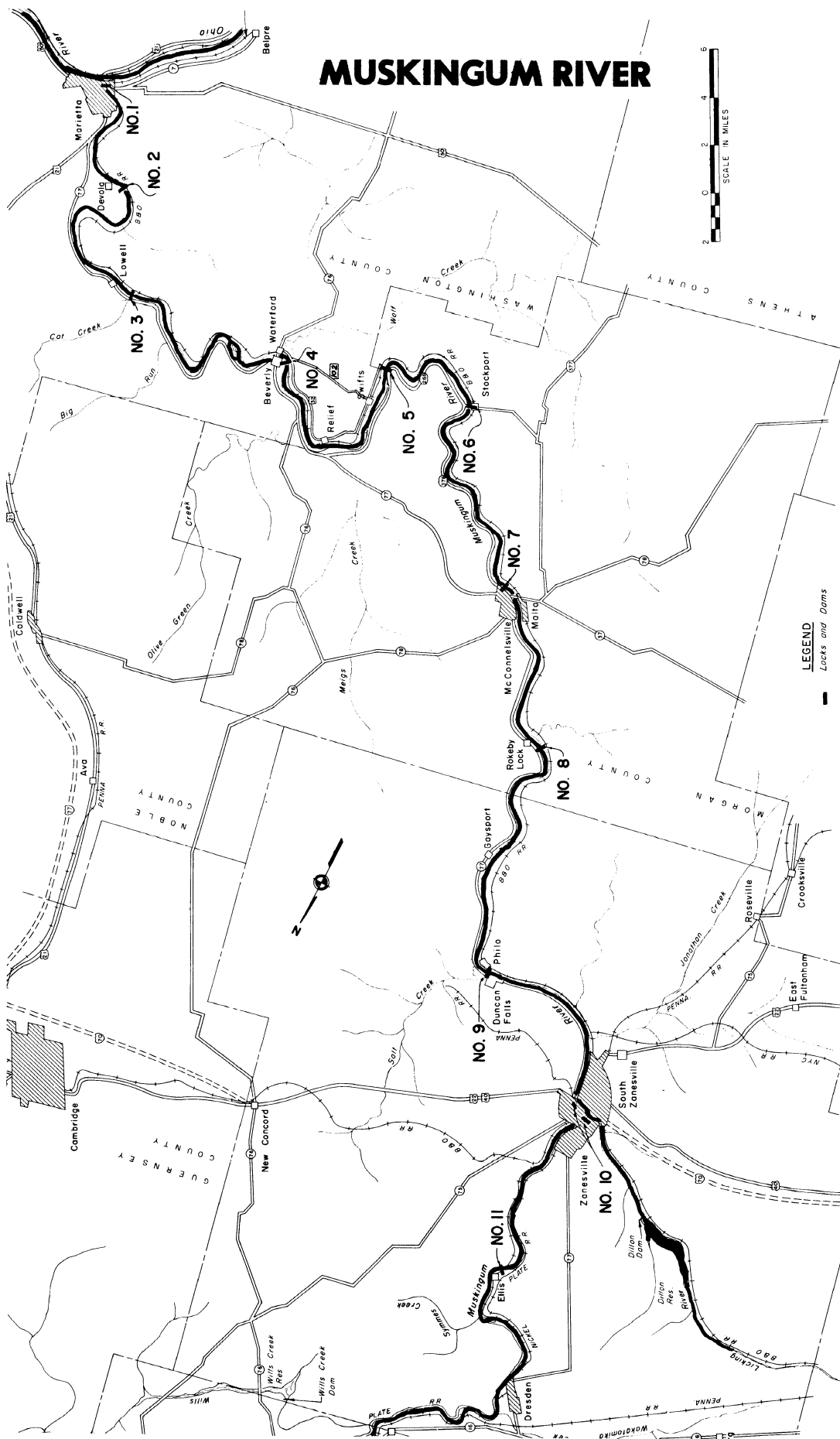
C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207



U.S. GUNBOAT CHILLICOTHE
Her pint-sized guns fire a quarter-inch ball.

Two years ago S&D member Joseph H. Shields, 648 Ervin Avenue,
Chillicothe, O. didn't know the gunboat CHILLICOTHE ever had
been built. He started researching. The Civil War gunboat was
built at Cincinnati, 1862, and completed at New Albany, Ind.
Hull was 162 by 50. She carried twin 11-inch smooth-bore Dahlgren
guns aimed forward and was good only for bow-on fights. Her
first assignment was with the fleet attempting a "backdoor" ap-
proach to Vicksburg through Yazoo Pass. Later her guns silenced
Fort DeRussy in Red River. Eventually she was sold for scrap at
Mound City, Ill. Joe Shields' model, completed this spring, is
quarter-inch scale, one of the very few models of a U.S. gunboat
of the Civil War. A retired navyman of Chillicothe built the
two miniature guns which can be fired and take a quarter-inch
ball. For demonstrations Joe usually loads with powder and
paper wadding, omitting the ball. Other models built by Joe
Shields are the BETSY ANN, exhibited in the River Museum, Mari-
etta, and the W. P. SNYDER, JR. Mr. and Mrs. Shields have one
son, Joey.

MUSKINGUM RIVER



TURN THIS MAP AROUND holding the bottom in your left hand and it may look better.

By the time this issue is printed, prospects are that the Muskingum River will once more be open from the Ohio River at Marietta to above Zanesville, 86.6 miles. The project depth is about 4.5 feet and locks can handle any boat up to 35 feet in width and 155 feet long.

No charges or tolls will be collected.

The reopening of this old waterway is dependent on the removal of old Dam No. 1 at Marietta. The work has been contracted for and will be accomplished when the full pool level at the Ohio River's new Belleville Dam is firmed. The lock in the Muskingum, old No. 1, will be discontinued.

Ten old locks have been rebuilt for the project and the canals at Lowell, Beverly and Zanesville have been dredged. Some of these locks date back to the 1836-1840 period when they were originally built of cut stone.

The State of Ohio is footing the bill for this restoration. The cost already has exceeded original estimates and the maintenance will be considerable. There is very little prospect of developing any commercial traffic except in the Marietta area. This Muskingum project becomes the first inland waterway improved mainly for pleasure boaters. A constant program of dredging lock and canal entrances will be required.

The U.S. Engineers maintained navigation on the Muskingum from 1887 until they closed the locks and walked away from it in the 1950's. The LADY GRACE round-tripped Marietta to Zanesville and return in June, 1949. At that time the lockmasters and tenders at some of the locks had been dismissed and lockage had to be arranged for at the Area Office in Marietta. Prior to 1887 the State of Ohio maintained navigation. The Green River in Kentucky and the Muskingum River in Ohio are the oldest canalized rivers in the Mississippi-Ohio system.

LEGEND
Locks and Dams



TIDIOUTE, PA. OVER A CENTURY AGO
The steamboat named TIDIOUTE was built here 1865.

Tidioute, Pa. is at Mile 169.3 on the Allegheny River, 95.8 miles above slackwater. This town dates back to Indian days and was incorporated from Deerfield Township in 1862. According to the photographer's marking on this photograph the picture was taken two years later--1864. The camera is aimed upriver, perched on the hillside where Gordon Run enters just beyond range at the lower right. Today, 104 years later, the middle bar at the right is still there. Downbound rafts and trading boats in early times could run either the point or bend side of that bar. The point side was the swifter, and still is.

Lower Coursin Island is barely visible where the river disappears in the distance at upper right. Today a highway bridge spans the river at the darkened area a little right of center at Tidioute, and the Pennsylvania RR. tracks curve around the bend at the left just as they do here. If anything, the town was more extensive in 1864 than now, the picture showing a prolific number of homes away into the distance. The main part of town was, and still is, about at picture's center.

In our Sept. '66 issue, page 19, we displayed a fine photograph of the steamboat TIDIOUTE built at this location in 1865. The craft you see in the view above are composed mostly of scows and long-rake decked flats, various of them caught on shore or aground during this spell of summer low water. One oil well derrick shows prominently in

the lower left corner. Tidioute was the largest Allegheny River producer of shingles and staves in 1879. The Allegheny National Forest today embraces all of the land opposite Tidioute, downstream to Tionesta (14.7 miles) and upstream to the New York State line (43.7 miles).

We are indebted to Dale K. Williams, technical liaison officer with the U.S. Engineers, Pittsburgh, for the above view. He found it in their files. Confirmation of the date 1864 will depend on some of our sleuths. What we're dubious about is whether Tidioute had a railroad then--as seen in the picture.

Stanley B. "Pud" Huntington, 84, died of an apparent heart attack at his home in Gallipolis, Ohio, on Saturday, July sixth, 1968. He was with the U. S. Engineers 1909-1918 and was the first engineer in charge at old Lock 26 below Gallipolis. From 1928 to 1941 he was superintendent of the Silver Bridge at Pt. Pleasant, W. Va. His father was the famed Capt. Ira B. Huntington long associated with Upper Ohio packets and with the U.S. Steamboat Inspection Service. Pud Huntington was a regular delegate at S&D meetings, noted for his ready wit. He was a Presbyterian, Mason, Shriner and an honorary life member of the Elks. Services were held at Gallipolis on July eighth and burial was in the Mound Hill Cemetery.

The Mystery of the RIVER QUEEN

Harold C. Putnam, S&D's board member from Warren, Pa., presented a paper on April 1, 1944 before the Social Science Section of the Warren Academy of Sciences. The topic was "Improvement of the Allegheny River and Flood Control." In reviewing river events of the Warren vicinity he noted that once upon a time a 150-foot packet was built at the Sill farm just below town. She was christened RIVER QUEEN, intended for use on the upper Allegheny. Launch date was May 13, 1865. Mr. Putnam then said: "She must have been sold down the river or had her name changed, as I can find no further mention of her."

If a steam packet 150 by 30 actually was built 191 miles above Pittsburgh on the Allegheny she was a rare bird indeed. Such a large boat had not been built before in that area, and never was there another to equal it. Yet the RIVER QUEEN seemed to be a myth; she was not recorded in the U. S. Customs, nor in the Lytle List, nor is there record of a name-change. Nor is there any document known to survive of a steam packet built at Warren, Pa., 1865.

This baffling puzzle has thwarted everybody who has tackled it. The explanation came along recently to S&D REFLECTOR. Russell M. Lintner of Bellevue, Pa. researched Pittsburgh newspapers of 1865--not looking for the RIVER QUEEN particularly--just plodding along, recording everything he read. He ran smack-dab into the RIVER QUEEN. Here in substance is the story he discloses:-

In the summer of 1865 the sternwheel packet RIVER QUEEN was at the Pittsburgh wharf, in the Monongahela River. She was brought out of the Allegheny partially built and was completed at the landing for "New York parties." William H. Churchill was in charge. The work was completed in mid-August but apparently was not paid for. The U. S. Marshal appeared on the scene and attached the new boat RIVER QUEEN for debt.

Then about 2 o'clock on the Sabbath morning of September 10, 1865 there was a fire. The towboat GEORGE ALBREE in some manner became ablaze and communicated the flames to the RIVER QUEEN. She burned to the water's edge. The Zanesville packet JULIA, under construction, had her second deck badly scorched, and the new steamer MINNIE also was greatly damaged.

The GEORGE ALBREE was an old tub built at Brownsville, Pa. in 1854 and was out of service. She had been built to tow coal from Pittsburgh to the gas works at St. Louis and had spent her entire career doing just that. The boat was owned at the time of loss by the firm Herron & O'Connor. (This is a matter of some interest to the editor of S&D REFLECTOR inasmuch as William Anderson Herron of the firm was kinfolk; his daddy John Herron married Clarissa Anderson, sister of our great-grandmother.)

The JULIA NO. 2, the Zanesville packet, was featured in our June '68 issue, page 5. Her hull was built at Wellsville, O. and she was being completed at the Pittsburgh wharf. The account of the fire said "her second deck will have to be replaced," which suggests a narrow escape. One moment more and Capt. Jim Rowley would not have gone to Maysville on her to visit his aunt.

The MINNIE's hull had been built at McKeesport

and her cabin, says the account, "will have to be replaced." It was, and more:- She was given an octagonal pilothouse similar to the one recently put on the side-wheel DICTATOR, and on top of that was a statue of the Goddess of Liberty. Two years later the Louisville (Ky.) Democrat reported that MINNIE's Goddess "has a dirty dress on her; ought to give the old girl a new frock." Instead, the "old girl" was removed entirely plus six after staterooms, to reduce exposure to high winds for a projected trip "to the mountain country" up the Missouri. The MINNIE had a long and hectic career, too complicated to relate at this time.

Now we've spoken of the DICTATOR, and must come back to her. This fancy-pants packet was attended to in the Dec. '65 issue of this magazine but we didn't tell--because we didn't know--about the engineer named William C. Champlaine who went out on the maiden trip to St. Louis. Upon arrival at that port, The Fuzz was waiting, and promptly nabbed Champlaine on a charge of arson; he was wanted in Pittsburgh for having set fire to the towboat GEORGE ALBREE with malicious intent. He had been engineer on the RIVER QUEEN, and the idea, allegedly, was he had put the torch to the ALBREE to burn the QUEEN. How well the plan succeeded! if so. Evidently the judge also was convinced. Champlaine was taken to court on October 30, 1865 on a plea of "guilty" and was sentenced to pay a fine of \$500 or undergo four years imprisonment in the Western penitentiary. The news account says he was "taken over," and the inference is he elected to take the rest cure.

One month after the fire, the paddlewheel of the late lamented RIVER QUEEN was decorating the Monongahela wharf at Pittsburgh. "It reminds one of an old mill dam after the water has dried up," said a river reporter. The hull of the ALBREE was taken around to the Allegheny wharf where the river scavengers and pirates made short work of her remains. "We saw with our own eyes a dozen women, boys and girls breaking up the deck with handspikes and carrying off whatever they could break loose," reported a horrified newsman.

And thus ends the saga of the RIVER QUEEN (hull) built at or just below Warren, Pa. on the Allegheny, the packet which never made a trip, and never was documented. R.I.P.

THAT STEAMBOAT WHISTLE ON ENGINE 166

It was in 1931 that the L&N Railroad tried out a "steamboat whistle" on ol' 166 in the New Orleans Division. It made a beautiful soft moan that sent shivers and quivers down the spines of all who heard it. One dear lady, Mrs. Anna W. Howe, of Biloxi, wrote a poem about it. Capt. John B. Bachino wrote r.r. superintendent L. L. Morton to recall that his father had been on the ROB'T. E. LEE during the race with the NATCHEZ. "I thought it would be the proper thing to write and tell you the pleasure it gave me to listen again to that music of the steamboat whistle on engine 166," he added.

Arthur V. Sheckler, railroad buff of Louisville, Ky., recalled the above event to us, and says ol' 166 was eventually scrapped. He's wondering where the famed whistle got to? That's not up our siding, of course, but belatedly we would salute old reliable L&N for blowing steamboat whistles on its locomotives during the last throes of steam.

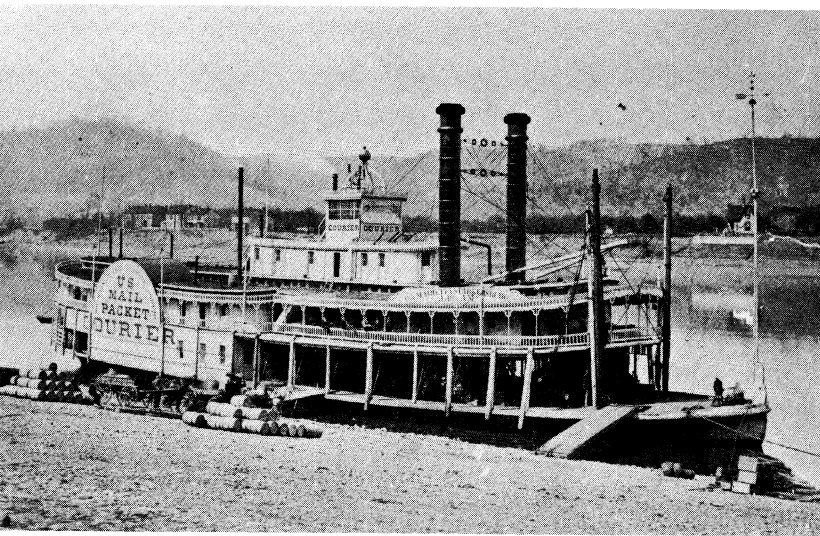
A Visit To Grandma's House

by Jesse P. Hughes

In the 1880s when I was a grade school youngster living at Wheeling with my parents a favorite pastime of mine was to sit on the doorstep at home and gaze at the steamboats. Wagons rattled down the grade with loads of freight and I watched the deckhands as they swarmed around and carried the packages aboard. I saw the passengers arriving. Smoke rolled from the chimneys high as four-story buildings at departure time. There always was plenty to fascinate a boy.

The large Pittsburgh-Cincinnati packets SCOTIA, KATIE STOCKDALE, EMMA GRAHAM and others were regular arrivals, and when the water was up parades of towboats hitched to fleets of laden coalboats and barges slipped by. Very important too were the regular side-wheelers COURIER and DIURNAL which left on alternate days for Parkersburg at 11 in the morning.

In that early time my grandparents lived some sixty miles below Wheeling, and I especially remember the excitement of going to visit them. My mother and younger sister and I sometimes rode the COURIER, Capt. Jack Harrison, and sometimes on the DIURNAL, Capt. Asa Booth. These rivermen, and many others, were locally as celebrated as today's TV and movie stars. At home my parents



THE SIDE-WHEEL COURIER was built at Harmar, O. in 1870 for the Wheeling & Parkersburg Packet Co. She ran that trade until the Ohio River Railroad was opened, connecting those towns, on June 4, 1884. The Packet Line lost its U.S. Mail contract that day and much of its passenger business. Capt. Jesse P. Hughes does not precisely date the year he and his mother and sister went to visit grandma in the accompanying story. Assuming 1882, when he was six, all details check out. Capt. Jack Harrison left the boat that year and the command went to Capt. John K. Booth. The COURIER was built on a wooden hull 193.5 by 33 and her engines were from the old side-wheel REBECCA which had been wrecked at the B&O bridge, Parkersburg, in 1869. After quitting the Wheeling-Parkersburg trade, the COURIER carried a circus along the rivers in 1885 and that fall was laid up along the Kentucky shore above the Southern Railroad bridge, Cincinnati. That winter she was caught on the shore there, and was dismantled.

often talked of them and I came to know the names of many boatmen before I ever saw them.

A trip to grandmother's was a particular event when I actually went aboard the boat, heard the bell ring, and knew I was to be a part of the steamboat voyage down the Ohio. I remember peering through the fancy slatted railing at departure time, breathing the exhaust steam as the stage was hoisted. Then everything seemed to be moving; the city and the wharf retreated; the boat turned to head downstream; there came the splashing patter of the big paddlewheels and a substantial but soothing tremble throughout the whole boat.

A breeze sprung up. The muffled, irregular engine exhaust, hallmark of a side-wheeler, panted in the smokestacks. Occasionally a loud blast of the boat's whistle came from above, its echo lingering in the hills, a retreating tennis-match of melody.

Thirty minutes after leaving Wheeling we passed under the B&O Railroad bridge at Bellaire, between the massive grey stone piers so closely spaced. A brief landing at Bellaire as people hastened aboard, the bell rang, lines were let go and once again we were headed downriver.

The steward stood about half way back in the boat's cabin and rang the dinner bell, making it sound like he was handling two bells instead of one. The noon meal was ready. This was in summertime, the cabin doors were open, and the invitation was understood by all. The first table at the forward end was reserved for the boat's officers, the next was for unattached males, and the succeeding ones on aft were for families, ladies and children. Although the captain usually sat at the head of the crew table, facing aft, he--on some boats--sat with the ladies at the last table playing host.

These Wheeling-Parkersburg packets used white linen tablecloths and napkins. The china and silverware were of good quality and the total effect was beautiful indeed. The coffee cups and the water glasses were not filled quite full due to the shake of the boat underway. This old-time combination of charm and order, and of mealtime odors, is something that will last with me forever.

After dessert and toothpicks the passengers went about other pursuits, the ladies in the after cabin, sewing, knitting, talking. Crossways on the carpet back there was an old-fashioned flat-topped piano and in front of it was a funny, little, round, revolving cast iron stool. Most of the valley dwellers who rode the boats were untutored in the art of playing it, and most of those who did play knew but a chord or so. Hence such recitals generally were short ones. That piano--shiny jet black--with its white ivory keys and the deep carvings of its legs was the object of great admiration. Very few Ohio valley homes in the country region boasted such an instrument.

The men folk after dinner usually congregated about the forward cabin stove, not unlike they would do in a usual country store. They were at ease here, and there were four large spittoons, the flat-bottom variety which couldn't be upset with an accidental kick. The men often smoked Wheeling stogies leaning back comfortably, some napped, and others scanned the newspaper. A single newspaper did for all; they traded and bor-

rowed it around so often it still was in business many hours after being brought aboard.

By now the cabin was devoid of any symptom of the late meal, dishes had disappeared, the tables were shortened and clothed with dark covers. The surplus chairs were soldiered in a certain way the whole length of the cabin. The shiny dinner bell was on the center of the table opposite the pantry door. Now in mid-afternoon the captain was up in his Texas room napping, the second clerk was in the office, and the only active crew member perhaps was the porter looking after baggage. In winter he tended the stove.

On these Wheeling-Parkersburg boats the first room aft of the office was the mail room, fixed up inside with many little pigeonholes like a miniature U.S. Post Office. The old mail agent, John Ferrier, was in there buried in his labors. At each mail stop he emerged, the leather mail pouch across his shoulder. Usually he was the first man ashore. The whistle signal for a landing was one long, one short and one long, whereupon the porter turned himself into an announcer and called out "Clarington! Clarington, the next stop!" (This custom never entirely disappeared so long as packets ran, and its modern equivalent is aboard the DELTA QUEEN when the voice of the purser or clerk comes over the loud speaker system, "May I have your attention, please; we are about to arrive at Podunk where there will be a thirty minute shore stop; passengers will please remain upstairs until...etc." Today it takes a hundred words to deliver a message formerly understood with five. But in the uncomplicated 1880s the cry "Clarington!" sufficed and everyone knew what to do about it. Those who departed the boat were assisted by the clerk and the porter. -Ed.)

The shadows of the river hills lengthened and the sunshine faded from the skylights. The lamp-trimmer and his short stepladder arrived in the cabin. Up four steps, he reached aloft to touch a match to the chandelier oil burners. Usually the wick had to be adjusted just so--too high and it smoked, too low and it was dim. Each chandelier had five lamps and there were six chandeliers. These were pretty things with ornamental glass shades. Above each lamp, suspended, was a slender china smoke bell. These chandeliers, day and night, swayed with the motion of the boat slightly but perceptibly. It was an illusion to remember.

The afternoon, with the boat poking into paths and willow-fringed beaches, putting off a mail sack here and some passengers there, waned with the lighting of the cabin lamps and also the rattle of dishes and silverware, a shadow of prospect from the region of the pantry. White coated waiters again lengthened the tables for the evening meal. After the feast was over the whistle blew for the landing at Sistersville, a touch-and-go as daylight faded.

Darkness found us at Cochranville and two miles below a landing was made at New Matamoras, one of the main business points. The stage was lowered onto the stone-paved wharf where a fair gathering of townspeople watched. Wagons and drays, each with a lighted lantern hung on the side, awaited to load freight from our steamer. The arrival of the Wheeling packet was the chief evening event at New Matamoras. The hour was

late when all of the freight had been handled and the departure bell rang.

I had been cuddled up among some nice soft cushions in the cabin when the porter called out: "Louderback's landing!" Mother, my sister and I, escorted by the porter carrying our black valise, were at our destination. As the landing was made an iron torch basket blazed at the side of the forecastle. The shore reflected its reddish, flickering light in the otherwise gloom of nighttime. The big stage blocks squeaked and the stage was lowered.

I saw the torchbasket. A deckhand held a wide wooden paddle which he dipped into a tub of black paste compounded of sawdust and oil. Furnace embers in the torchbasket were basted with this concoction resulting in a great flare of light, a shower of sparks and an admirable column of thick smoke.

The porter, leading me by the hand, hastened me out over the stage, followed closely by the clerk, my mother and sister. He put down the valise; the clerk called "All ready, sir" and in another moment the stage was raised and the boat moved away into the darkness.

Grandmother Louderback was there at the landing with a lantern and the dog was barking. We made our way up to the house. Our visit had commenced. What, now, does a boy do isolated in a hillside rural home? On succeeding days I had fun looking down into the big rain barrel at the corner of the house and watching the wiggle-tails in there. I explored the stone cellar and discovered a great bin of nice apples. I swung in the rope swing from the big apple tree in the side yard. I watched the windlass spin as the well bucket descended, and was ready for that cool drink when it came up. I peeped at the pans of apples drying on the porch roof exposed to the sun. I waded in the shallow water at the river shore. I hunted pawpaws in the woods behind the house. I fed and chased the chickens, and I smoothed the old white cat as she dozed under the stove. I went to the country and helped bring home the mail; carried in stove wood from the chip yard, and ate Grandma's cooking. Then, at day's close I climbed the great, wide stairway which Grandpa had built like that of a steamboat. There I sank down deeply into the soft, fluffy feather bed.

The day of departure came only too soon. With breakfast over we began to listen for the boat's whistle downriver and over the hill; usually we could hear her coming two hours before she got there. About ten o'clock Grandpa called from the front porch. "She must be down by Newell's Run yet by the sound of the whistle!"

"Yes, and remember this is Monday," Grandpa said to him. "There will be lots of stock shipped today and that boat won't be up here until after dinner--I'm going to start getting it ready now."

Our baggage was stowed on the front porch, and my sister and I were dressed for the journey. In my pocket were three shiny, brown buckeyes I had picked up in the woods back of the house, a surprise present for my father.

The old clock in the hall struck eleven. Grandpa thought he saw smoke beyond Adkins' hill. "Boat must be about Newport now," he commented. I ran and looked down the river. Grandma put in

a few more sticks of wood and stirred the kitchen stove.

"Ah, Grandma, you needn't go to all this trouble; I'm not one bit hungry!" She looked at me over her glasses. "That's very kind of you my little man, but maybe some of the rest of us will want something after a while." Just then from downriver, spilling over the trees, came the liquid notes of a steamboat whistle far away. We were standing by the open window in the kitchen. All conversation ceased and then Grandpa said, sagely, "Blowing for St. Marys."

The clock struck twelve. We ate Grandma's meal with all ears cocked, and all eyes watching downriver. Thirty minutes later black smoke was seen and the boat came into sight two miles distant. I ran to the front porch to recheck the baggage. Mother made her last survey to see that nothing had been forgotten.

Grandpa seated himself in his armchair and calmly observed, "Well, Ella, I'm too old to run about very much any more; we'll have to say our goodbyes here." Mother bent over him tenderly and kissed him. "Goodbye, father," she said softly. A tear glistened on the shoulder of his coat. My sister and I each gave him a "Goodbye-Grandpa-kiss" and then we hastened down the path, through the sweet potato patch, to the top of the river bank.

Grandma, some younger than Grandpa, and much more active, hailed the boat with her large white handkerchief. It was the side-wheel COURIER, white water playing about her bow, her black chimneys and white wheelhouses reflecting in the water. The regular splash and patter of the wheels came softly to us as they kept time with the puffs of smoke rising from the chimneys; a pretty picture in the bright midday sunlight.

We heard the bell, tapped five times, answering Grandma's hail. Moments later we were on the deck waving back at Grandma. She got smaller and smaller and continued to wave. She waved like she walked and acted, with vigor. The COURIER, with the Hughes family aboard, was on another of its innumerable trips to Wheeling.



Wheeling, Summer 1891
Story upper right, next column.

WHEELING, SUMMER 1892 (see picture bottom left).

Photo recently discovered by Woody Rutter is shown below (left) during construction of the old "street car" bridge at Wheeling in 1891. The same bridge was torn down several years ago. Small boat at the right is the JOLLY BROTHERS, named for Capt. Jolly Brothers who once commanded the steamer EMMA on the Muskingum. JOLLY BROTHERS originally was the INGOMAR, Knox-built at Harmar, O., 1883 for Capt. Brady Morgan, and once ran in Big Sandy River. Within weeks after this view was taken JOLLY BROTHERS was condemned by U.S. Steamboat Inspectors and never ran again.

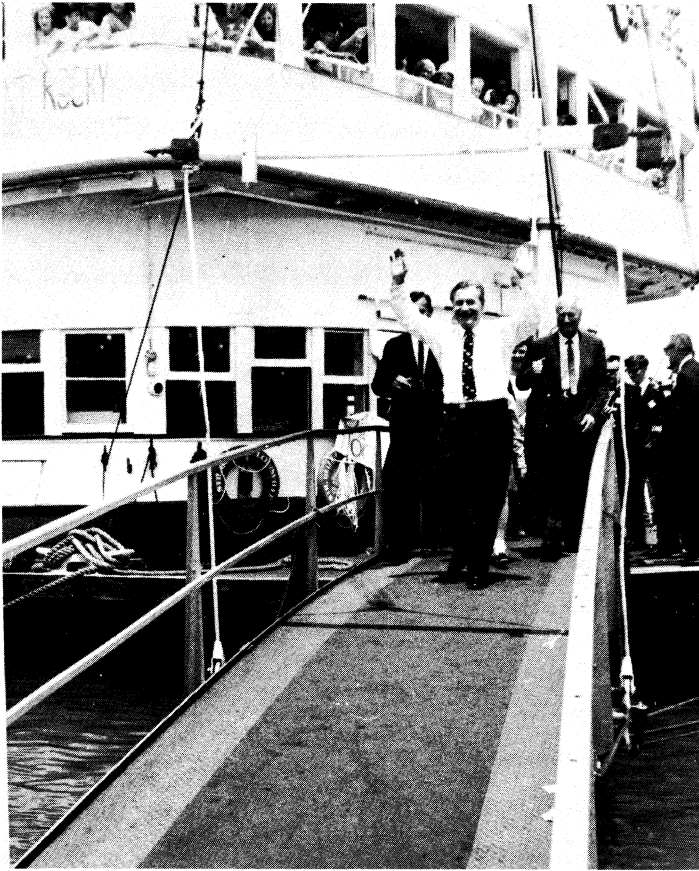


"Bill" Dugan (left) and Nick Witten

These two worthies stepped into a New Orleans daguerreotype parlor in 1850 and the above portrait was the result. The original was loaned to S&D REFLECTOR by Jerry Witten of Sistersville, W. Va. these 118 years later. J. Nicholas "Nick" Witten was piloting on the Pittsburgh-Cincinnati packet EMMA GRAHAM in 1879 when a news reporter mentioned him as one of the oldest pilots in service. He was one of five brothers, pilots all, raised in the old Witten homestead, built 1793, still standing along the Ohio River, Ohio side, above Sistersville and Witten's Towhead.

The late Capt. Jim Rowley wrote in 1949 as follows: "I was acquainted with Nick and Jim Witten, and more or less so with Joseph. There is no doubt they all knew the river, but Tom and Nick could handle it much more ably. All were gruff and tough, as I remember, in their manner--but were not quarrelsome. They were favorite pilots with the owners of the EMMA GRAHAM, W. P. THOMPSON and others, and remained so many years."

Jerry Witten is positive of the identity of both pilots shown above, but he's wondering about "Bill" Dugan of whom he has no details. "Perhaps he is some kin to Capt. William C. Dugan of Vanceburg?" he pondered. If so, we'll doubtlessly be hearing from Capt. Bill.



ROCKY RIDES THE BELLE
Henry Clay may have been watching this.

Republican presidential candidate Nelson A. Rockefeller rode the BELLE OF LOUISVILLE on July 10th last during a campaign rally on board. About 1200 other passengers made the trip. Reportedly Mr. Rockefeller swayed the crowd but not the delegates.

The record of U.S. presidential candidates riding river boats is slim. Henry Clay was the Whig candidate in 1844 and went down to defeat. He boarded the side-wheel SENATE, Capt. John McLure, at Maysville in the fall of 1845 and registered for Guyan-dot. Asked for a statement, the "Great Pacificator" pondered a moment, and said: "I had hoped my public life was ended but I must go again to the SENATE." Go he did, in the election of 1849, and died in office.

Our thanks to Arthur V. Sheckler, Louisville, Ky., for the accompanying photograph which was taken by Courier-Journal staff photographer Charles Fentress Jr.

S&D MEMBER MRS. ALBERT E. CRAYDEN was featured in the Wednesday, July 17, 1968 issue of The Corydon (Ind.) Democrat. Mrs. Crayden (Helen to her friends) is the former Miss Ballard of Mauckport, Ind.

Two of the more prominent members of her family were Capt. Richard H. Ballard (1842-1911) and

Capt. Joseph G. Ballard (1874-1949).

Capt. Joe was her father. He was employed on the JOE FOWLER and others in the Louisville-Evansville trade; was on the CHATTANOOGA on the Tennessee, and on the side-wheel NEW SOUTH between Cincinnati and New Orleans. Later he was on the FALLS CITY up Kentucky River, and on the excursion side-wheeler VIRGINIA (ex-I. C. WOODWARD). At one time he worked on the BELLE OF THE BENDS, Vicksburg-Greenville. Most of his boating was between Louisville and Evansville on most of the regulars; E. G. RAGON, TELL CITY, TARASCON, LENA MAY and lastly, the SOUTHLAND. He was taking Capt. Edgar Williams' place on the SOUTHLAND when that boat made her last trip.

Capt. Dick Ballard was Mrs. Crayden's grandfather. He served in the Civil War and then went to the Louisville-Evansville packets to serve on the JAMES GUTHRIE, E. G. RAGON, TELL CITY and others.

Mrs. Crayden's husband some time ago was appointed chairman of the Indiana State Toll Bridge Commission. Albert E. Crayden has had a leading role in bringing about the construction of the Mauckport-Brandenburg (Matthew E. Welsh) Bridge and the Cannelton-Hawesville (Lincoln Trails) Bridge.

Mr. and Mrs. Crayden reside at Ramsey, Ind.



THE NEW CATALOG OF THE INLAND RIVERS LIBRARY was released in July, 1968. Attractively illustrated, its 168 pages (same page size as S&D REFLECTOR) were compiled by Inland Rivers Library curator Clyde N. Bowden. The light blue paper cover of durable stock is impressed with dark blue inking. The front cover is tastefully executed with INLAND RIVERS LIBRARY in fanciful old-style block lettering, under which is an engraving of the side-wheel PRINCESS of 1855, albeit the name of the boat is omitted and "MISSISSIPPI" is rounded on the paddlebox.

Two-thirds of the content is a cataloguing of books, pamphlets, etc. in the Library collection. Ardent river fans will be dismayed as they scan the hundreds of titles realizing they could not possibly read all of this material in the course of a healthy lifetime. Each page is subdivided into ten "boxes" each of which contains notice of an item. The material is listed alphabetically by authors and organizations and such impartiality brings together some strange mates. On page 84 a comprehensive report of the vast Tennessee Valley Authority lives next-door to "33 steam whistles to be blown in Tell City August 1st." Don Carlos Buell shares a page (11) with Claude Brown and Capt. Billy Bryant.

There is a special section devoted to "Fiction, Drama, Poetry, Songs." Billy Bryant again appears herein, four original typed manuscripts of his (and we didn't know they existed!) There is a section on "Maps and Charts" covering many pages. A "Manuscript" section discloses many sets of diaries kept by rivermen, among them John A. Hottell, Charles R. Nadal, Calvin L. Blazier and Frederick G. Dippold. "Photographs and Illustrations" comes next, and last of all "Phonorecords" which starts off with "Gamble, J. Mack" a taped speech titled "Modern Progress" presented at S&D.

A Foreword in the book extends credit to the persons who have made possible this valuable work of reference.

Sirs: When Kenneth Sussman wrote in the June '68 S&D REFLECTOR that he had just completed the "most exasperating and finally the most pleasing job" he echoed my feelings exactly. He didn't exaggerate either.

I don't know how many S&D's have been privileged to visit a shipyard mold loft. Those who have no doubt come away impressed with the sheer magnitude of the problems involved in the final design of a boat hull. This is Mr. Sussman's specialty and it is no easy task. Each and every part of the hull must be laid out full size and exactly to shape to assure a close fit in the completed work.

On November 17, 1968, Mr. Sussman had a visitor, a hot-eyed idealistic fanatic from Louisville. This hobbyist had a roll of blueprints under his arm which depicted, in a general way, the shape for a new bow for the BELLE OF LOUISVILLE. With the arrogance of the dedicated amateur this faddist proceeded to tell Mr. Sussman what was to be done, how to go about it, and a lot of other impertinent details. That was the exasperating beginning.

Those of you who fought High School geometry to a standstill may now shed a tear for the loftsmen. Their problem was to transfer the three contour maps in the blueprints to a full-size three dimensional hull on that flat floor without committing any outrages to the memory of Euclid. These men, understand, are practical mechanics and in common with the rest of the people who do the world's work they have a number of quaint colloquialisms at their disposal calculated to give a professor of mathematics the pip. The terms "locus," "theorem," and "equilateral" are out of place where latitudigional sections are drawn.

In a few days Mr. Sussman's crew had laid the lines on the loft floor. This was accomplished to the tune of a lot of muttered curses and to the time of much anguished head-scratching. The result was a plat of wavy lines punctuated by finishing nails at intervals of about eighteen inches. They looked terrible, being marred by obscene humps and bellies, but the loftsmen were undismayed. They brought out a few battens (strips of flawless white pine an inch thick and two inches high and a hundred feet long) and laid them against the nails. A lot of hand-and-knees crawling and line-of-sight eyeballing gradually moved these

battens into long, flowing curves beautiful to behold. This took several days. When all was perfect each batten was traced with a sharp, hard-lead pencil, accurate to about a thirty-second of an inch.

When all of the lines were drawn and every spatial point was spotted dead to rights the loft crew laid out each steel plate and frame on a sheet of heavy red paper for use as templates in the fabricating shops. Where sizes were doubtful (due to vagaries in the shape of the existing hull) enough excess material was carefully specified to fill any anticipated gap. The patterns had gores and darts and seams enough to satisfy any seamstress, for strangely, shaping metal for a hull and building a princess slip have much in common.

Every day (and some days twice) the steamboat fan barged into the mold loft, approving this and arguing about that. There was no reason why the loftsmen should have allowed him to live but they did. And the work was done.

It was done so well that the new bow fitted the battered old hull almost as predicted. The BELLE has a much nicer shape than she has had since some misguided soul installed the ugly and inefficient sponsons on her in the 1950's and though the changes were not enough to allow the badly overloaded boat to win the 1968 race with the DELTA QUEEN they are a "most pleasing" improvement. The news media, naturally, gave the credit for this to all of the wrong people. Kenny Sussman's name never made the papers but he did the work and he should get the laurels.

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

READ ALAN BATES' LETTER on this page, then note his second letter across the river on page 25. Perhaps never in your life did you hear of a mold loft. Nobody heretofore has had the knowledge and enthusiasm to dramatize what is accomplished there.

Sirs: The June '68 issue of S&D REFLECTOR was especially valuable from my point of view. The court testimony given by Capt. Samuel Dean presents many details of steamboating in the days of my paternal grandfather, Capt. Harrison Shelby Williams.

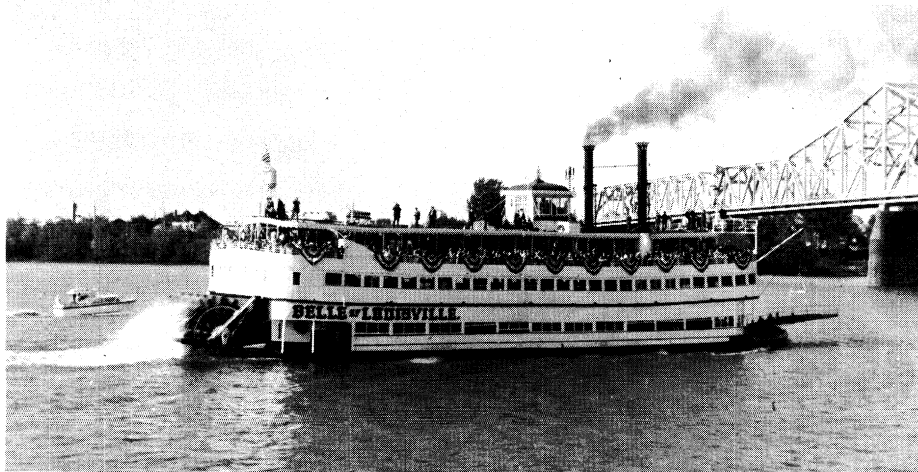
A suggestion:- When I visited New Martinsville, W. Va. in 1956 my cousin (by marriage) Mrs. Ralph Williams, showed me a collection of old programs from steamboat parties which she rescued from the Francis Williams' home before it was sold. Francis was the elder brother of Capt. H. S. Williams.

Perhaps Mrs. Williams would show or loan you this material for a story on social doings on the steamboats.

On page 35 of the June '68 issue in the story of the old building in Cincinnati, shouldn't the name cited be Bellamy Storer, not Stover? Capt. Williams' mother-in-law was Caroline Woodruff Peticolos whose brother, Judge Edward Woodruff, of Cincinnati, "read law" with Bellamy Storer.

Vida Williams Sharp,
(Mrs. S. J.)
401 Canada Street,
Ojai, Calif. 93023

=Could be. Bellamy Storer (1847-1922) was a Cincinnati lawyer who got into politics; was U.S. minister to Belgium, Spain and Austria-Hungary. -Ed.



THE SLEEK AND SMOOTH-RUNNING BELLE OF LOUISVILLE under way at start of April 30, 1968 race with DELTA QUEEN as photographed by Clyde Bowden.

Sirs: Here is a picture of the mold loft at Jeffboat with all of the loftsmen who worked on the BELLE OF LOUISVILLE's new bow and stern fairing except Kenny Sussman who declined to pose.

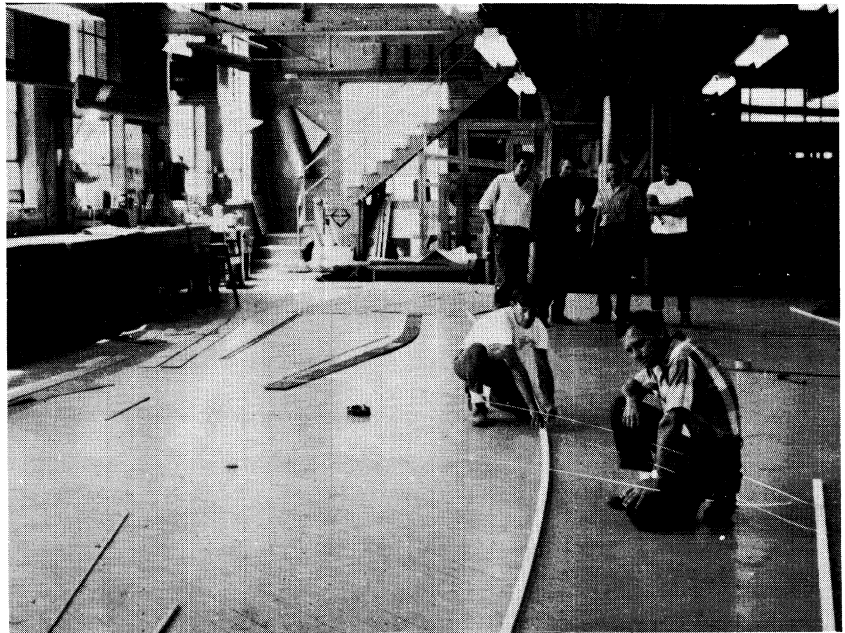
To the left is a long workbench equipped with a good many nice woodworking tools. Several paper templates lie in front of it. The batten that Meadors, Jr. is scribing extends from 20 feet behind the photographer to Tom Trenaman's right foot. The kindling pile behind the men is a stack of wooden templates leaning against the wall. The vertical cylinders are red template paper. Although none shows in this picture the walls are adorned with half models of hulls and various geometric models of round-to-square transitions and the like. The stairway leads to the loft (the attic?) where hundreds of templates are stored against the day when they'll be needed for making repairs to boats or for precedents of future designs. The floor is painted gray and has the lines of many, many boats laid down on it and solving one boat is much like sorting out night-crawlers. The floor is repainted about every five years. These men are not theoreticians but have all served time in the yards bending, cutting and welding actual hulls. They get top pay and are selected from the work gangs only after they demonstrate a talent for solving these problems. They are practical to the core. Charles Meadors, Sr. is giving that batten a dissatisfied look and is in a typical loftsmen's pose. The rest of the men are heckling him.

Kenny Sussman says he must be a Pioneer Riverman rather than a son of same, for his father only went on the river one time. In 1899 Harry Sussman, Lam Barnes and Hal Hughes skated on sleet-covered roads from Charlestown, Ind. to Madison, Ind. and down the Ohio River to Louisville, and back to Charlestown by road. This took all day. Harry Sussman was 23 at the time. He might be encouraged to write a piece for our S&D REFLECTOR now and then.

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

Sirs: I am eagerly awaiting the September publication of Alan Bates' new book, his Cyclopoed-ium.

Ruth Ferris,
Curator, Midship Museum,
Str. BECKY THATCHER II



MOLD LOFT AT JEFFBOAT
Solving one boat is like sorting night-crawlers.

From the left, standing: Tom Trenaman, Denver Cummins, Lloyd Green and Charley Goff. Kneeling from the left: Charles Meadors, Jr. and Charles Meadors, Sr. Charles, Sr. laid down the lines of the BELLE OF LOUISVILLE.



THE QUESTION IS ASKED: Was the Silver Bridge at Point Pleasant, W. Va. the only bridge which has fallen into the Ohio River? Answer is no. The original Wheeling suspension bridge fell during a windstorm on Wednesday, May 17, 1854 (see Dec. '65 issue, pages 14-15). The Ten and One-Half Street Bridge, also known as the "streetcar bridge" at Wheeling was purposely torn down in 1962. Crain Bros. Inc., river contractors of Pittsburgh were in charge of operations. They felled the main span (see picture above) at 9:31 a.m., July 25, 1962, making quite a spectacle. Jim Paisley sent us the picture, taken by Gruber, a Wheeling photo firm.

Story of the J. C. KERR

by Courtney M. Ellis

In 1892 Capt. Richard T. (Dick) Williams of Evansville, Ind. bought the J. C. KERR for operation between Evansville and Green River and Barren River to Bowling Green, Ky. Prior to that time he had been running two smaller boats there, the MAGGIE BELLE and the BLUE WING.

Capt. Dick Williams had five sons all of whom served on the KERR and later were identified with Green River operations on other boats. They were Capt. Thomas A., Capt. William N., Capt. Jeff H., Capt. J. Edgar and Joseph H., an engineer. The last of them to die was Capt. J. Edgar, who passed on at Evansville on October 20, 1949. All of them were Hoosiers and all lived at Evansville.

The J. C. KERR ran weekly trips between Evansville and Bowling Green from 1892 until 1904, and her partner boats were the CRESCENT CITY and the GAYOSO. Then in 1903 the BOWLING GREEN was built and came out new in 1904. At that time the name of the J. C. KERR was changed to CHAPERON.

Thenceforth, as the CHAPERON, she operated be-

tween Bowling Green and Mammoth Cave, and filled in as pinch-hitter for the other boats, until she was sold to Capt. Gid Montjoy of Greenwood, Miss. in 1917. He changed her name to CHOCTAW and she burned on March 8, 1922 at Melrose Landing on the Tallahatchie River.

While the CHAPERON was in the Mammoth Cave trade her regular crew was composed of the following:- Capt. William M. Williams, master; Albert Williams (a cousin), pilot; William (Bill) Allison, pilot; Elwood Wingfield, chief engineer; Courtney M. Ellis, ass't engineer and striker; Harry Simpson, fireman. Bill Allison later was pilot on the U.S. Engineer towboat INSPECTOR at Memphis for many years. The CHAPERON was the first packet to run to Mammoth Cave after the completion of Lock and Dam No. 6, one mile above Brownsville, Ky. I was a crew member on her that first trip. In May, 1905, I went over on the new BOWLING GREEN and was on her (off and on) until 1910.

Now coming back to the early BLUE WING for a moment. She originated in the Kentucky River and was bought by Capt. Richard T. Williams in 1888, and then ran in Green River until 1892. My father Joseph H. Ellis was a clerk on her part of the time. Later he became a general merchant and shipped freight on Green River boats for thirty years. My steamboat heritage goes back even fur-

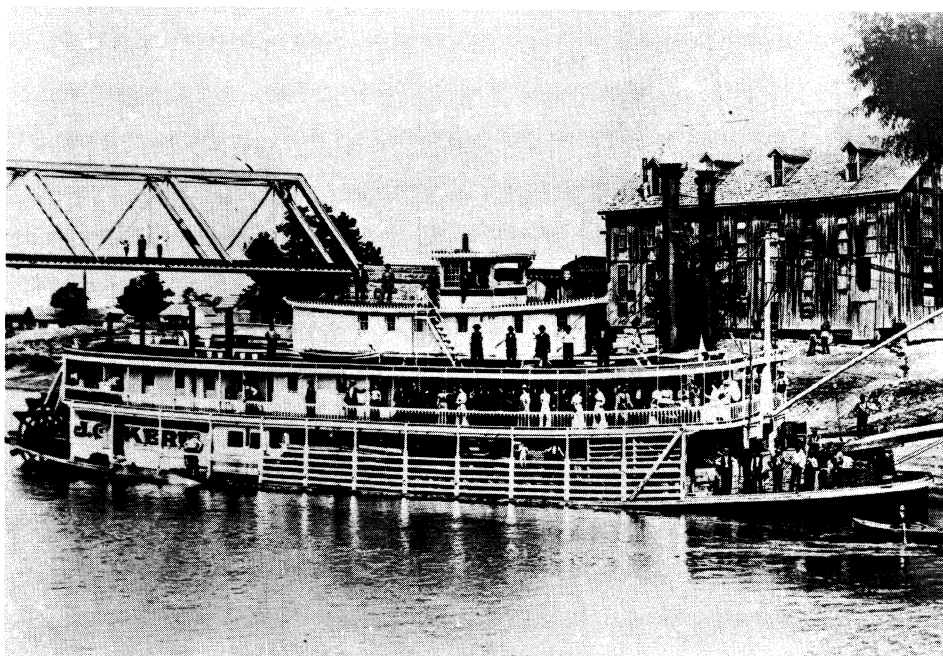
ther. I remember my mother telling me about her father, my grandfather, Alex Gulliver, being on Green and Ohio steamboats as captain prior to the Civil War. He is buried in a small cemetery a quarter mile below Green River Lock 4 on the bluff where the river makes a U-turn below. He wanted to be "as close to the boats as possible." The steamboats all blew their whistles for that bend.

Ed. Note:- The J. C. KERR was built at Chambersburg, O. in 1884, a small town below the Gallipolis Locks and Dam. It had a considerable boatyard operated by the Chambers family. Burt Chambers, who built the OTTO MAR-MET on Pocatlico River, was one of this clan (see June '65 issue, pages 14-15.) Our files do not disclose any information as to where the J. C. KERR operated, or who owned her 1884-1892, a lamentable omission.

Sirs: When I read "The Widow's Lament" in the June '68 issue and realized it was written by my own great grandmother it surprised me as I didn't know such a letter existed. Her letter shows she was a generous and fair minded person. Besides the death of her husband Capt. James Prather she suffered large financial loss because of lawsuits.

Proud to be her great granddaughter.

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



STEAMER J. C. KERR photographed on Green River at Livermore, Ky. at the mouth of Rough River which is about 300 yards from the head of the boat. The swing bridge is that of the L&N Railroad between Owensboro and Guthrie, Ky. The building with the four dormers was a tobacco warehouse. Green River packets used a warehouse at Livermore for their freight, not visible, about 200 feet off to the right. We asked the late Courtney M. Ellis, "Is the KERR upbound or downbound?" His reply: "Note the steam from the cylinder cock drain at the engineroom door and see the pilot poking his head out of the window; he's just hit her back a lick with rudders hard down to starboard to pull her stern out. In about a shake he'll stop her, throw the rudders hard down to port (by hand, mister) and hit her a few more licks back to head UP the river. She's UPBOUND by the way her guards are down. They didn't carry such heavy trips out to Evansville, unless loaded with cattle--and she hasn't got cattle here. Even the guy in the yawl at the head of the boat is backing on his oars; note the disturbance in the water."

Notes by Capt. Fred Hornbrook

Capt. Fred Hornbrook, 95, died at Cincinnati on Sunday, April ninth, 1967. He was active on the Ohio River from 1891 until he retired in 1937, a career of 46 years. During this time he owned in, managed, and commanded something like thirty packets. After he retired we suggested that he write down, from time to time, notes of what he knew and had not been printed. He did so, and now we present a sampling. His final paragraph to us apologized to say: "This account is very rambling and confused but maybe it will mean something to you." Readers of the S&D REFLECTOR may be the judges of that. -Ed.

Harry Donnally and I owned the KLONDIKE. He ran her between Portsmouth and Rome; Wilsie Miller, pilot; Mattie Miller, clerk. I never heard that she made a dollar. We sold her to Elmer Varian in the spring of 1916.

In all my dealings with Capt. Gordon C. Greene we never had a scratch of a pen to paper. He was as honest as they made them. I came to Cincinnati in the spring of 1910 and asked Captain Greene for the GREENDALE on charter, expecting to pay \$10 a day, likely. It was at his suggestion that I gave him one-half of what profit I might make instead. I entered her in the Pittsburgh and Charleston trade and immediately there was a row. Prior to this, Captain Greene had sold his rights in that trade to Capts. Roe, Pope and Noll and had agreed to stay out. They had run the OHIO there for a time, but switched her to the Pittsburgh-Cincinnati trade. This left the Friday day open out of Pittsburgh for Charleston and we filled it with the GREENDALE. Captain Roe had the KANAWHA on the Tuesday day. These three protested that the contract had been broken and threatened to bring suit against Captain Greene. I made three or four trips and was doing fine, using the P&C (Henderson) wharfboat at Pittsburgh and getting at least half of the Wheeling freight at the Crockard wharfboat there. Besides, we were carrying all of the timbers, rollers, etc. for Eichleay who was putting the VIRGINIA back in the river at Willow Grove, W. Va. Captain Greene asked me to withdraw, and put the GREENDALE in the Wheeling-Parkersburg trade, which I did, but made very little money. As I remember, I handed Captain Greene \$400 when it was over, as his one-half of the profit. Captain Greene was the one who really made out. Captain Roe, et al. owed him money and before the GREENDALE was withdrawn Captain Greene acquired the LEROY from them in settlement. She had been running in the Monongahela River.

I clerked on Mack Gamble's COURIER and after leaving there I went clerk on the JENNIE GEORGE, a little bat-wing out of Big Sandy and Guyandotte rivers. She was owned by Captain George, a fine old man, 6 feet-six and very large. He had to stoop to get in or out of the cabin. Jennie was his daughter. Why he brought the boat to Sistersville I don't know. My brother Phil was then running the wharfboat there for Tim Penwell who was working with National Supply Co. Phil got me the clerk's job on the JENNIE GEORGE which was entered in the Sistersville-Matamoras trade. The pilot was Bernard Louderback, Jesse Hughes' uncle. Captain George was the cook and often there was nothing to eat. One day when our cupboard was bare, he went aboard a packet alongside and borrowed a cup of coffee beans, an onion and a loaf of bread. He came aboard the JENNIE and announced to us: "I will feed my men." We ran for a few days but didn't make enough to pay the coal bill. The WM. DUFFEY was in the Sistersville and Cochranville trade at the same time; two boats in an eight-mile run. This was during Sistersville's boom days.

A few days after leaving the JENNIE GEORGE I joined Capt. Walker Litton running the FAVORITE, a low water boat. There's where I made my first profit, as I remember, \$600.

The first boat I ran on my own was the NELLIE BARTLETT, a little packet less than 100 feet long built at Little Hocking, O. in 1896. Her hull timbers were big enough for the JOS. B. WILLIAMS, and we didn't run more than two weeks. She was as heavy as the COURIER and no good for low water work. Capt. Mike Davis was my partner in the venture--he furnished the experience and I furnished the cash. We both lost.

Next year we got the IDA SMITH, put a double crew on her, and ran Wheeling-Parkersburg. Mike Davis and Lee Anshutz were the pilots; John Gordon and his son, engineers; Phil and I were the clerks, and Mel Erwin was the mate. I think that was Mel's first mate job. We wound up sticking her on Collins Riffle for a long stay.

Lee Anshutz was a great guy. He was well educated and had an appointment to Annapolis where he went for a year until he was kicked out. He was small and frail with red hair and a mustache. He never had any clothes or money except when he was flying high, which he did on several occasions. He was a Pittsburgh-Cincinnati pilot and when there was a big coal run out of Pittsburgh he had a job.

One time Lee Anshutz got hold of an old side-wheeler from the Mississippi River, the COAHOMA. He took her to Pittsburgh to run excursions. His angel for this was Harry Davis. (See picture and story of COAHOMA on another page, this issue.) Harry also put up the money for Lee, later on, to run the ANDES. They carried an all-night trip from Pittsburgh to Wheeling and return, and had on board all the rough-necks of Pittsburgh plus the red-light characters. A riot was staged and

they about tore the boat apart. I was at Pittsburgh when they got in, and went aboard to see Lee counting the money on the diningroom table, and never had I seen so much cash in one heap.

Lee Anshutz' next venture, with help from Harry Davis, was a merry-go-round on a barge. I think they got far as Memphis, every one in uniform with plenty of gold braid and a brass band. There they broke up. Lee also had a way with the women, and befriended a girl from the Monongahela River and next thing her Papa built Lee an excursion barge and they chartered a boat to tow it. They went to Sistersville with this outfit, which then was a boom town, and I still can see Lee standing on the upper deck as the passengers disembarked calling: "Good night, ladies, good night--we'll be looking for you again tomorrow night!" The venture broke up there at Sistersville. I was running the wharfboat and had some of that crew on my hands for weeks. Lou Bradford was one of them, his first appearance on the upper Ohio. I never heard what Papa Bridges paid for this experience.

A moment ago I was talking about the IDA SMITH with Lee Anshutz aboard as pilot. On our last trip down, approaching Lee's home-town, Moundsville, I asked Lee what I owed him. He said, "Ten cents, I want to get a shave." When we left the landing there was Lee sitting on a big rock waving. He kept waving until we disappeared down around Grave Creek Bend.

When the IDA SMITH was delivered back to her owner, Capt. Charles Small (father of Mrs. O. O. McIntyre) at Gallipolis, Mike Davis, the other pilot, got as pay a pair of new trousers. I got money from my father to pay our debts not having yet learned the art of access to the cash drawer.

Next year, 1895, was a financial success for me with the low water steamer FAVORITE. Every year thereafter was a success until 1917--April 6th, the same day I went to work on boats in 1891 at Wheeling. That was the date of the sinking of the packet TELL CITY. I was on the R. DUNBAR that morning. Someone hailed us at Wellsville saying I was urgently wanted on the 'phone, and to call Wheeling. Harry Donnally broke the news, and I thought "hell." I went to Little Hocking and one look was enough to convince anybody that the TELL CITY was a total loss. I had plenty of sinkings in my time but none, including the TELL CITY, hurt me half as much as when the SENATOR CORDILL was lost at Lock 14. Theretofor I always felt there was hope but on that morning at four a.m. I knew it was all off.

More about Lee Anshutz. His family and ours were connected by marriage. My father's mother's sister married Joseph Woodwell who owned the big hardware store at Wood and Second in Pittsburgh. Lee Anshutz's father married a Woodwell. Lee was pilot on the COURIER for a time when I clerked on her. He never looked for a job on a packet until he was broke or hungry. One day just below Newport, O. on a big river I was steering for him and hit a big log. Tore off a rudder. Clem

Green (no relation to Gordon C. Greene) was the COURIER's captain at the time. He came running to the roof and as he did so Lee pushed me away from the pilotwheel and made me hide behind the stove. Green looked up and said savagely: "One log in the river and you hit it!" Lee never batted an eye and replied, "Yes, sir!"

On April 6, 1891 I was plowing a field in Round Bottom, W. Va. four miles below Moundsville where our family owned 196 acres. A letter came asking me to come to the C. W. BATCHELOR. I unhitched at once and went to the house and told the family I was going to take the boat job. Next morning I got on the LIBERTY, Capt. John K. Booth in charge, and went to Wheeling. The BATCHELOR was there. Tim Penwell, one of the clerks, told George Hunter, the other clerk, to get a halter and bring me aboard, so you know I was some clodhopper. This was my first boating. Capt. George O'Neal was master; Hod Knowles and Mike Beaver were the mates; W. H. Clark and Dayton Randolph were the pilots.

Mike Davis, while I think of it, was from a considerable river family. His three brothers, William, Jim and Dave, all boated, as did the father before them. They lived in a home on the West Virginia shore abreast the lower end of Lock 14, Ohio River. I was in their home at various times when I was a small boy. I was born a mile and a half up Fish Creek, just opposite where the SENATOR CORDILL sank, and the date of my birth was February 17, 1872.

There were nine in our family, seven boys and two girls. My father was an old-time miller and also ran a store that sold everything from pins to mowing machines. Aside from a blacksmith shop and the home where the smithy lived he owned every building in the place. He handled all the grain and produce. The place was called Hornbrook's. I lived there until I was 14, crazy about the river and played boat on the creek. Father went to Wheeling most every week and always took one of us older boys along. Until 1884 when the Ohio River Railroad was finished we went up by boat, and so I came to know the DIURNAL, EXPRESS No. 2, COURIER, MALLIE RAGON, WELCOME, SCIOTO, CHESAPEAKE, JIM REES, TELEGRAM, and the many low water boats.

After Abigail and I were married we lived for three years on Wheeling Island, part of the time in a house owned by Ottie Statler, brother of Ellsworth Milton Statler who, about this same time (1908) was starting his hotel chain. E. M. Statler's wife was from Wheeling, 1516 Main St.

Later Abigail and I lived across the Muskingum from Marietta, at 409 Fort Street in Harmar. We were there 16 years in a home owned by C. S. Benedict.

When the LIBERTY first went in the Zanesville trade she was owned equally by Grover Gill, Harry Donnally, Orville Noll and I. Later Gill got all of her in some deal and put her in the Gallipolis

and Charleston trade. Then Gill swapped the LIBERTY for the LEROY which ended up badly for all concerned. The LEROY was pulled out on Smith's Docks at Point Pleasant for hull work and was in worse shape than they thought. Smith had to virtually put a new hull under her and the bill was \$16,000. Grover Gill claimed he had not ordered a new hull and refused to pay, and so he abandoned her there at the docks. Smith was left holding the bag and, I think singular, this boat with a new hull never again operated.

I had no stock in the JULIA BELLE SWAIN, but did advance \$1,000 or thereabouts to bring her out. At that time one of the banks in Pittsburgh had advanced \$18 or \$20-thousand on her, and she was worth about \$10,000 and insured for \$16,000. So you see how things happen.

In 1923 I was one of the shareholders in the VERNE SWAIN and we sold her in 1923 to Orville Noll for \$18,000. This was a stock-swap, and we took Orville's interest in the BETSY ANN, SENATOR CORDILL, LIBERTY, Wheeling wharfboat and his wharfboat at New Martinsville. This left him owing us \$3,000 which I got in the end. I went down with him on the boat when he sold her to Louisville and collected. Orville Noll became prosperous in a very short time, to retrogress a bit. When the SENATOR CORDILL was brought to Pittsburgh from the south, Grover Gill staked Orville for 10 shares in her. Grover did the same for Orville when the BETSY ANN was bought. Grover Gill had high regard for Orville, calling him "the Great Captain."

One time the Great Captain brought the BETSY ANN from Portsmouth to Pittsburgh without one pound of freight aboard; don't think he stopped any place except for locks. He threw overboard all of the stock pens and refused to carry live-stock. This happened shortly after Orville had been removed from managing the Pittsburgh wharfboat. J. C. Sheets had hired an accountant to examine the wharfboat books and when the accountant got there nobody could find the books. Orville said he couldn't imagine what had become of them.

I owned in the RUTH when she was lengthened at Point Pleasant in 1910. Sam Williamson and I took her to Cincinnati and during low water ran to Pomeroy for the Greene Line. As the river continued to fall the COURIER had to quit the Maysville trade and we ran the RUTH there. We got all of the profit and paid the Greene Line a nominal agency for operating from their Cincinnati wharfboat. Prior to that, we had run the BESSIE SMITH out of Cincinnati during low water for the White Collar Line when Commodore Laidley was at the helm. Henry Kraft was with me then.

One day on the FAVORITE our dishwasher was drowned while trying to repair the slats on the floor of the privie, located behind one of the wheels. This was near Wegee. That evening at Grandview we picked up a boy to take over as dishwasher, about 14 and as big around as he was tall. His name was Charles Ellsworth. We towed

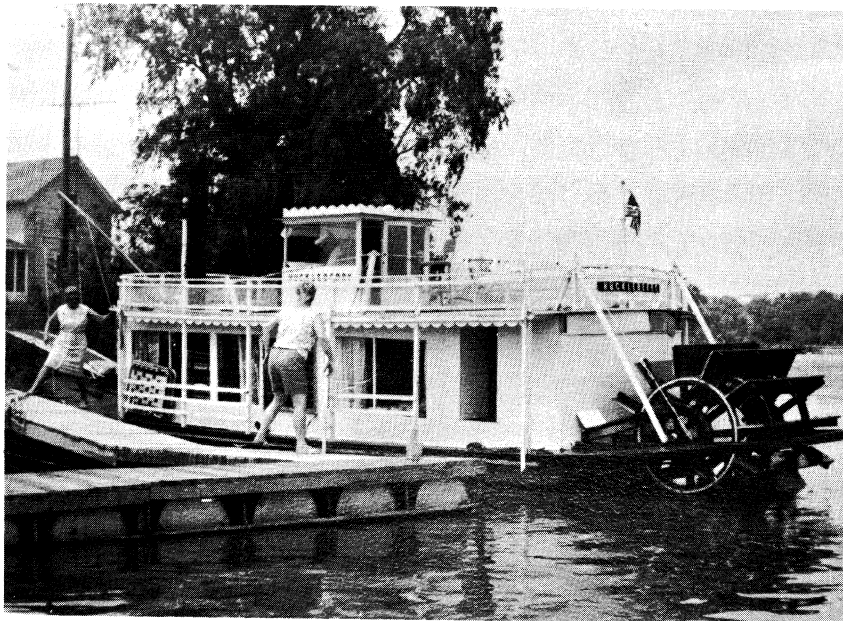
a flat faced on the boat's head during this low water work and Charlie spent most of his spare time out there. Our cook was an old Irishman from Catlettsburg and he was hard-put to keep track of his new dishwasher. He would wander around hollering, "Oh honey, honey; come here, honey!" Charlie never lived it down, and that became his nickname ever after.

Mike Davis, the pilot on watch when the TELL CITY was lost at Little Hocking, was sort of a relation of mine. An uncle of mine married a sister of Mike Davis, and this same uncle became clerk on the sternwheel WELCOME run by the Davis family Wheeling-Matamoras and later to Marietta. This was in the early 1880's. These Davis's ran two sternwheel packets in early days named the LEONORA and LEONORA NO. 2, both of them built on Fish Creek near where they lived. Leonora Davis married a Habermehl from Clarington.

Ed. Note:- We had a letter in 1965 from Mrs. Lois Mazurik, 233 Plum Ave., Lakeside, Ohio 43440 who identified herself as a great-great granddaughter of Mike Davis, Sr., and Theodore Hornbrook was her great grandfather on the maternal side. Also in 1954 we had a visit from H. T. Davis, Park Place Ave., Wheeling, son of Capt. Mike Davis, and grandson of Capt. Mike Davis, Sr. Those who search old records also will find a small sternwheel packet named MIKE DAVIS, built in 1878 at Wheeling. It was sold to the lower Ohio. The Davis family built it.



FIRE DESTROYED THE TWO STERNWHEEL TOWBOATS CHE-MON and DAWN at Ohio River Mile 149 below Lock 16, Sunday, March 10, 1968. The above photo is furnished by Ross Rogers, Jr. Both boats were owned by Capt. Hiram A. Carpenter of St. Marys, West Va. The CHE-MON was the older; built in 1921. The DAWN was built 1931; both had wood hulls. No commercial sternwheel towboats have been built for some years and the species is headed for extinction. Passenger carrying sternwheelers, with paddlewheels which really work, have revived. This anomaly came about due in no small measure to the development of reciprocating engines which use pressurized oil, successfully introduced by a young man named Dennis Trone associated with Dubuque Boat & Boiler Company.



HUCKLEBERRY gave up after a few hundred yards.

Sirs: We raced (or paced) the AVALON with the HUCKLEBERRY a few years ago on the Illinois River near Ottawa. The AVALON won. We gave up after a few hundred yards.

Robert Peterson,
256 Fairbank Road,
Riverside, Ill. 60546

=HUCKLEBERRY was built on a hull built by J. W. Weaver, Jr. at Racine, O. identical to the 30-foot hull of older LADY GRACE. Bob, better known as "Cliff," and Mrs. Peterson were on hand at Louisville for the recent contest between DELTA QUEEN and BELLE OF LOUISVILLE. HUCKLEBERRY still is very much in business. -Ed.

Sirs: William Duble, 2609 Cranford Road, Columbus, O. 43221, was a recent visitor in the River Museum. He is a great grandson of Capt. John A. Duble, and was delighted to find photographs of the RUTH and gunboat CONESTOGA. His son in the 8th grade was doing a report for his class, so I let Mr. Duble take the pictures with him. His father is living in Arizona and owns a cup from one of the boats.

Catherine Remley,
Campus Martius Museum,
Marietta, Ohio 45750

=Capt. John A. Duble commanded many of the "great" side-wheelers out of New Orleans in Mark Twain days. His son C. C. Duble was a New Orleans locksmith on Commercial Place and long owned the famed oil painting of the ROB'T. E. LEE by artist Norsia which today hangs in the Presbytere. -Ed.

Sirs: I guess I should have been born a hundred years sooner. Every time I go down to our public library I drool over Way's Directories of Towboats and Packets. One night I dreamed that you were going to reprint the books; I only hope that the dream comes true. I am interested in latching on to one or both. If ever you run across any drifting along, please let me know, following which I will take the matter up with my income.

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

=Supply of above books ran out some time ago, sad to say. Prospect of new editions is slim. -Ed.

An exhibit depicting the development of the public landing at Cincinnati from the first settlers of 1788 to the latest redevelopment plans will be on display at the Cincinnati Public Library August through October this fall. Photographs of many boats which were based at Cincinnati will feature the show. Log books and navigation charts from the tourist steamer GORDON C. GREENE will trace her history from her maiden voyage as the CAPE GIRARDEAU in 1924 until her final end at St. Louis last winter.

The exhibit will be open daily Monday through Saturday 9 to 5. S&D members are invited to make themselves known at the Rare Book Room adjacent to the exhibits.

Sirs: Here is a picture of the SKIPPER recently bought by Clyde W. "Bud" Daily, photo taken at Toronto, O. in April, 1968. The motorboat VOYAGER is alongside and off to the right you can see the burned-out pilothouse of the old JOS. SMITH.

William E. Brandt,
637 North Sixth St.,
Steubenville, O. 43952

=Originally named J. A. CRESAP, and since July, 1968 now named LOUISE, the SKIPPER was built at the Mozena Bros. Boatyard, Clarington, O. in 1923. Wood hull 65 by 14, and has a Cat diesel 80 hp. Crain Bros., Pittsburgh, renamed her SKIPPER, nickname of Clifford H. Crain, younger brother of Graydon "Bub" Crain. Leroy Coss of Rayland, O. bought SKIPPER in 1946, and completely rebuilt her. Following his death (Sept. 6, 1967) Bud Daily acquired both SKIPPER and VOYAGER, and renamed the former LOUISE. -Ed.

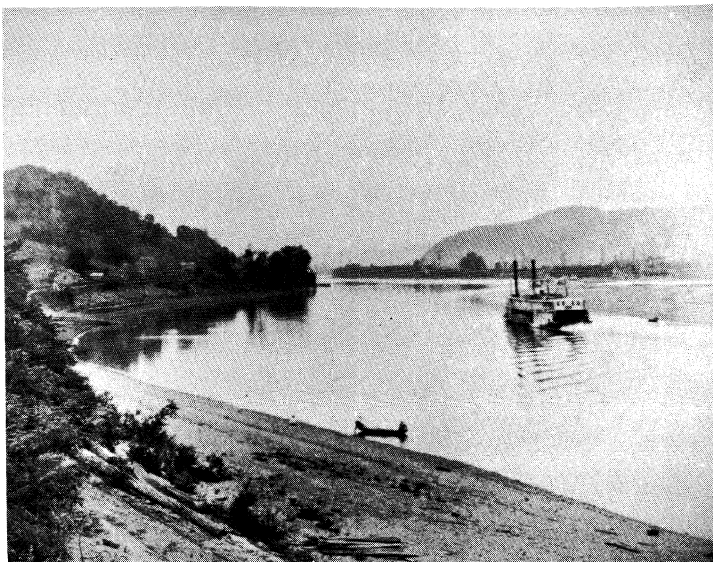




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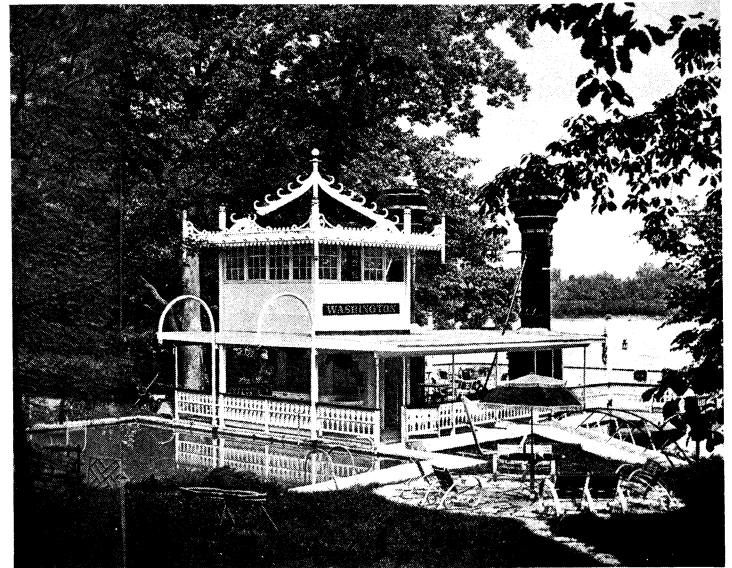


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A RATHER REMARKABLE SEQUENCE. Capt. J. W. Rutter found these pictures and also discloses they were taken on August 7, 1890 at Newell's Run not far below Newport, O. on the Ohio River. The photographer apparently first took No. 1 shown on this page, standing several hundred feet on the upstream side of Newell's Run Light looking downstream as the H. K. BEDFORD lands at what Capt. Jesse P. Hughes believes is Koerner's Landing--says it looks too far down for Brown's Landing, which was the first one below the light. Note how the road has been threatened with the caving bank.

The center picture here, No. 2, was taken from the same vantagepoint as No. 1, save that the camera now is aimed upriver. Ohio's modern Route 7 looks quite different these days compared to the country lane it was in 1890. Apparently it jogs to port to miss the oil pump stations--if that's what they are--with the smokestacks.

The bottom view, No. 3, was taken a few moments before the one on the front cover of this issue. Notice those boys with the skiff; in this picture they are about to set off in it. On the front cover they are fairly well under way, although handicapped with only one oar. They won't get the waves anyhow, for the H. K. BEDFORD is running slow bell. Your Editor apologizes for having sent Christmas cards several years ago identifying the steamboat as the MATT F. ALLEN, and locating the scene below Sistersville. That was a considered guesstimate. This time we have the documented facts.



EXCURSION STEAMER WASHINGTON still survives in part. The July, 1968 issue of House Beautiful magazine featured a picture story of a three deck pavilion overlooking the junction of the Missouri and Mississippi rivers near St. Louis built from the pilohouse and smokestacks of the Streckfus liner of yore. Mr. and Mrs. Francis Mesker built this unique complex. They have an operative whistle with which they salute passing boats.



Gen. William S. Rosecrans
His shipment of tarts boomeranged.

Born in Ohio, Rosecrans was more famed in West Virginia where his successful expulsion of the Confeds led to statehood for the Mountain State. Also he once was president of Coal River Navigation Co. (see Dec. '66 issue, page 26). This portrait courtesy of Lloyd Ostendorf collection.

N.Y. publishers Doubleday & Co. recently published a novel named "Shipment of Tarts" authored by Edmond G. Love. A Mississippi packet heads up the Mississippi and Ohio from Memphis in Civil War times, its helpline awash with a cargo of unwilling girls lately too willing. The Union men of Memphis must be shielded from temptation.

A spoof at history? Not at all. But the facts are fuzzy. Instead of Memphis, the excitement originated at Nashville. Part of the story got in the daily river news of the Cincinnati "Daily Gazette" and we quote:

July 17, 1863: The GLIDE came up yesterday from Nashville, bringing a very fair cargo of freight, while the IDAHOE also came up, bringing a cargo of one hundred and fifty of the frail sisterhood of Nashville, who had been sent North under military orders. There does not seem to be much desire on the part of our authorities to welcome such a large addition to the already overflowing numbers engaged in their peculiar profession, and the remonstrances were so urgent against their being permitted to land that the boat was taken over to the Kentucky shore; but the authorities of Newport and Covington have no greater desire for their company, and the consequence is that the poor girls are still kept on

board the boat. It is said (on what authority we were unable to discover) that the military order issued in Nashville has been revoked in Washington, and that they will be returned to Nashville again.

July 18, 1863: The IDAHOE is still at Newport with its living cargo still on board, the municipal authorities of the cities of Cincinnati, Covington and Newport continuing to be too sternly virtuous to allow them to land.

The story from this point forward did not get in print for reasons unstated, probably censorship from military or clergy or both. But some years later another river news reporter referred to it this way:

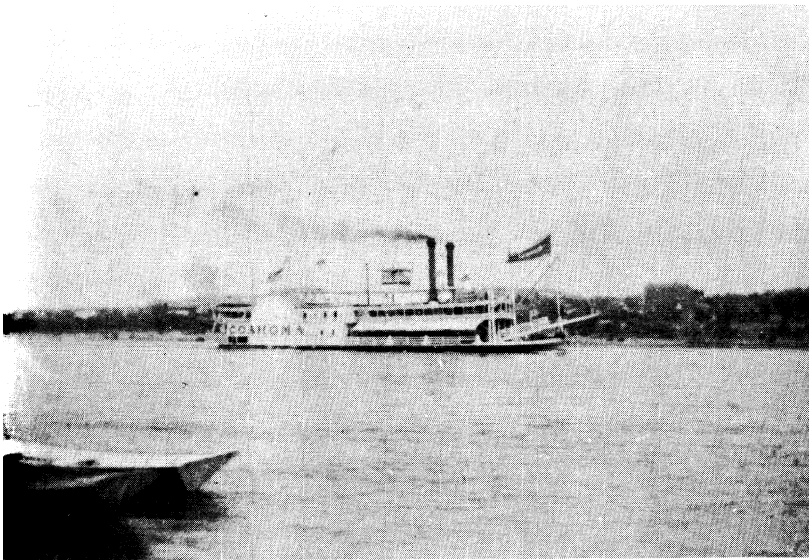
The original builders of the IDAHOE were Capt. J. N. Newcombe, John Swasey and David Gibson, and she cost \$32,000 when built at Cincinnati in 1863, a sternwheeler with hull 153.7 by 33.5. The builders chartered the boat to the U.S. for hauling freight to Nashville. Then Gen. William S. Rosecrans issued his famous order banishing prostitutes from Nashville, at which time a number of them were loaded on the IDAHOE and taken to Louisville. Not allowed to debark there, the boat continued to Cincinnati, anchoring a short distance above town. The reception was decidedly cool, and the boat was ordered to return to Nashville with her female cargo. Which was done. Then Capt. Newcombe sold his interest to Capt. Mackey of Mt. Vernon, Ind. who ran her in the Evansville and Nashville trade. Then she was sold to the Ouachita River. In November, 1867, she exploded boilers at New Orleans and a number of lives were lost. She was repaired and resumed her Ouachita trips.

To which story S&D REFLECTOR now adds some further intelligence: The southern owners of the IDAHOE were W. B. Clark and L. Hayward of New Orleans; L. Elliott of Camden, Ark.; J. L. Frisbee of Louisville, and an off-again-on-again owner at New Orleans was M. N. Inskeep. Capt. Eugene Elliott was master in the Ouachita trade, 1866; then Capt. Fred A. Blanks in 1867, and Capt. J. W. Blanks thereafter. The boat was snagged and lost at Columbia, La. on the Ouachita on Sunday, January 10, 1869.

If author Edmond G. Love had snooped out the facts his book would have been better for the alteration. The actual wording of General Rosecrans' "famous order" holds promise to anyone who finds it, and certainly ties in prominence with Gen. U. S. Grant's boom-lowering of that same year, 1863, which caused the Louisville "Daily Democrat" of Saturday, January 3, to cry out:

General Grant has issued an order expelling all of the "Jews, as a class" from his lines within twenty-four hours. His lines extend to Paducah, where all of the Jewish citizens, some of whom have resided there for the past twelve or thirteen years, were expelled. This is certainly the most extraordinary, unwarrantable order we ever heard of. The expulsion of a whole class of people by wholesale, and that, too, allowing them only twenty-four hours to leave! Of course this order will be rescinded even in these strange times; but the injustice in the meantime, and the fact that a military order of such a character could be issued, is startling. We understand the matter will be laid before the authorities in Washington, where we shall, of course, expect to see it nullified and repudiated.

Which it was, just like the Nashville business on the steamer IDAHOE.



Lee Line's COAHOMA
Picture discovered by Bill Patterson

When cotton was king in the Mississippi delta, Coahoma County in Mississippi was lucrative with plantations and Friar's Point was a major Mississippi River port. Capt. James Lee of Memphis ran three side-wheelers, A. J. WHITE, PHIL ALLIN and the COAHOMA, in the Memphis-Friar's Point trade. The U.S. Mail contract for the route netted \$18,-700 annually.

All of this was a long time ago. The COAHOMA was built in 1870; the PHIL ALLIN a year later. Picture collectors are familiar with the PHIL, thanks to the late Capt. Sam G. Smith who made a copy negative of her for inclusion in his Marine Photo Co. listings. But apparently no pictures had been taken of the COAHOMA--an almost incredible omission-- for she existed until the 1890's. That is, until the telephone rang at 121 River in Sewickley about two months ago. William G. "Bill" Patterson was on the line from his home in Richmond, Ind. Somebody had handed him an old-time boat picture; the name was COAHOMA. It was sort of hazy but you could read the name with no trouble. The lost had been found.

The hazy COAHOMA has interesting genealogy. The hull was built at the Cutting shipyard, Metropolis, Ill., sized 205.2 by 32.5. Capt. James Lee bought the old side-wheeler QUICKSTEP lately in the Cairo-Evansville trade, Capt. Henry T. Dexter, and moved the cabin and machinery over upon his new hull at Metropolis. The transfer, so reported a contemporary news editor, took only one hour and thirty minutes to accomplish, "so sleek and easy that the watchman, asleep in the texas, didn't know about it."

The reader of these lines now is invited to squint again at the accompanying picture. Not only is it the elusive COAHOMA, but also it is the more ancient QUICKSTEP floating on a new hull. The QUICKSTEP was built in 1866.

Those who have followed back issues of this magazine are aware that Capt. William B. Donaldson of Pittsburgh became celebrated when he built in rapid succession the steamers DICTATOR, QUICKSTEP and GREAT REPUBLIC, in that order. One photograph of the former and several of the latter have appeared in the S&D REFLECTOR, but no

view of QUICKSTEP is known. So here she is under an alias.

The DICTATOR was practically new when destroyed by fire at St. Louis. Hence a replacement was needed without delay. Capt. Donaldson bought a hull at Murraysville, W. Va. which had just been built for Capt. George Smith, Sr. of Racine, O. and took it to Pittsburgh, completing the boat there, using much salvage from a packet named ALICE built two years prior at Brownsville, Pa. for Capt. S. B. French. He put Hartupee compound engines on his new boat, 17's, 31's- 7 ft. stroke and christened her QUICKSTEP. She was entered in the Pittsburgh-Cincinnati trade.

This was a stop-gap enterprise, for Donaldson within months contracted at Shousetown, Pa. for the hull of the GREAT REPUBLIC, and soon sold the QUICKSTEP to Henry Dexter and others for the Cairo-Evansville trade where she did quite well, resulting in the building of the noble side-wheel IDLEWILD in 1870.

In fact the IDLEWILD was in business when the hull for the COAHOMA was launched. The river was exceptionally low at Metropolis and the new hull plowed into the mud bottom and stuck. The IDLEWILD took a pull at it, and helped get it released. The COAHOMA got the QUICKSTEP compound engines and was given wheel shafts from the lately lamented CITY OF EVANSVILLE which had come out new in the summer of 1870 and had burned at her home port of Evansville on November 21 same year.

Thus the COAHOMA, named for the Mississippi county, became a Lee Line regular. Old-time whistle experts said she inherited the whistle of the A. J. WHITE after 1878 when that Lee Line boat was lost at Glendale, opposite Helena. That same whistle, so they say, later was on the LADY LEE, CITY OF OSCEOLA, ROBERT E. LEE (Lee Line), first HARRY LEE and finally BOB LEE, JR.

In the early 1890s the COAHOMA was sold. Her new part-owner and manager was Capt. Lee Anshutz who was financed by the proprietor of the Fifth Avenue Museum, Pittsburgh, Harry Davis. The idea was to make of her an excursion boat, and she was brought to Pittsburgh for the purpose. The venture was ill-starred, probably because the U.S. Inspectors took a dim view of the state of the boilers and machinery. Harry Davis later did well in the Pittsburgh entertainment field, and built the Davis Theater which long specialized in vaudeville. Lee Anshutz, who lived in Moundsville, was a happy-go-lucky riverman, a good pilot and an unlucky excursionist.

The concrete and earth dam on the upper Cumberland River, 258 feet high, which drowned out most of Burnside, Ky. when filled in 1950, has sprung a leak. Known as Wolf Creek Dam, although nowhere near Wolf Creek, the dam has no lock. Steamboats once plied on "high tides" to Burnside. The leak apparently happened in the rock and earth section. To expedite repairs the pool level was dropped 40 feet. Highways that had been drowned 18 years again appeared. Motorboat docks were left high and dry.

The proposed waterway linking Tennessee River with the Warrior-Tombigbee would be 253 miles long, and present plans call for 10 locks and five dams. Total construction cost is estimated \$316 million. The idea has been before Congress since 1874, but was not authorized until 1946. No funds for construction have been provided.

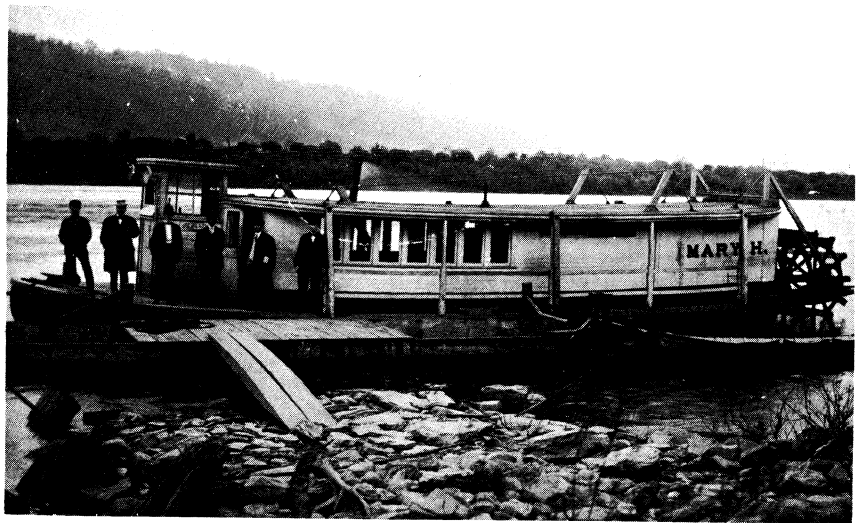
Sirs: These pictures of the IDA S. and the MARY H. furnished by Walter McCoy are good ones and of course I have big, windy stories about both of them. The IDA S. was apparently named for Ida Shuttler, as Henry Shuttler operated the New Martinsville wharfboat at the time. That boat went up in a blaze of glory and the pilot, whoever he was, must have been a very nervy individual and was determined to save something so he ripped out the pilot-wheel by roots and it now reposes in my old kitchen where the pilots of the WASHINGTON (Bill Pollock and F. Way) used to eat dinner courtesy of the Parr girls, and where C.W. Stoll told John Fryant to be sure to take a look. On that pilotwheel you can still see char marks from the fire.

The MARY H. was the ferryboat here at Clarington. She left the Ohio shore one morning to meet the 9 o'clock B&O to Wheeling with some 60 or 70 passengers aboard. The one-cylinder engine backfired and she burned in mid-stream. No lives lost, not even an injury and one man saved a basket of fresh (supposedly) eggs which he had on his arm, and no damage to the eggs. She had no ferry flat along with her when this happened for the people to retreat to, either. She was on a passenger trip run from the downtown landing at the foot of Ferry Street. I suppose the explanation of the lack of casualties is that various people in Clarington had skiffs or johnboats and with these promptly went to the rescue. There was a flat, by the way, used when the MARY H. took teams and rigs and autos, using the "flour mill" landing at the upper end of town.

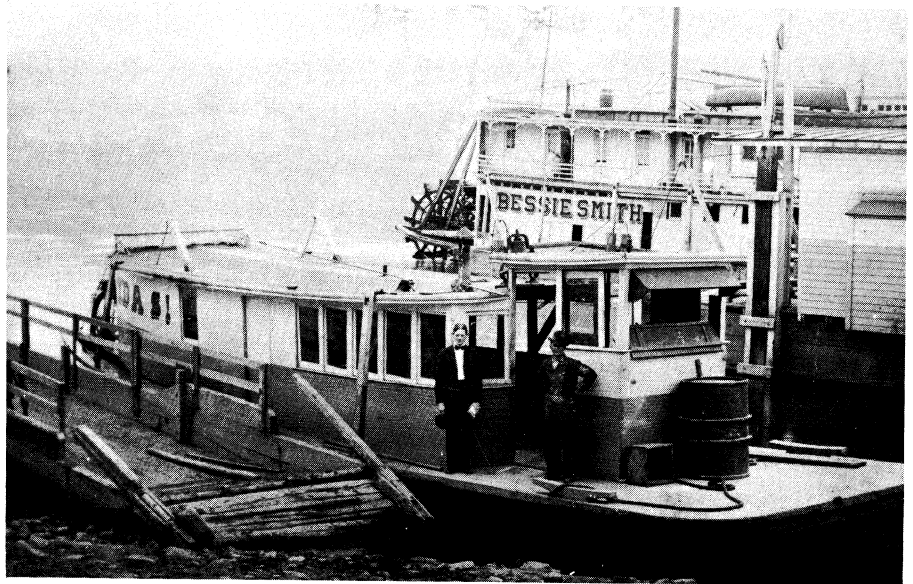
Although the MARY H.'s hull survived, the owners did not rebuild the boat. Temporarily they used a little yacht named ECLIPSE which also was the brand-name of the flour from the mill. They went down to Long Bottom and bought a smaller sternwheeler named the GRACE S., which never proved any good for anything, so then they built one of the first propeller ferries and equipped it with a Palmer gas engine made in Cos Cob, Conn. Later they used Ford auto engines which did very well on these boats. After the Clarington ferry ended, the last one was taken to Paden City and ran there a while.

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

=Cos Cob, pop. 591, is in Fair-



The MARY H. pictured at the foot of Ferry Street in Clarington, O. alongside the ferry flat about 1916. See story in the left column.



The IDA S. at New Martinsville, W. Va. below the wharfboat. We'd guess the date about 1904-1909. The BESSIE SMITH, Capt. Henry Kraft, was in the Parkersburg-Wheeling trade, Fred Hornbrook, clerk. Both of these pictures are from the collection of Capt. Gilbert Harmon who operates the Sistersville ferry.

field County, Connecticut, not far from Darien, home of Dick Bissell. -Ed.

Sirs: I have the feeling that the last issue of S&D REFLECTOR might be entitled also "Through the Years with C. W. Stoll." It is a dandy and much enjoyed.

James V. Swift,
St. Louis, Mo.

Sirs: I am in the beginnings of building an operating model of the side-wheel J. M. WHITE. I

have the help of an expert model builder, my friend Ralph C. Hitchcock of Seattle, Wash. We both have an interest in Western packets. I am sending along preliminary profile and plan views. The final drawings will be same as the model, $\frac{1}{2}$ " = 1'. Suggestions or comment?

John H. Leslie, Board Chm.,
Signode Corporation,
2600 North Western Ave.,
Chicago, Ill. 60647

=Brother Hitchcock knows his way around with the J. M. WHITE; an amazingly good start. -Ed.

Sirs: In the Sept. '66 issue, page 24, you list ESTEL II as a sternwheel gasboat built at Newport, Ky. in 1916 and owned in 1925 by O. F. Shearer, Winchester, Ky. That's my Dad who will be 85 this coming October. The ESTEL II went out in the 1917-18 ice but was not lost. We bought her about 1920-21, wood hull, and she had a 50 hp. F-M gas engine in her. In 1928 we changed her to diesel--put in 100 hp. F-M and she became the JUANITA, work done at Madison, Ind. A year later, 1929, we gave her a 120 hp. F-M diesel; then about 1950 we put in a G-M 671. In 1954 I built a steel hull at Cedar Grove, W. Va. 65 x 16 x 3, put a steel cabin on and moved the G-M from the old hull and put it on the new JUANITA. So that's the story.

Capt. Bert Shearer,
5100 Virginia Ave., S.E.,
Charleston, W. Va. 25304

=Not to be confused with the former Muskingum River diesel sternwheel JUANITA built Parkersburg in 1925, 40 hp. -Ed.

Sirs: We have just purchased a home in Ripley, O. and spent \$5,000 remodeling and adding one new room. When the tornado came up the Ohio valley on Tuesday, April 23 I don't mind telling you we were worried. Ripley was on the fringe of the storm; plenty of wind here and hailstones big as golf balls.

I have two sisters in Levanna, two miles below Ripley, and one of them had her new car turned over and blown toward the river; all that kept it from going into the Ohio was a telephone post. The wind blew the roof off their house. The other sister's house was turned and twisted and the barn was completely torn up. She also lost about six shade trees.

Apparently one twister came up from Falmouth, Ky. and met another

one bound up the river. The meeting spot was at Dover, Ky., and that town of about 200 souls was nearly blown away. Not much was said of this in the papers.

All harbor craft around Ripley and Higginsport was damaged, sunk or blown ashore. Now, one month later, things are pretty well straightened out again.

Carl N. Thompson,
410 Catherine St.,
Ripley, Ohio 45167

=Outlandish winds have struck the Ripley-Dover region before. Only tornado your Editor was in was at Straight Creek Bar; the GENERAL CROWDER was blown broadside to the Ohio shore and the sash went out of the pilothouse. The PHIL SHERIDAN lost her stacks overboard at the same place, 1866. -Ed.

Sirs: I am writing at the suggestion of Rev. Robert Brandstatter. My great grandfather, David M. Swain, built and operated boats on the Illinois and the Mississippi rivers 1890-1924. Could you assist me by suggesting where I might look for information concerning the Swain family and their boats. I'm eager to gather any and all information for the family and children.

Michele Robbins,
813 Highland Avenue,
Dixon, Illinois 61021

Sirs: The "new" DELTA QUEEN will not be sternwheel. She will not be side-wheel. She will be a "Voight-Schneider." Wat in-ell is that, pray tell me?

Sam Orez,
Line Island, W. Va.

=The latest Okefenokee explanation is demonstrated by Albert the alligator. See below. -Ed.

Sirs: I am at present finishing a master's thesis on Ohio River boats and commodity-flow in and out of Cincinnati. Have been researching at the Inland Rivers Section, Cincinnati Library, and will need a copy of the March, 1968 issue of S&D REFLECTOR. Enclosed is check to cover this, and also my dues to join S&D.

Cmdr. John M. Kistler USN,
Miami University,
Oxford, Ohio 45056

Sirs: My next door neighbor is Herman Webb whose father helped care for the survivors, and tend to the bodies, following the fire which destroyed the side-wheeler CITY OF PITTSBURG in 1902. Mr. Webb knew Walter Peal who acted as deputy coroner, as reported in S&D REFLECTOR (March '68 issue, page 35). Mr. Webb's father had a farm in Ballard County, Ky., but now is in a nursing home. We may go down later this summer and talk about the wreck. All of this came out when I got to talking with Herman Webb who had been down in Kentucky to a wedding. I showed him the story in the S&D REFLECTOR and he thoroughly enjoyed it. Small world.

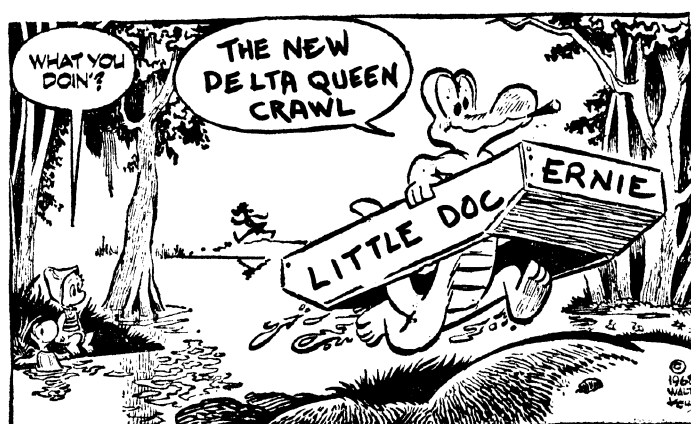
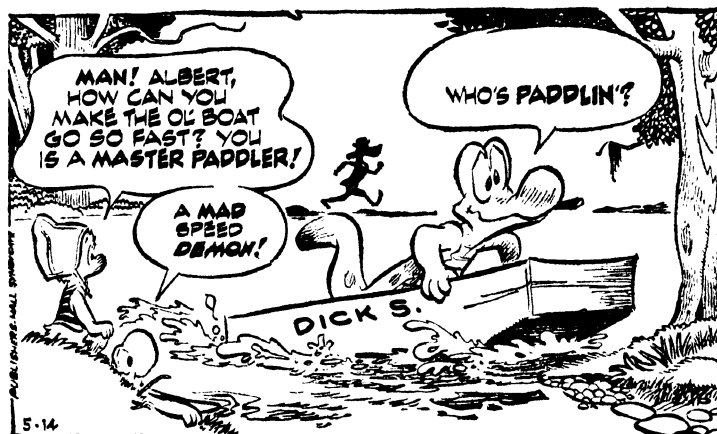
James V. Swift,
7330 Colgate Ave.,
St. Louis, Mo.

Sirs: There is a new book writ by yung Alin Bates down too Looeyville. If I could draw pitchers like that feller Ide take me out a counterfitters lisense and make me some money. There is very little secks in it cept where he calls a boat a 'she' or 'her.'

Cobb L. Stonelevy,
Along the Erie Canal.

=Alen Bates had better produce a few copies of this notorious book come Sept. 21st. -Ed.

POGO



Sirs: The S&D REFLECTOR brings back happy memories. In cleaning out my desk last week I came across a small booklet issued by the Pittsburgh, Brownsville and Geneva Packet Co. containing a list of landings from Pittsburgh to Morgantown, corrected to January 1st, 1898. The steamers of the Line then were the ADAM JACOBS, JAMES G. BLAINE and the I.C. WOODWARD. I pass it along to you. I am the great-granddaughter of Capt. M. A. Cox.

Mrs. P. J. Stelling,
(Mary Ellen Taylor)
2978 Ridgewood, N.W.,
Atlanta, Ga. 30327

=The booklet lists Capt. M. A. Cox as master of the ADAM JACOBS. According to our records, Captain Cox died, 82, at Brownsville, Pa. on February 21, 1904. He had run on transports during the Civil War on the Cumberland and Tennessee. Our thanks to Mrs. Stelling for the booklet. -Ed.

Sirs: The arrival of the June issue of S&D REFLECTOR with the beautifully reproduced painting of the GENERAL WOOD on the cover reminds me to say that I enjoy the magazine immensely. 'Enjoy' is probably too mild a word for it.

Edward O. Clark,
Box 52,
Chalfont, Pa. 18914

Sirs: Your editorial in the June issue suggests that Ray Spencer might do something to have Capt. Horatio Nelson Crooks recognized at the new Belleville Locks and Dam.

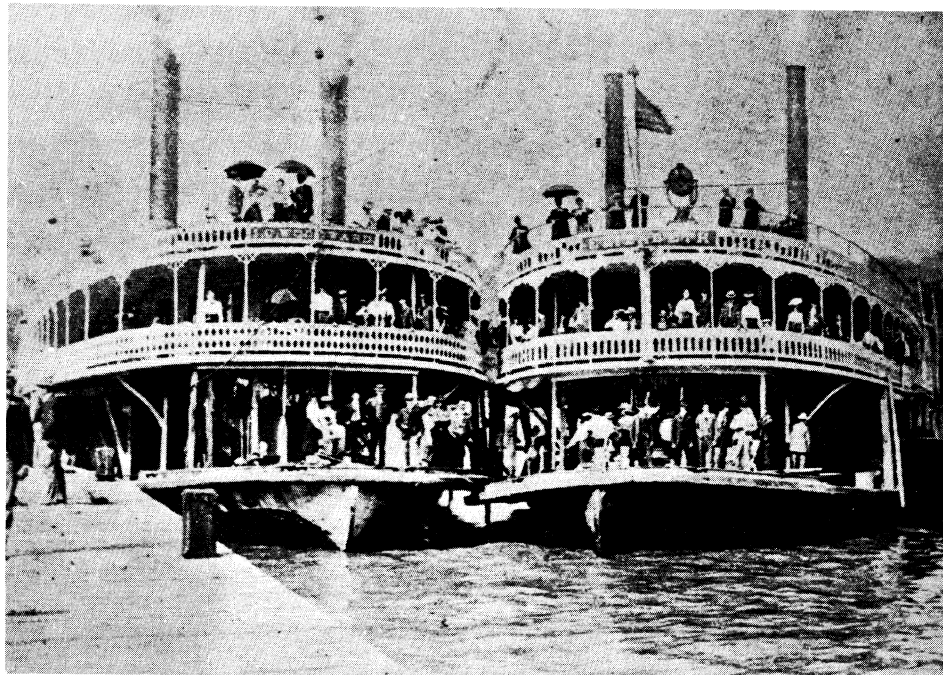
This will not be necessary. I work in the Public Relations Office for the Huntington District, Corps of Engineers. I am the District artist and my office is responsible for all of the displays that are put up in the office or visitors' area at our locks and dams and reservoirs.

Send me a picture of Captain Crooks and some appropriate text and I will see to it that space is provided in the visitors' area at Belleville for his proper recognition.

I joined S&D last year thanks to Jack Burdette of the Corps of Engineers.

Gerald "Jerry" Sutphin,
204 Chestnut Street,
Huntington, W. Va. 25705

=Our thanks to Jerry Sutphin for volunteering his services for such a worthwhile project. -Ed.



TIGHT SQUEEZE

The pilots were the best of friends.

The I. C. WOODWARD (left) and ELIZABETH, two rival side-wheelers on the Monongahela, raced for Lock 9. Neither gave way and both jammed in the entrance. Both claimed priority. The lockmaster was unable to persuade the captains to arbitrate. Finally a telephone call was made to the superintendent of the Line owner in the WOODWARD, who ordered her to back out. The I. C. WOODWARD was part of the Pittsburgh, Brownsville & Morgantown Packet Co., established in 1901 from the older Pittsburgh, Brownsville & Geneva Packet Co. and the independent "Mason Line." No sooner started than new opposition appeared, the Monongahela River Packet Co., who put the ELIZABETH in the Pittsburgh-Morgantown trade. Both I. C. WOODWARD and ELIZABETH had departed from Morgantown on Sunday morning, July 20, 1902, both carrying excursionists, both enroute to Pittsburgh. They raced 10 miles down to Lock 9, which then was located at Hoard's Rocks, a bare two miles above the West Va. - Penna. State Line. (New Lock 8, a scant one-quarter mile below the State line has replaced the old structure.) The pilots that day of the race were Frank L. Ganoe of the ELIZABETH and Frank Williams on the WOODWARD. Later both were partners on the side-wheel COLUMBIA, the best of friends, and not inclined to talk about the Lock 9 collision. For this picture we are indebted to James P. Fogg, 1141 Corporation St., Beaver, Pa. 15009.

Sirs: I am searching for the names of riverboats with pipe organs on them. I have been rebuilding a very small and old pipe organ in the chapel at Covenant Theological Seminary (Reformed Presbyterian). Originally it had a hand pump. Thirty years ago this was taken off and a blower installed. The repairman who made this alteration says he has forgotten the name of the boat the organ came from, but he would know it if he heard it. The history of the organ indicates it was taken off a river boat, then placed in a Chicago church, then served in two Missouri churches prior to its removal to the seminary a year ago.

The JAMES RAYMOND and NORTH

RIVER, which towed showboats in early days, have been eliminated as candidates. The repairman has seen the old NORTH RIVER's organ and says it was a little larger than ours, and it was acquired by somebody in the La Salle, Ill. area.

The original appearance of our organ was about 6'2" tall, about that same width, and 39" deep. There was a large mirror in the center with knobs and spokes radiating out from it. At each end were dummy pipes, all exactly alike, sweeping back semi-circular fashion. The case was dark oak. It would have looked right at home in a saloon.

Robert I. Thomas,
11816 Devonshire Ave.,
St. Louis, Mo. 63131

Bob McCann takes us to task for saying in the June issue that the GENERAL WOOD engines were made by Gillett & Eaton. He says they were Swain compound engines and no doubt about it. Further, Bob speculates they may have come from the old packet LITTLE RUFUS which also had Swain engines the same size, 12's, 24's- 6 ft. By dab Bob is right, and inasmuch as LITTLE RUFUS burned just prior to construction of S. L. ELAM, there is logic to his Sherlock Holmes' deduction. Anybody know about this for sure?

Meanwhile let us confound Bob with this one: Take a gander at the accompanying picture of the ELECTRA. See what we mean, Bob? That's the same whistle which came to Pittsburgh on the S. L. ELAM in 1918. It "came out" on the ELECTRA when she was new at the Howard Ship Yard in 1897. She was built for the Red River trade by Capt. J. W. Brinker, so this was a Red River whistle. Our bet is by some hook-or-crook the Carter people got it, just for that reason, to use on the ELAM which started out on Red River.

Sirs: In the last issue there is a picture of the GORDON C. GREENE downbound in the Colbert Shoals canal. The text states that the shores have been cleared preparatory to filling Kentucky Lake. The old canal is above Pickwick Dam, so you mean Pickwick Lake.

Lawrence E. Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=Larry and Ethel Walker were passengers aboard the DELTA QUEEN on a Chattanooga Cruise this spring, so they're better posted than our editor. Larry is right. -Ed.

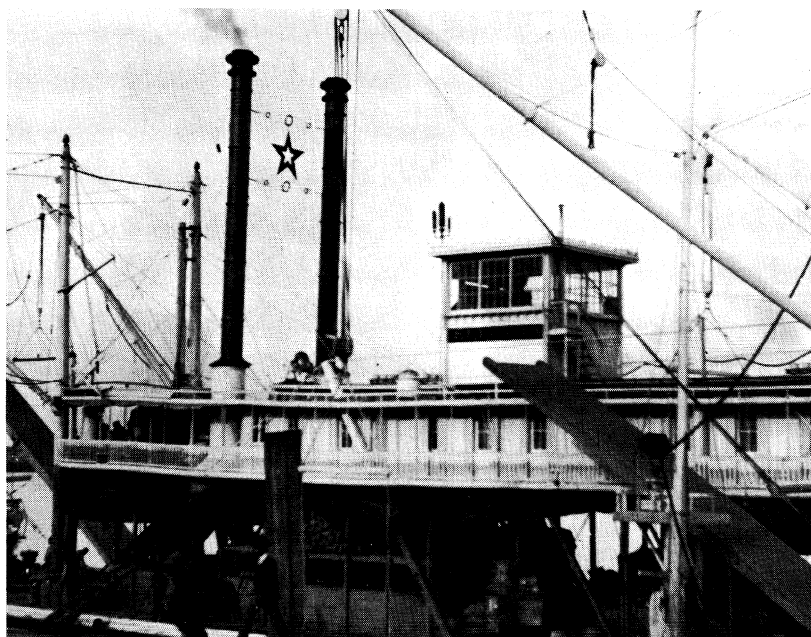
Sirs: Recognition of S & D is truly due as it is undoubtedly one of the best heritage groups in the nation. Not enough is generally known about the contribution that the river boats made to the building of the U.S.

Bernard F. Eichholz,
8 West 16th Street,
Covington, Ky. 41011

Sirs: Pickwick pool---not Kentucky Dam pool.

Earl F. Olson,
Box 390,
Norris, Tenn. 27828

=Earl and his good wife also were aboard the DO along with the Walkers, Fries, Hawleys, et al. -Ed.



COTTON PACKET ELECTRA AT NEW ORLEANS from an original negative sent to S&D REFLECTOR by Ray Phillips, 2330 W. Third Street, Suite 3, Los Angeles 57, Calif. Did her whistle eventually go to the packet GENERAL WOOD? See story to the left. Built in 1897, she ran New Orleans and Red River, through to Shreveport, and once pinch-hit for the JULIAN POYDRAS in Atchafalaya River for Melville and Simmesport. She was sold to Cumberland River Packet Co. and ran out of Nashville commencing in 1905 along with the W. T. SCOVELL and RED RIVER, also imported from the south. In 1907 was operating St. Louis to Missouri River, and Fred Heckman was one of her pilots. Capt. M. T. Jackson and son Dick took her to Mobile in 1911, and in 1912 made a trip through to Columbus, Miss. with her, which well may have been the last packet arrival there. Capt. Owen Burke of Mobile acquired her soon after, rebuilt her, renamed her SUNNY SOUTH. In 1916 she was sold back to New Orleans and turned turtle in Mobile Bay just 25 miles out from Mobile, towed by tug CLAUDE, at 6:30 a.m., April 20, 1916, Capt. Matt Jackson in charge.

Sirs: Emil Bott, the steamboat artist, was quite a character. My husband recalls him as a very old man walking around Monaca, Pa. He always carried an aged rusty-green umbrella. My husband played with his grandchildren whose nicknames were Ick, Yick, Niggie and Fink. My husband was born in Beaver, Pa. When he was very young his father built a large home on Monaca Heights above his brick yards at the end of the P & L E bridge on the Monaca side of the river. From this home, called Welchmont, he used to observe the steamboats.

My grandfather was Capt. Daniel Hull Stone. He was from Beaver and didn't marry until after he was fifty--then was father to seven children. A vivid memory of my childhood was being sent by my father's sisters to Bridge-water with a little tin pail to buy liquid yeast from a very aged

couple (whose names I do not recall) but they were Irish. The husband had been on the river with my grandfather, and when he saw me was always reminded to remark: "And a fair, good-looking gentleman he was, too."

Stella Stone Welch,
(Mrs. James H.)
Box 7,
Hemet, Calif.

=This letter was received by us in May, 1948, and is inserted now due to many references to Emil Bott in recent issues. Capt. Dan Stone was active in the early Pittsburgh & Cincinnati Packet Line as owner-operator of the side-wheel MONONGAHELA and others of note. -Ed.

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

Sirs: This picture of the packet T. M. BAYNE is from an original 8x10. Bob Markle, who gave it to me, got it from the family of the late Herbert Wells who owned the Wells farm back of Follansbee, W. Va. and who died just recently aged 92. It is taken during ice at the foot of Washington Street in Steubenville. The steam ferry at the stern with one stack is the REBECCA.

William E. Brandt,
637 North Sixth St.,
Steubenville, O. 43952

=T. M. BAYNE was built at Brownsville, Pa., 1890 and long served in Steubenville--Wheeling daily service. She replaced the packet ABNER O'NEAL which had been sold to the Missouri River. Capt. George O'Neal, a Civil War vet, commanded, and later was succeeded by Capt. A. F. McCoy. -Ed.

Sirs: I remember first seeing the 1848 Cincinnati mural (March, '68 issue) in the Public Library while there in sixth grade. Our teacher took us on a field trip to visit the then "brand new" library. Seeing all of those old steamboats on such a great big picture was about the most exciting thing that had happened to me all that week. I remember a quiet and dignified lady guiding us to the mural. She paused to explain its antique lore and history.

"Boys and girls, can you tell me on what day of the week this picture might have been taken?" she asked our class.

"Yes, I know," quoth I. "It was taken on a Sunday because there are hardly any people in sight."

That "quiet, dignified lady" turned out to be Mrs. Dorothy Powers of the Inland Rivers Library.

Dale Flick,
6122 Glade Ave.,
Cincinnati, Ohio 45230

Sirs: While poking around in one of my favorite French Quarter junk shops at New Orleans I ran across this photograph of the old LADY GRACE. I did not realize that a steamboat of that name had run before--especially a medium-sized boat. I looked hard and see "Lamb & Son, Clinton, Iowa" on the bulkhead forward of the engineroom door. Get a load of that fancy white paddlewheel.

Clark "Doc" Hawley,
Steamer DELTA QUEEN.

=This is the best yet uncovered

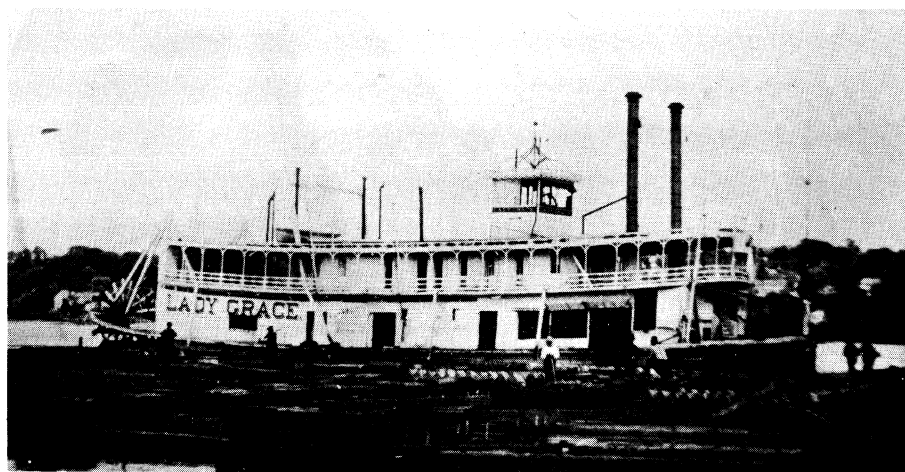


T. M. BAYNE See letter Col. 1.

of the rafter LADY GRACE built in 1881 at Clinton, Iowa for the lumber firm of C. Lamb & Son. She handled Upper Mississippi rafts until 1898 when sold to William Davis of Rock Island. Soon after that, she was resold to Stewart Bros. & Co., contractors, who used her while building the Plaquemine Lock. She was still listed at New Orleans in 1905. A sternwheel gas boat named LADY GRACE was built at Clinton, Iowa, 1905, still running 1929 then owned by William Sala, Winona. Never have seen a picture of that one, nor of the original packet LADY GRACE built at Madison, Ind. 1865 which was the first boat to the scene of the UNITED STATES-AMERICA collision on the night of December 4, 1868, just a century ago. -Ed.

Sirs: Am just back home from a trip on the MORRIS HARVEY, J. S. LEWIS and LAURA J. to Kentucky Lake. We passed 160 boats on the trip, 12 of them sternwheelers. The Evansville (Ind.) Yacht Club is the hull of the old steam towboat ROBERT F. BRANDT, ex-WALTER A. WINDSOR. The old TOM GREENE has been made into a landing boat at the Walker Boat Yard, Paducah. In Cincinnati there is an old steamboat being used as a boat club called the MIKE FINK, formerly the CHARLES DORRANCE, ex-JOHN W. HUBBARD. The second towboat CATHARINE DAVIS is being used as a landing boat by Amherst Industries, Inc. of Cincinnati.

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



LADY GRACE
Turned Up In French Quarter

S&D's editor has operated a fleet of LADY GRACE pleasure boats (eight) since 1934, and the latest is a 20-foot sternwheeler with no roof, built on a Weaver yawl. See letter at the left.

In the dining car of C&O's crack George Washington out of Cincinnati one evening in early May, 1968, was a distinguished group. Doc Hawley and Roddy Hammett were Charleston-bound, and Bruce Edgington was getting off at Maysville.



TENTH ANNIVERSARY of the Howard National Steamboat Museum, Jeffersonville, Ind. was celebrated this summer. Mrs. Loretta M. Howard in the wheelchair was recovering from a fall, and expects to attend S&D at Marietta on Sept. 21 as usual. From the left, standing: Col. Kenneth A. Miller; Richard Vissing, mayor of Jeffersonville; Capt. Floyd H. Blaske, president American Commercial Lines and vice president of the Howard Museum; Mrs. Catherine B. Richardson, president Howard Museum; Rev. George Mackey, rector Church of the Advent, Louisville. The picture was taken in the side yard of the Howard homestead on June 9, 1968 following the ceremonies MC'd by Captain Blaske (who also is president of the Propeller Club of America). Reverend Mackey ten years ago offered prayer when the museum first was opened, at that time being rector of the St. Paul's Episcopal Church at New Albany, Ind. He gave the opening prayer at this tenth anniversary. Our thanks for the picture to Arthur V. Sheckler, Louisville. The photographer was Philip Bettag, Louisville.

A late dispatch brings word that the former packet CHRIS GREENE burned at Dayton, Ky. early on the morning of Sunday, July 22, 1968. It was in use as a boat club there, owned by George Harrison, Sr. There were no injuries reported. The steel hull of the former Greene Line packet was not severely damaged, say first reports. She departed the Cincinnati wharfboat of Greene Line on Oct. 22, 1950 to become a yacht club. The CHRIS (second of the name) was built in 1925, the hull at the Ward Engineering Works, Charleston, W. Va. and the cabin at the Enterprise Docks, Pt. Pleasant, W. Va. Capt. Jesse P. Hughes superintended the work. She originally had a full passenger cabin which was removed in Oct.-Nov. 1936 when she was converted into a freight boat. The CHRIS was a handsome packet but notoriously unlucky as to machinery. In all she broke seven paddlewheel shafts and ran through herself at least 12 times. Her partner boat TOM GREENE broke but one shaft, which also is true of the GORDON C. GREENE.

CAPT. BILL MENKE, 87, died at St. Louis on Monday, July fifteenth, 1968. He is indelibly remembered as owner-operator of the GOLDENROD showboat moored at St. Louis since 1937, although

his river adventures date back to 1903. Bill, christened John William, was a Cincinnati native, and built his first boat at Jersey City, N.J. He and brother Ben were employed in a watch factory there. Together they built a gas yacht, named it CINCY (for their home town) with a hull 38.5 by 10. They ran excursions in New York harbor one season, then shipped CINCY to Pittsburgh by rail. She was launched into the Allegheny River and the boys navigated her to Cincinnati to run excursions.



CAPT. BILL MENKE and friend "Butch" photographed April 6, 1956 aboard GOLDENROD. Butch is Edward F. Kennedy, Jr., nephew of S. Durward Hoag who snapped the picture.

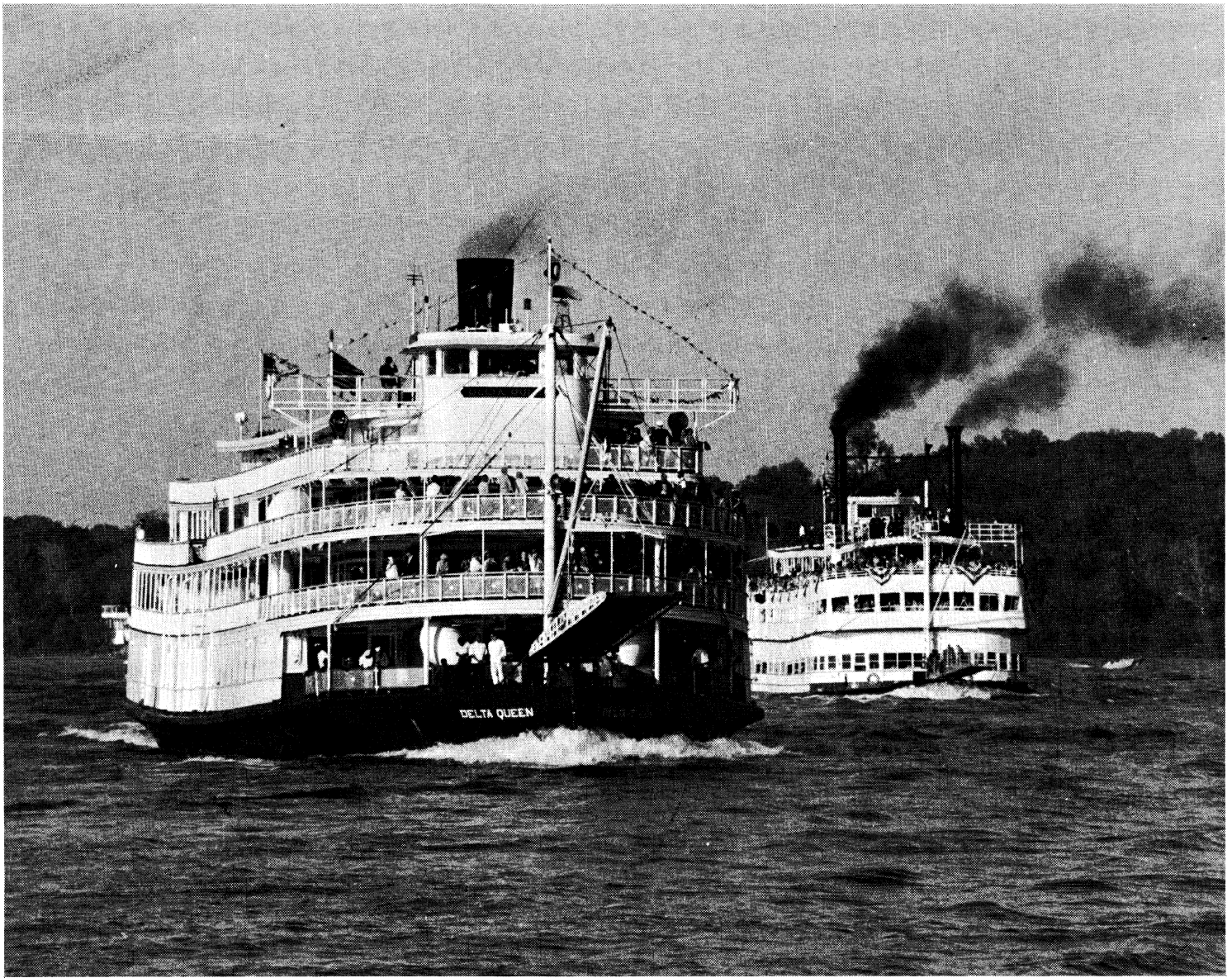
On January first, 1905 they loaded up a movie outfit and started down the Ohio showing in stores, schools, etc. and got caught in ice at Uniontown, Ky. Seems a showboat also was there, the NEW SENSATION, and the Menke boys made a deal to become the advance agents. They used CINCY for the purpose.

In 1911 they got the showboat SUNNY SOUTH, renamed it HIPPODROME, and were in business for themselves.

Capt. Bill Menke one time took a frail showboat from New Orleans over to Mobile and his calliope was heard on the Alabama, Warrior and Tombigbee. He said the dangers of the Gulf waves weren't nearly as bad as fighting mosquitoes and so he never repeated the adventure. Capt. Menke is survived by one daughter, Mrs. Robert Craighead of Pittsburgh; a sister, Mrs. Luella Summers of Covington, Ky., and his brother Charles J. Menke of St. Louis. Services were conducted at the Old Cathedral, St. Louis, on July 19 with burial in SS Peter and Paul Cemetery.

One of our S&D members has acquired a 20-ton steam shovel. He located it several miles from his home and has plans to bring it home and completely overhaul and restore it. Its name is "Big Bertha." First the big boom has to come off before she travels a highway. Mrs. Richard Carmell, wife of the shovel-buff, has problems. Like the time her husband Dick brought home a steam locomotive to love, a real 1½-ton beauty from an amusement park in Texas. He named it BETSY ANN. This unofficial Steam Museum is at 207 Arborcrest Drive, Branch Hill, Loveland, Ohio.

Dick was striker engineer on the GORDON C. GREENE and ISLAND QUEEN. He left the river in '42 for a hitch in the Air Force. Marriage came in '46, and he spent 17 years as engineer with a clock company (Herschede) and for the past four years has been with the Atomic Energy Commission complex near Cincinnati as power plant and utility engineer. "A long journey from the spit and polish and sweet-smelling cylinder oil of a river engineroom to the push-button automated age of nuclear power," he sighs, wondering how he'll get that power shovel home. Yeh, 20 tons.



MOST POPULAR EVENT OF THE RIVERS again was the annual race staged by DELTA QUEEN and BELLE OF LOUISVILLE, a dead start contest from Louisville to Six Mile Island and return, run on the Ohio River, Tuesday, April 30, 1968. This dramatic picture was taken by Jim Harlan, photographer for the Louisville "Courier-Journal," snapped just after the turn-around at Six Mile Island. His paper used it front page, top, in a 4-column cut, issue of Wednesday, May first.

The DELTA QUEEN, upbound on a regular scheduled cruise, had aboard her regular passengers and several invited guests. The BELLE had 838 passengers (at \$10 a throw) but staggered in the loser despite three new boilers (see March issue, page 37) allowed 200 psi, new streamlined bow and a mighty pretty new paddlewheel. Obviously she was outmatched by the DO which just loves to run smoothly in that deep Louisville pool.

What difference who won? The miracle of the event is that two such boats are operative in this year of Our Lord 1968. The BELLE dates back to 1914; the DO to 1925. Both have had close shaves with the undertaker time and again; both have somehow outlasted their contemporaries; both have carried tens of thousands of passengers with safety records almost flawless. This picture is possible thanks to Tom Greene, Dick Simonton, C.

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W. Stoll and kindred believers with conviction that river romance is good business. The race at Louisville was a celebration--not a contest.

Sons and Daughters of Pioneer Rivermen

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