

S&D

REFLECTOR

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of Pioneer Rivermen



Vol. 6, No. 3

Marietta, Ohio

September, 1969



The MORNING STAR in the above picture is down-bound at Bellevue, Iowa (where Upper Mississippi Lock and Dam #12 is today) and the date quite obviously is 1911. Capt. Walter Blair between 1911 and 1917 took this big side-wheeler (250-foot hull) to St. Paul, to Stillwater on the St. Croix to New Orleans, to the Jetties, to Cincinnati and to Florence, Ala. on the Tennessee. In summer he regularly ran her in the trade between Davenport, St. Paul and Stillwater. During this same period Captain Blair also cruised his smaller HELEN BLAIR to Galena, Ill. (the last steamboat there), to Pittsburgh, to New Orleans, and in 1915 he took tourists to Clarendon, Ark. on White River. The adventures of these two boats pioneered the "tourist boat" idea on inland streams.

Both of the above boats originally were Ohio River packets. The MORNING STAR was built at the Howard Ship Yard, Jeffersonville, Ind., in 1901 for the Louisville-Evansville trade, a sensation in that bailiwick where gold-braid side-wheelers

had not operated since the sale of the CITY OF OWENSBORO in 1895 and the sale of the RAINBOW in 1889. She was built with a 225-foot hull, something of a come-down (CITY OF OWENSBORO was 245 and the RAINBOW 264) but was finely finished with a perky glass-enclosed observation parlor on the front of the texas, similar ostentation in the forward cabin area, overhead revolving blade fans through the cabin and commodious staterooms. Her partner packets were the sternwheel TARASCON (our color cover picture, Dec. '68 issue) and the TELL CITY (see story Sept. '66 issue, pages 26-29).

The Louisville-Evansville trade ran into hard times and on April 14, 1910 the assets of the Line went on the auction block, three steamboats and three wharfboats, for a total of \$18,700. By good luck or good management the Line had sold the MORNING STAR just weeks before to Captain Blair. He had taken her to Cincinnati to have 25 feet length added forward of the boilers and so she was not involved in the litigation.

Read the story of the MORNING STAR and HELEN BLAIR starting on Page 23.

Sirs: The picture of the towboat O. F. SHEARER in the June issue was taken just below the ferry landing at East Bank, W. Va. The house in the picture is still there. For Dr. Shearer's information my great-great-grandfather came from Virginia to Madison County, Ky. My great-grandfather was born across from Ford, Ky. in that county, and he lived and died within two miles of where he was born. We were all born and raised around Boonesboro in Madison and Clark counties.

Capt. Bert Shearer,
Box 286,
Cedar Grove, W. Va. 25039

Sirs: Regarding the replica of the SANTA MARIA which was torn from her moorings and sunk in the St. Louis area during the severe June 28th storm, our company was called in to remove the relics. Our divers Paul Laws and his tender Herb Jones spent the first two days securing the boat with hawsers to prevent her listing or slipping. Had to plant deadmen in the shore bank held by poured concrete. Next day statues were removed from the ship's hold and after section. The divers found wooden chests and dioramas floating up against the carlins inside the hold and removed them. The Valley Line came in with that old pro Dalías Flower and his crew. They secured cables under her and lifted her clear of the river bottom. She's now ready for dry-docking.

William H. Dover,
West End Diving & Salvage,
Bridgeton, Mo. 63042

=Bill Dover lately went to the Cayman Islands south of Cuba on a treasure hunt--returned to find the SANTA MARIA in his own backyard. -Ed.

Steve Mackinack of Elizabeth, Pa. is a deckhand on the U.S. Steel's harborboat CIS 4 based at Clairton on the Monongahela. Also he is a prolific builder of model towboats with fidelity of shape, sheer and detail. His first was the MONITOR, built soon after the accident at Lock 3 in 1925 when, rammed by the coal tow of the LA BELLE, she was lost. Next came the A. O. ACKARD, first towboat Steve decked on, and then he built the I. LAMONT HUGHES and the MONONGAHELA. The latter was displayed at the Chicago World's Fair in 1932. He sold the model of the I. LAMONT HUGHES to Mrs. Hughes who presented it to her

husband as a birthday gift. Then came models of the J&L towboats ALIQUIPPA, VESTA, TITAN, B. F. JONES, JR., HENRY A. LAUGHLIN, SAILOR and VULCAN. To date he has built 17 models. At his home he has the VOYAGER in a glass case. Someday soon S&D would be honored to include a Mackinack model on permanent display in the River Museum, Marietta.

Sirs: When you said in the June S&D REFLECTOR that you did not know there had been a towboat ALERT on the Kanawha River I was very grieved. Apparently you do not read my stuff in The Waterways Journal very carefully. I told about the time on the VALLEY BELLE when we met the ALERT at Manchester, O. downbound to pick up some empties for Hatfield. She was a little scow bow boat about the size of the MARLEN RIGGS. I do read the S&D REFLECTOR very carefully.

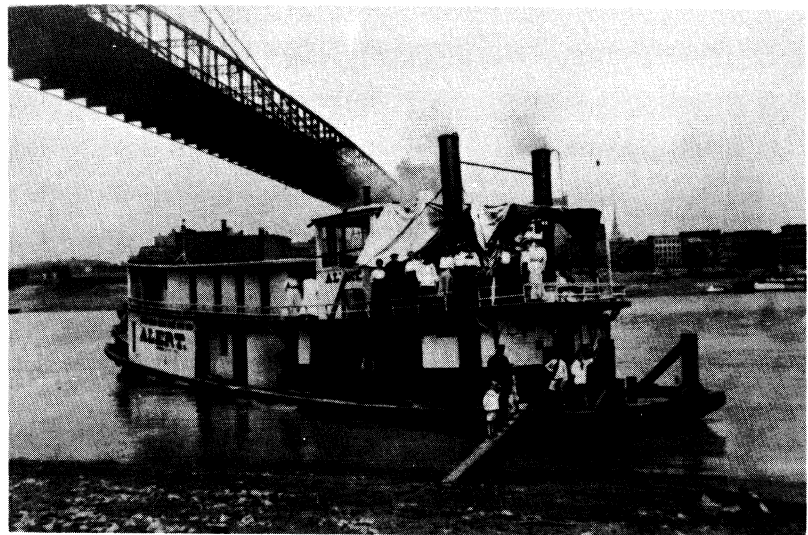
Joseph E. Goold,
4189 S. Harris Hill Road,
Williamsville, N.Y. 14221

Sirs: In 1898 on April 22 I was ten years old. My Dad gave me a job in his Riverton (Pa.) siding yard the day after school was out and armed me with a #3 hatchet which weighed about three pounds at starting time and more than twenty-three pounds at quitting time. I was a "batten boy" at 50¢ per boat, carried my own battens from the sawmill, cut them to length, and fit and nailed them between the studding.

Sandbar Johnny Zenn,
271 Pine Road,
Pittsburgh, Pa. 15237

=Les-see now---that's 666 nails for 50¢ or come April 22, 1970 our batten boy will be 82. -Ed.

The Wellsville (Ohio) River Museum has ceased to exist. The paintings, models and other exhibits have either been stored or returned to the owners. Hopefully the old Post Office building at nearby East Liverpool may become a museum devoted principally to the pottery industry, in which case a room will be provided for river exhibits.



Hatfield's towboat ALERT
She took an excursion to the Kentucky River.

In the last issue we mentioned not knowing that the ALERT was a Hatfield towboat, nor had we seen a picture of her. "Steamboat Bill" Barr of Charleston, W. Va. kindly supplied to us this view shown above. According to Miss Virginia Hatfield the boat had aboard a group of Hatfields and friends and was about to depart from Covington, Ky. for an excursion to Kentucky River. On the plank stands Capt. J. T. Hatfield (Sr.) holding the hand of young Reed Hatfield for whom Reed, W. Va. (now Port Amherst) was named, and also holding the hand of John S. Hatfield (barely shows at the right) who became sales manager for the Hatfield-Campbell Creek interests. On the head of the boat wearing a tie is young James T. Hatfield, Jr., later v.p. of Hatfield-Campbell Creek. Mrs. J. T. (Ellen) Hatfield, Sr. is in the group on the boiler deck. The ALERT became a Hatfield towboat c. 1906 and was still in their fleet when lost by ice in 1918.

A beautifully constructed model of a modern steel 175 x 26 coal barge was recently presented to S&D by William McNally. It is marked HILLMAN, barge # H 10. The model is believed to have been built by the late Elmer Easter.

Arthur J. Brosius of the Union Barge Line was instrumental in having transferred to S&D two towboat models built by the late Capt. Jimmy Grimm. One is of the sternwheel VICTORY formerly owned by the Keystone Division of Dravo and the other is of the UBL diesel SOUTHERN. Some years ago both models were purchased from the builder by Carl Jansen who then was Dravo's president. They have been exhibited at Neville Island since.

Homer Denney and Ernest J. Wilde have presented to the River Museum a cutaway of an actual brass balanced double poppet calliope whistle valve manufactured by the Thomas J. Nichol Company of Cincinnati. This type of valve was patented by Joshua Stoddard in 1855 and has been used on most steam calliopes since that time. The example is from the instrument used aboard the first ISLAND QUEEN of the Coney Island Company, Cincinnati.

THE LOG OF THE BETSY ANN has been republished in a paperback, 74 pages. All of the original text is included, plus comments recently added by the author. The reprint was produced by Dan Pinger who ran the chapters serially in his OHIO RIVER Magazines published at Cincinnati. The cover is a full-color reproduction of artist Dean Cornwell's painting of the boat, the original of which hangs in the River Museum, Marietta. The text of the story is set three columns to the page in about 8-point type, about the minimum for readability. Auto-graphed copies are available to S&D members at \$4 postpaid. Send check or m.o. to Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Sirs: Fire that map maker who transplanted Oklahoma (June issue on page 5) and get one who knows where Arkansas is.

Paul E. Rieger,
5031 Westminster Road,
Sylvania, Ohio 43560

=The error is on the map tracing the wanderings of the RUTH NO. 2. -Ed.



ANNUAL MEETING will be held at Marietta, Ohio on Saturday, September 20, 1969 with headquarters at the MOTOR HOTEL LAFAYETTE.

All members and families are invited to attend.

- 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.

Sons and Daughters of Pioneer Rivermen

"Beautiful Ohio" will officially become the State Song of Ohio on October 14 next. The 51-year-old tune was written by Ballard McDonald and Mary Earl in 1918 and has been so popular that many Buckeyes figured it was the State's theme song all along. Objectors and scoffers are yelling their heads off. The song about a little red canoe drifting in the moonlit stream is about the Ohio River, not the State, and the river is owned by West Virginia and Kentucky, not Ohio. Anyhow the Beautiful Ohio is polluted, they say, and unglamorous. Ohio never has had an official song until now. The West Virginia hillbillies have three: "The West Virginia Hills," "This is my West Virginia," and "West Virginia, my Home, Sweet Home." Kentucky predictably has "My Old Kentucky Home." Funny that Ohio didn't consider that one about the sweetest little O-My-O down along the banks of the O-hi-O.

FOR THE RECORD: The portrait of the side-wheel ADAM JACOBS in our June issue originally came from the collection of Dr. Henry D. Wilkins of California, Pa. He tells us it was taken at Brownsville, Pa. The old covered bridge shows at the extreme left and the houses and landing on the far shore are at West Brownsville.

Jerry S. Witten of Sistersville, West Va. died at the age of 83 on Wednesday, July ninth, 1969. As a member of a distinguished river family he made available to the S&D REFLECTOR an original daguerreotype of the side-wheel MESSENGER NO. 2 made in 1849 and reproduced on page 30 of our March '66 issue. Also he loaned a daguerreotype made in 1850 showing "Bill" Dugan and his ancestor Capt. Nick Witten. This appeared in our Sept. '68 issue, page 22.



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

The whistle of the A. B. SHEETS when blown at the Whistle Blow didn't sound quite like itself. Thanks to Capt. Alan C. Gumbert, superintendent of river transportation, U.S. Steel, we now give the explanation. At one time one of the bells blew off and went into the river. "Although the replacement bell matches as close as possible the original, anyone who remembers the original tone will detect a slight difference," says Captain Gumbert. "Not much," he adds, "but there is a slight difference."

The story of the whistle is interesting as Captain Gumbert tells it. It was originally put on the SAM BARNUM (second) while that boat was in the Diamond Coal & Coke Co. Capt. William Cowan was master of the boat and had requested Albert R. Budd, company president, to provide a louder whistle than the original. In such way, Captain Cowan was the first to blow it. That it was loud there was no doubt--once she blew for Lock 2, Monon River, and the boys at Lock 2 on the Allegheny heard it so clearly they opened the gates for her.

The SAM BARNUM was sold to the Hillman Transportation Co. and the whistle went along, the boat being renamed A. B. SHEETS. As an interesting sidelight, Capt. George T. Griffith stood his first pilot's watch on the A. B. SHEETS and later became superintendent of river transportation for U.S. Steel. When the SHEETS was dismantled her whistle was presented to Captain Griffith by Hillman's Capt. John L. Howder, and he put it on U.S. Steel's DUQUESNE. That was the last boat it was used on, and Capt. Paul R. Cowan was the last to blow it--son of Capt. William Cowan who was the first to blow it.

The first boat Capt. Alan C. Gumbert worked on was the A. B. SHEETS. He stepped aboard at the Point in Pittsburgh, 10:30 a.m., June 9, 1924, and that was the first steamboat whistle he blew as a crew member. Consequently it had a special value to him. The DUQUESNE was still blowing the

whistle in 1958 when Capt. George Griffith retired. One of his last instructions was that it should be kept on any steam towboat Capt. Paul Cowan skippered, and when there were no steamboat whistles blowing any more it was to become Captain Gumbert's property.

Due to circumstances Capt. Alan Gumbert could not be present at the Whistle Blow, a real shame. He delegated the honor of blowing the whistle to Capt. Paul Cowan who did a good job of it. On the sidelines listening was George W. Pangburn of the Ohio Barge Line. George's father, Samuel S. Pangburn, and his uncle, George H. Pangburn, both had been chief engineers on the A. B. SHEETS. They carried her "hot" and who knows? Maybe the original bell was blown off during one of those occasions when the firemen felt better hanging a hat over the firebox gauge.

THE LATE JAMES BLUDSO, ESQ.
By a Disgusted Engineer

The poem JIM BLUDSO OF THE PRAIRIE BELLE was reproduced in our June '65 issue, page 3. Now we present a critical review printed in the Providence (R.I.) Herald in the spring of 1871, and copied in the Keokuk (Iowa) Daily Gate City on Sunday, April 9, 1871.

I've read that screed about Bludso,
Who run on the PRAIRIE BELLE;
Whether him or the fellow who wrote it
Was the biggest fool I can't tell.
But there's one thing dead certain,
The fellow who spun that yarn,
Knows more about hay-stacks than smoke-stacks,
And I think that he'd better larn,
Before writing of boats and engines,
And engineer's work and the like,
A safety valve from a throttle,
New York slang from Pike;
And as for a couple of wives or so,
And things as bad or worse.
I hold these as private matters,
And not fit subject for verse.
What I look at is the foolishness
That he puts in an engineer's lips,
About "holding her nozzle agin the bank"
And the way that he passed in his chips.
Does he think that a greaser uses a pole
To poke a steamer along?
Don't he know that an engine'll go herself
If you open the throttle strong?
A man that runs on the Mississippi
Has trouble and worry enough,
Without being saddled after he's dead
With a lot of disgusting stuff;
Why a fellow that didn't know more than him,
He couldn't have held a place
On a "wheelbarrow" boat to tow a coal scow,
Much more on a packet to race.
If he had seen his duty at all,
He'd have known that he could do more
By letting up that "yelling" of his
And helping the others ashore;
But if he was such a dod-rotted ass
As to stay and be cooked that night,
I know what a Pike County verdict would be,
'Twould be "served the darned fool just right."



Dick and Marian Bissell brought from Darien, Conn. four whistles including that of the AQUILA. Unfortunately the latter one refused to percolate due to laryngitis acutus. A new company to perform Dick's "Pajama Game" is being formed and will go on road tour. Mack Gamble says it is hard to tell which of the Bissell novels is the most popular with rivermen. We noticed that Dick and Capt. Bill Pollock had quite a time of it recalling mutual river acquaintances from the Upper Mississippi.

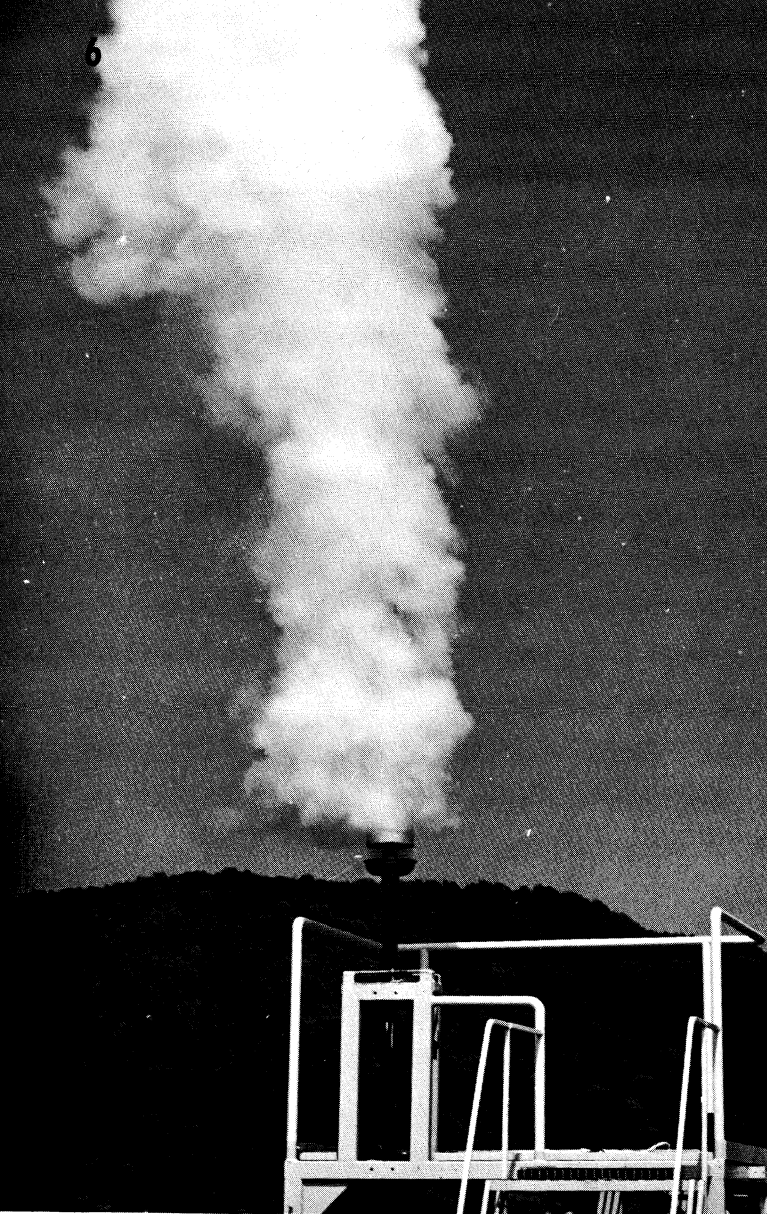
From the left: Mrs. C. H. Fuchs of Mansfield, O.; Mrs. J. W. (Bee) Rutter, S&D's secretary; Mrs. Charles G. (Catherine) Remley, curator of the Campus Martius Museum, and Mrs. S. Durward (Della) Hoag, Sr., wife of the excellent photographer who took most of these pictures of the Whistle Blow activities. At extreme lower right is Yampa, the Hoag's human collicie.



The Third (Red Carpet) Whistle Blow

Held on Saturday, June 21, 1969 at the Union Carbide Corporation plant, Long Reach, West Va. Listed on this and on the next page are some of the S&D members and others who attended. A complete guest register would take up five times the space allotted here.

Mr. and Mrs. Clark E. Jones, Iowa City, Iowa; Mr. and Mrs. Nelson Gardner, Gallipolis, O.; Mr. and Mrs. D. J. Wetherholt, Gallipolis, O.; Robert Booth, Pittsburgh; Mr. and Mrs. Harry Pettit, Marietta; Mr. and Mrs. Harry Pettit, Jr., Louisville; Nathan Carder, Murraysville, W. Va.; Sylvan H. Gardner, Gallipolis; James D. Robinson, Gallipolis; Mr. and Mrs. William G. Patterson, Richmond, Ind.; Dan Owen, St. Louis, James T. Swartzwelder, Pittsburgh; Ralph Baggaley, Jr., Pittsburgh; Walter M. Windsor, Pt. Pleasant; Gerald W. Sutphin, Huntington; Dr. and Mrs. Frank Pollock, Winston-Salem, N.C.; Capt. Clare Carpenter, Belpre, O.; Mrs. Grace Hawley, Charleston; Mr. and Mrs. Robert F. Thomas, Powhatan Point; Mr. and Mrs. George Pangburn, Elrama, Pa.; Capt. and Mrs. Paul R. Cowan, Clairton, Pa.; Robert M. Smith, Sewickley, Pa.; James R. Paisley, Wheeling; Bud Daily, Toronto, O.; Fred D. McCullough, Vanport, Pa.; Capt. and Mrs. William S. Pollock, Beaver, Pa.; Mr. and Mrs. Nelson Brown, Marietta; Mr. and Mrs. William F. Judd, Cincinnati; Capt. Lewis B. Reade, Marietta; William F. Brandt, Steubenville; Robert Markle, Steubenville; Bob Kennedy, Kenova, W. Va.; Mr. and Mrs. Gene Fitch, Hebron, O.; Capt. Clarke "Doc" Hawley, Charleston; Mr. and Mrs. Larry Walker, Cincinnati; Mr. and Mrs. Robert Barr and son "Steamboat Bill" Barr, Charleston; Capt. Harry White, Witches Creek, W. Va.; James C. Way and son Thomas E. Way, Ashton, Ill.; Mr. and Mrs. John Fryant, Alexandria, Va.; Charles M. Dooley, Cincinnati; Mr. and Mrs. W. K. Carpenter, Harrisville, W. Va.; Capt. and Mrs. L. K. Ehringer, Pittsburgh; Capt. and Mrs. Ed F. Smith of Pittsburgh; Mr. and Mrs. Charles Fuchs, Mansfield, O.; John S. Foster, Gallipolis; Bob Erwin, Gallipolis; William McNally and son Joe, Crafton, Pa.; Capt. and Mrs. Homer Payton, New Matamoras; Capt. and Mrs. Dick Bissell, Darien, Conn.; Mrs. Dorothy Frye, Cincinnati; Charles E. Williams, Little Hocking, O.; Francis Mulen, Gallipolis; Robert A. McKelvey, Marietta; Charles McKelvey, Augusta, Ga.; H. O. Reynolds, New Cumber-



All of the pictures on pages 5, 6, 7, 9, 10, 11, and 12 were taken at the Whistle Blow by S. Durward Hoag with his famed "Sharp eyed camera," to whom our thanks.

Also we have received very good pictures of the event from Capt. J. W. (Woody) Rutter; from Capt. Ross Rogers, Jr., and from James R. Paisley. Some of these may appear in later issues.

ABOVE: The whistle from the J. T. HATFIELD, presented to S&D by the entire Hatfield family, in action.

RIGHT: Steve Hoag got up on the roof of a nearby building to take this air shot of some of the spectators.





LEFT: Robert and Louise Barr of Charleston, W. Va. are on the left. In the center is Capt. Doc Hawley's mother Grace Hawley. On the right are L. K. (Lee) and Mrs. Marmet. Hovering in the background at extreme left is Francis Mullen and in the center is Capt. William S. Pollock. We don't recognize the gentleman with the white hard hat between the Marmets.

land, W. Va.; Capt. and Mrs. Ross Rogers, Jr., Sewickley, Pa.; Capt. John L. Beatty, Cincinnati; Dely Robertson, New Richmond, O.; Mr. and Mrs. S. Durward Hoag, Marietta; Lou Seshar, North Charleroi, Pa.; Mr. and Mrs. Charles G. Remley, Marietta; Cornelia Reade, Marietta; Mr. and Mrs. Frederick Way III and sons Jay and Bob, Cleveland Heights, O.; H. C. Putnam, Warren, Pa.; Mr. and Mrs. Charles Pratt, Columbus, O.; Capt. Charles Stone and son Capt. Charles Henry Stone, Pt. Pleasant; Glenn SeEVERS and Clarence R. Smith, Marietta; Gabriel Chengery, Pittsburgh; Capt. Bert Shearer, Charleston; J. Wells Kinkaid, Jr., Sistersville; Ernest J. Wilde, Cincinnati; Capt. and Mrs. J. W. Rutter, Canal Winchester, O.; Robert L. Stone, Pittsburgh;

Robert H. McCann, Cincinnati; Mr. and Mrs. Charles F. Dietz, Louisville; Miss Virginia Hatfield, Mrs. Hatfield Stickney, Mrs. J. T. Hatfield, Jr.; Mr. and Mrs. J. T. Hatfield III and son J. T. Hatfield IV; Capt. William Stinson, McKeesport, Pa.; Larry Crain, Coraopolis, Pa.; Leigh Dickinson and Jim Hill, Wheeling; Capt. Robert W. Lips, Huntington; Ernest Smith, East Liverpool; Harry Geisler, Duffy, O.; Jay P. Ollom, Clarington; Homer Dunn, Sardis, O.; Wesley McDougal, Clarington; Roy Thistle, Sistersville; Homer Denney, Cincinnati; Joe Cook and son Tom Cook, Charleston, Mr. and Mrs. L. K. Marmet, Cincinnati; Bob Kreamalmeyer, Neville Island, Pa., and Mr. and Mrs. Walter W. McCoy.



RIGHT: Bob and Jay Way, sons of Fred Way III are on the left. Center is Tom Way, son of James C. Way standing at the right. Between them is Harold C. Putnam of Warren, Pa.

Social

Union Carbide's Man from Gl'ad who sanctioned and played host to the day's activities was plant manager G. W. Yule.

Homer Denney of Cincinnati was dean of the calliope players. The instrument, brought to the show by its owner Ernest J. Wilde, had not been played since removed from the excursion steamer AVALON some years ago. Several hours were spent tuning it.

WWVA-TV took six hundred feet of sound-track film during the meet.

John Butler made remote recordings for Mode-Art down along the river shore. The West Virginia State police discovered him amid the willows and had to be convinced that John was really on a whistle-sound hunt.

The red carpet on which the expectant and spent whistles were laid out was John Beatty's contribution.

Some thought the big silvery whistle from the SOUTH AMERICAN late of Great Lakes' fame was the best one blown.

The Walkers and Dorothy Frye came by river, arriving as guests of Mr. and Mrs. Gene Fitch aboard the CLAIRE E.

Bob McCann was the official broadcaster to the populace, and grateful thanks to him for many interesting comments.

Pleased to see Fred McCullough the lockmaster from Montgomery Locks and Dam. Clyde Emrick, who retired ten years ago after having served 34 years at Ohio River Lock 19, was on deck.

Paul Westerman of New Martinsville recalled that he had worked on the side-wheel VERNE SWAIN for Capt. J. Orville Noll.

The mighty air horn ensemble came from the manufacturer, Kahl-enberg Bros. Co. at Two Rivers, Wis. and there was much speculation about its list price. We heard \$2,338 which, being an odd figure, sounds authoratative. The gentleman who arranged to have it sent to Long Reach is our good friend Ralph Baggaley, Jr., dealer in riverboat haberdashery, who operates from his home at 515 S. Aiken Ave., Pittsburgh. Should you want such a horn as you undoubtedly heard, ask for a 354 Q4 chrome plated one.

F. M. Alverson, one of the horde of spectators, was the dispatcher for the old Inland Water-

ways Corp. in 1922 at Louisville.

Walter Carpenter had six boys in tow, all of them grandsons of Capt. Hi Carpenter.

Bob Kennedy has our thanks for a very fine Valvoline cap but we had a peeled nose anyhow next day and so did most everybody.

Delly Robertson said she enjoys the latest Inland River Record so much she takes it to bed with her. "Better than the telephone book," she added gaily.

Bob Thomas with a bandaged finger recalled that he was on board the packet LIBERTY when she was launched at Clarington--and he was the only one aboard.

Mrs. Kathryn Hook Zumbro of Route 3, Stockport, O. 43787 told us she is a great-granddaughter of Capt. Isaac N. Hook.

W. K. Downs is not a riverman although he did work a while on the JULIUS FLEISCHMANN. He was a passenger and freight conductor on the B&O's Ohio River Division 46 years until retirement. He came up from Parkersburg just to hear those steamboat whistles blow once more.

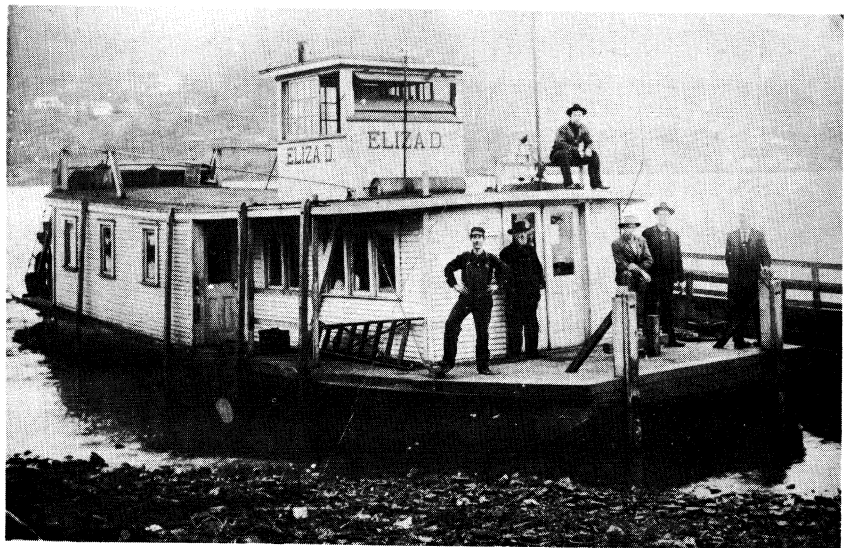
Yeh, that busload of sight-seers had nothing to do with S&D or Union Carbide. The driver had them on tour enroute to New York.

He heard at Huntington about some sort of show going on at Long Reach so he turned in the driveway. Several of the lady tourists got the idea that Union Carbide Corporation manufactured steam whistles every day in the week at Long Reach. They figured they were listening to the daily testing. Others thought that new steamboats were waiting at the river to get these whistles put on them. Others had the notion that soon as the whistles went on the new boats everybody was to be invited for a river steamboat excursion.

That r-e-a-l l-o-n-g blast of the J. T. HATFIELD whistle was blown by Miss Virginia Hatfield and her sister Mrs. Stickney. It sounded like Walk Litten blowing a begging whistle above Clarington.

What we missed was the concert at the Wells Inn with Wells Kin-kaid playing his Boom-Bass and O. O. Brown at the piano.

Bob Erwin of Gallipolis had along a beautifully bound album of photographs of the ill-fated Silver Bridge at Pt. Pleasant. His documentation of the tragedy commenced 10 minutes after the bridge fell.



The ELIZA D.

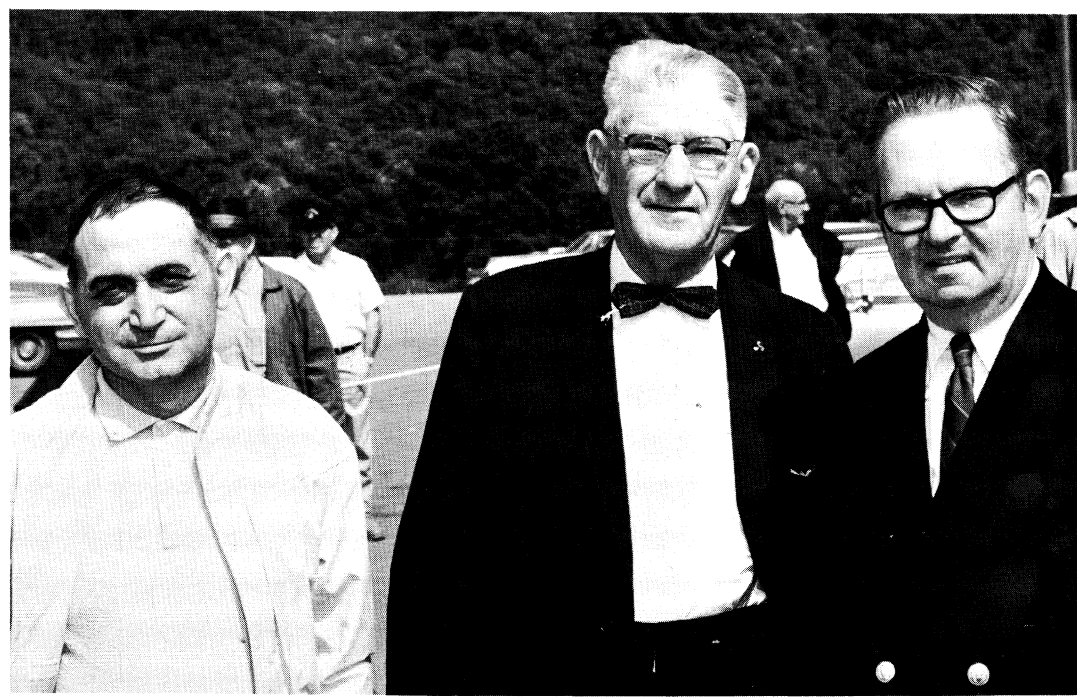
She did ferry service at Wheeling and Wellsburg.

The above photo, made by a Bridgeport, O. (opposite Wheeling) photographer recently was presented by William McKinley of Point Pleasant, W. Va. to J. Mack Gamble. The ELIZA D. was built at the Mozena Bros. boatyard, Clarington, O. in 1909 on a hull 52.1 by 12.3. Originally 20 hp. she later had an International 25 hp. engine. The above picture undoubtedly was taken when she was handling a ferry flat at 24th Street, Wheeling. Also she did ferry service Wellsburg, W. Va. to Brilliant, O., filling for the regular steam BUCKEYE. At that time she was run by Tommy Roberts, step-father of Bill McKinley. Later Edgar Reilly of Clarington bought her for local low water work. Eventually she wound up in Little Kanawha River service. Bill McKinley who gave the picture to Mack boated on the VIRGINIA and finally on the PIONEER for Dravo.

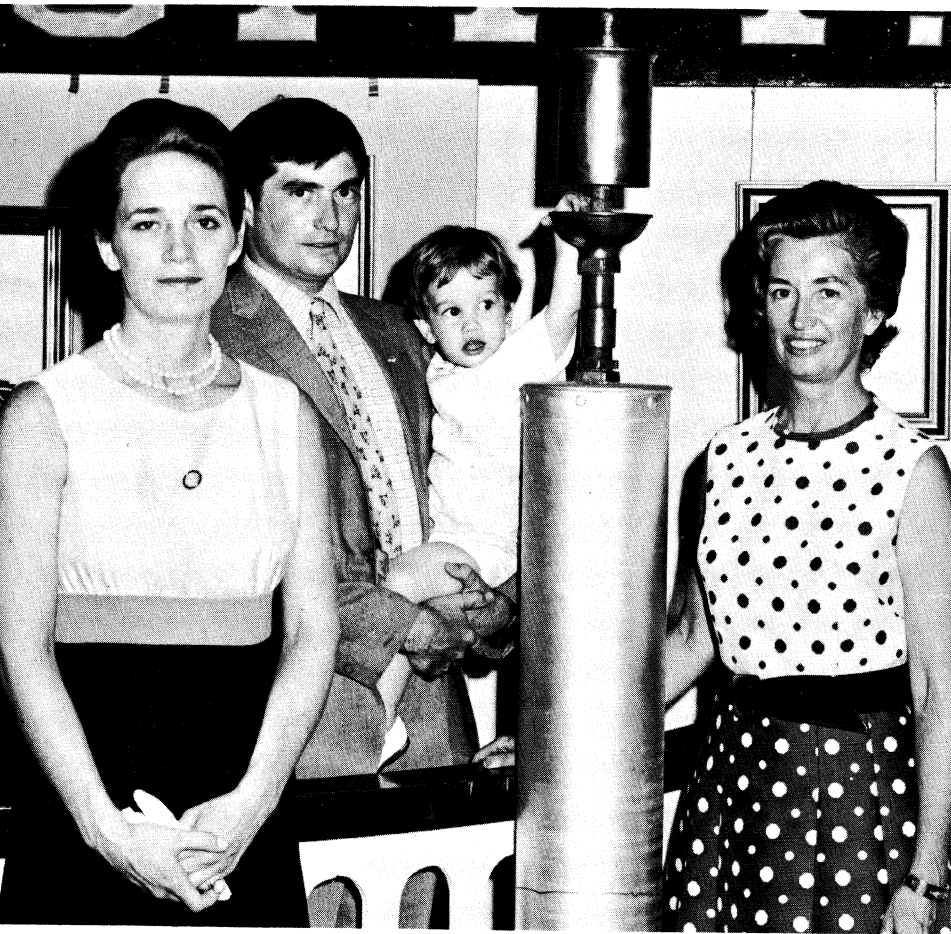


Capt. and Mrs. L. K. (Larry) Ehringer (left) with their good friends Capt. and Mrs. Edward F. Smith. Larry Ehringer is river marine superintendent of the Jones & Laughlin Steel Corporation's fleet based at Floreffe, Pa. on the Monongahela River. Capt. Ed Smith recalled the time he made a round trip Pittsburgh to Charleston doing the pilot-house handling on the diesel sternwheeler SMOKY CITY, pinch hitting for the packet LIBERTY which was out of commission. They towed ahead a covered cement barge in which the coops of chickens and other freight was handled. Mrs. Helen Smith is a daughter of the late Capt. and Mrs. Charles Zubik. She and her husband share a beautiful home adjoining Pittsburgh's North Park section.

On the left is Capt. Paul R. Cowan, master of U.S. Steel's towboat JOHN H. ELLIOTT. He was delegated to blow the old whistle of the A. B. SHEETS inasmuch as he was the last pilot to blow it after it had been placed on the steam stern wheel DUQUESNE. His father, the late Capt. William Cowan, was the first pilot to blow it when it first appeared on the SAM BARNUM (second). In the center of the above picture is Lou Sesher of North Charleroi, Pa. who lately has provided interesting and valuable information for this magazine regarding the Hammett & Sesher Boat Yard operations at Marietta. On the right you will recognize Capt. Larry Ehringer who is introduced in the view shown above.



A notable group here. From the left are Joe McNally and his dad William McNally. In the center is Jim Swartzwelder who has been doing considerable piloting with the Gateway Clipper fleet at Pittsburgh. Next is Gabriel Chengery who has been a crew member on the DELTA QUEEN where he became a pro at calliope playing. On the right is Bob Smith, connected with the Jones & Laughlin operations at Aliquippa, Pa. (note the insignia on the hard hat) and who now resides at Sewickley.



A formal presentation of the wildcat whistle from the first J. T. HATFIELD was staged at Campus Martius Museum on the afternoon of Friday, June 20, 1969. From the left: Mrs. and Mr. J. T. Hatfield III and son J. T. Hatfield IV. To the right of the famed whistle is Mrs. J. T. Hatfield, Jr. Mrs. Catherine Remley mc'd the occasion introducing the guests. The story of the whistle was recounted by Charles Pratt, assistant director of the Ohio Historical Society and acceptance for S&D was made by Captain Way. Capt. Charles Young of Gallipolis was the honor guest, having served as master on various towboats in which the Hatfield family owned or had interest. Light refreshments were served.

The Hatfields and the McCoys mingled at the Whistle Blow. At the left is Mrs. Louise Hatfield Stickney and on the right is Miss Virginia Hatfield, both of Covington, Ky. Walt McCoy, chairman of the whistle event, smiles happily inasmuch as the weatherman gave him a perfect day of sunshine for his outdoor event and the attendance surpassed all estimates. The two distinguished ladies in the picture are daughters of Capt. J. T. Hatfield (Sr.) who pioneered the river coal firm which mined and transported coal from the Kanawha River to Cincinnati and elsewhere.

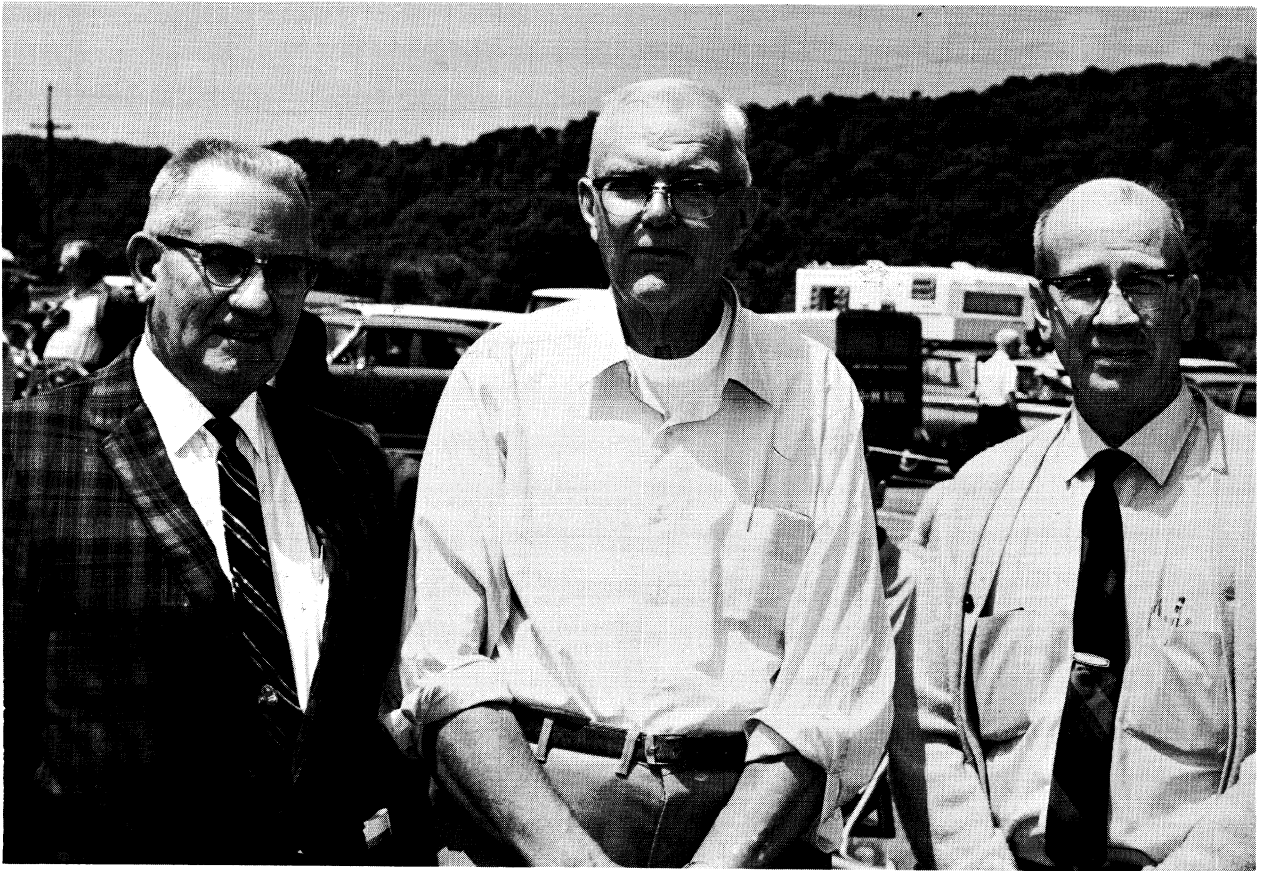




River engineer Charles F. Deitz (left) stood watches aboard the QUEEN CITY with Capt. William S. Pollock who stands next to him accompanied by his wife Betty Pollock. Bill Pollock was given the honor of blowing the QUEEN CITY whistle at the Whistle Blow inasmuch as he is the pilot who last blew it "for real" on the boat's final voyage. This is the first S&D affair which the Pollocks have attended. On the right are Capt. Lewis B. Reade, no stranger to these pages ("Mother's Christmas Party," in Dec. '67 issue) and his daughter Cornelia Reade.



From the left: Mrs. Lawrence E. (Ethel) Walker; Capt. F. Way, Jr.; Lawrence E. (Larry) Walker; Capt. "Doc" Hawley of DELTA QUEEN fame, and Mrs. Dorothy Frye. Also we note, peeking over Dorothy's shoulder, extreme right, Mrs. Homer Hawley, Doc's mother. Larry Walker is an officer of the Union Central Life Insurance Co., Cincinnati. Dorothy Frye is a talented artist. Her oil painting of the side-wheel JACOB STRADER, which she did for Jack and Joan Strader, was reproduced in this magazine, March '66 issue.



On the left is Robert A. McKelvey, area chief for the U.S. Engineers, Huntington, who will soon receive his 40-year pin for long service with the government. On the right is Charles C. (Pat) McKelvey, lockmaster at the Savannah Locks and Dam in Georgia, who took his vacation timed to attend the Whistle Blow. J. Mack Gamble, center, S&D's board chairman, wrote the details of the event for the June 28, 1969 issue of The Waterways Journal.



Capt. Charles C. Stone (left) who lives near the Point where the Kanawha joins the Ohio attended the show, renewing acquaintances with a host of friends, not the least of whom was Capt. Hiram A. Carpenter (right) of St. Marys, W. Va. "Hi" Carpenter contributes a letter on another page of this issue. He celebrates his 89th birthday this coming December 3rd.



Dorit Rogers, wife of Capt. Ross Rogers, Jr., smiles for the camera as she pauses a moment. Her day was chiefly occupied in supplying whistle records and colorful steamboat pictures to an appreciative throng of customers.



AN OCCASION

Harvard's president Pusey (left) visits with C. W. Stoll in BELLE's pilothouse.

The BELLE OF LOUISVILLE could use a v.i.p. guest register. In past issues of this magazine we have pictured Richard Nixon at the pilotwheel and Nelson Rockefeller on the stageplank. On Saturday, May 17th last she had aboard at Cincinnati the much publicized Nathan M. Pusey, president of Harvard, who last April met student mutiny head-on with excursion boat tactics and, to no surprise to any good excursion boat crew, came out on top.

Harvard, Wisconsin, Notre Dame, Purdue, Brown and Marietta participated in a shell race at Cincinnati on May 17, and Harvard won. The BELLE was there to carry spectators, as was the Johnson Party Boat towed by THE CAPTAIN. Prexy Pusey came aboard the BELLE after the Harvard win to meet the crew of Louisville's famed steamboat.

John E. Bower of the Bower Hotel, Fredericktown, Pa., was reminded of an old family letter in his possession. In 1800 a flatboat loaded with barrels of Monongahela rye was hard aground on a sandbar near West Point, Ky. on the Ohio River. The crew members included Nathan Pusey of Fredericktown and also John Bower's grandfather. Harvard's president later wrote to C. W. Stoll: "Mr. Bower's letter about Nathan Pusey was a most interesting and amusing sidelight on family history. This Nathan was my great-grandfather. I hope he and his fellow boatmen did not have to jettison their valuable cargo to free their flatboats."

The river pilot's best friend on the graveyard watch, the moon, was invaded on July 20, 1969 at 10:56 p.m. (E.D.T.) when U.S. Astronaut Neil Armstrong set down his 9½B boot. Armstrong had arrived aboard the EAGLE which was mothered there by the COLUMBIA, both propelled some 238,857 miles from earth on the forecandle of APOLLO 11. We insert this information that the reader may remember the date and pertinent facts. Webster's spells moon with a small "m" and earth with a small "e" yet capitalizes Mercury, Venus, Mars and the lot. We recommend changing moon to Moon with the further suggestion that billions go toward building a duplicate Moon to shine upon inky rivers when No. 1 is in its too frequent blacked-out phases. Dr. Wernher Von Braun please note.

NOTICE TO PASSENGERS

This Boat will not be responsible for valuables, unless deposited with the Clerk in the Office.

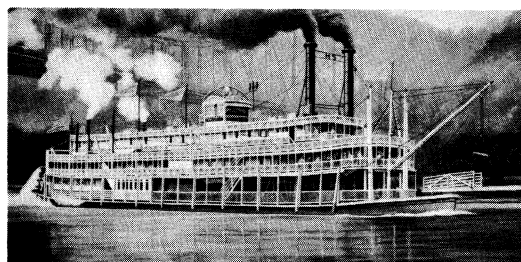
Cork Life Preservers Can be found HANGING IN THE ROOMS, OR UNDER THE HEAD OF EACH BED. They are adjusted by slipping the head through the loop, similar to putting on a jacket, and tying the tapes across the breast.

Wooden Life Floats are to be found on the Lower Deck and on the roof.

Life Boats are to be FOUND ON THE UPPER DECKS.

The Doors and Blinds can be lifted off the hinges and used as Life Floats.

The above notice-card was handed to guests at Sistersville's swank Wells Inn on Whistle Blow Day as a souvenir of the excursion boat EPH WELLS. Such cards were required by U.S. law, framed under glass and displayed in each stateroom aboard old-time packets. The outside doors actually could be quickly unhinged. The "blinds" also, in effect wooden venetian doors slatted to admit air during hot weather at the same time permitting privacy. Wooden life floats were prohibited some years ago as dangerous--a swimmer struck in the head by one thrown to him could be knocked senseless or killed outright.



High Quality Records & Steamboat Pictures

Excursion steamer HOMER SMITH from an original oil by artist William E. Reed. Her whistle which also served on the CHRIS GREENE and briefly on the DELTA QUEEN blows again on WHISTLE ECHOES NO. 1.

WHISTLE ECHOES. Two 44-minute records of old steamboat whistles blown with live steam. Available at \$5.95 each; both for \$10.45. No. 1 is all whistles. No. 2 has some calliope music, a song, and more whistles.

MYSTERY RECORD. We will have ready, for Christmas distribution, a third steamboat whistle record. Right at this moment we don't know what will be on it, but it'll be a good one. Take a chance with us and ask for WHISTLE ECHOES No. 3 at \$5.95. All three (the two above and this one) for package deal of \$15.

DELTA QUEEN CALLIOPE played by that pro "Doc" Hawley on a 7-inch record, 8 selections, \$2.05.

STEAMBOAT PICTURES IN FULL COLOR, each 16 by 21 inches, from original oil paintings by William E. Reed. The QUEEN CITY, DELTA QUEEN, BETSY ANN, GRAND REPUBLIC, HOMER SMITH and an animated scene of the Pittsburgh harbor in 1901. All for \$7.95.

All records in attractive full color albums. Add applicable sales tax from your home state. No C.O.D.'s please.

MODE ART PICTURES, INC.

3075 West Liberty Ave., Pittsburgh, Pa. 15216

Order records and pictures direct from us, or you may obtain the records aboard the DELTA QUEEN or at Campus Martius Museum Marietta, Ohio 45750.

Meet the man out of the backwoods



NATHAN BROWN

Raised in a log cabin, his youthful ambition was to own a violin. He grew up to build and navigate 156 boats from Jamestown, N.Y. to Ohio River ports. This is made from a daguerreotype, the copy furnished by Clayburne B. Sampson, Jamestown.

Confederate General S. B. Buckner who surrendered Fort Donelson on Cumberland River (Mile 87.9) to General Grant in Feb. 1862 was born near Mammoth Cave. His father in earlier years had owned two matched cannons, each about a foot and a half long, and two-inch bore at the muzzle. They were made in Britain and had the coat of arms of the United Kingdom in front of the vents. The elder Mr. Buckner held these guns in great esteem, they having been handed down from his grandpa who got them while in Navy service during the battle between the BON HOMME RICHARD and the SERAPIS in 1779. These bronze weapons were mounted swivel-style aboard the SERAPIS.

For some reason, undoubtedly a mighty good one, General Buckner's father presented these two historic guns to James King who then lived at the place still marked on Ohio River charts called King's Landing, Ind. (Mile 570.0) near Marble Hill. One day in 1853 a trading boat landed there to do business with Mr. King. The proprie-

tor was Nathan Brown, his tenth visit. Nathan and Mr. King were fairly well acquainted. The two of them went to the second story of Mr. King's warehouse and there explored a box containing relics. One item was a bugle said to be two hundred years old. There were brass pistols used by the French. And there were these two bronze cannons from the SERAPIS. Nathan Brown evidenced great interest in these latter exhibits and before long Mr. King presented him with one of them.

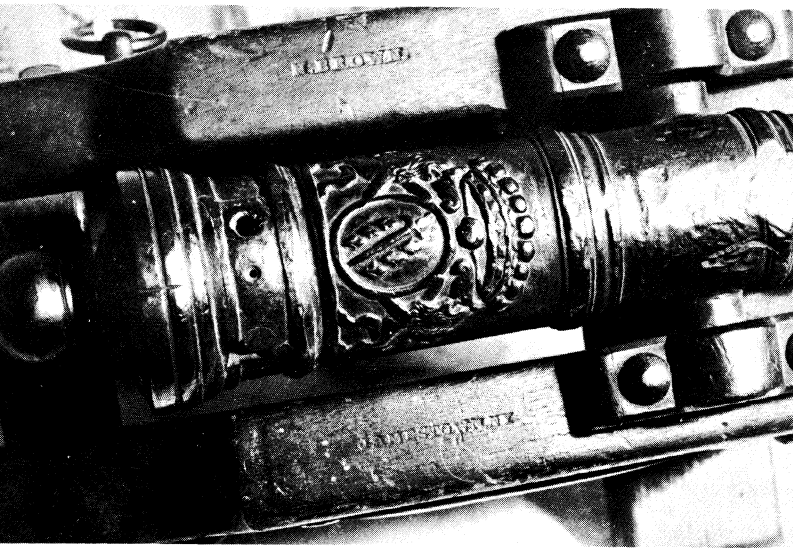
This little two-inch bore cannon thenceforth became widely traveled. Nathan Brown ran trading boats annually from the vicinity of Jamestown, N.Y. from 1843 through 1885--forty-two years--and operated his last one (of a total of 156) through 1887 on several round trips down the Ohio from Pittsburgh. The SERAPIS cannon after it was acquired in 1853 accompanied each voyage. Today it reposes in the museum of the Chautauqua County Historical Society at Westfield, N.Y.

The disposition of the mate retained by Mr. King is sort of interesting. About twenty-five years later Mr. King called at Mr. Brown's boat and inquired for the gun, saying his boys had celebrated the Fourth of July in too vigorous a manner and had burst his gun. He applied for the return of the one he had given Nathan Brown to replace his loss. Nathan was somewhat surprised and replied that he had acquired it nearly a quarter-century before as a proffered gift by the gentleman who now desired its return. In the end Nathan "stuck to his gun" and refused to part with it. "Mr. King left much disappointed," said Nathan later on. "I later had several tempting opportunities to part with my gun, but never was persuaded to; it became a part of myself. I de-



A REVOLUTIONARY RELIC

Round top swivel gun taken by Admiral Paul Jones, with the British frigate SERAPIS, during the engagement between the BON HOMME RICHARD on the evening of September 23, 1779, off the coast of Scotland near Flamborough Head. This gun descended to the father of Gen. Buckner, C.S.A., from his grandfather, who, it is said, took part in the combat. By him it was presented to Mr. James King, of King's Landing, Ind. in 1825, who gave it, in 1853, to its present owner, Mr. Nathan Brown, of Jamestown, N.Y. --reads the white card thumbtacked to the mounting.



CLOSE-UP OF GUN

The coat of arms of the United Kingdom shows on Nathan Brown's cannon which he got below Madison, Ind. at King's Landing, from Mr. King himself.

signed a black walnut carriage and mounted it on my boats, where it always had a place of honor. On holidays I often fired a round of a hundred shots while moored at towns along the shore during my different voyages along the Allegheny and Ohio Rivers."

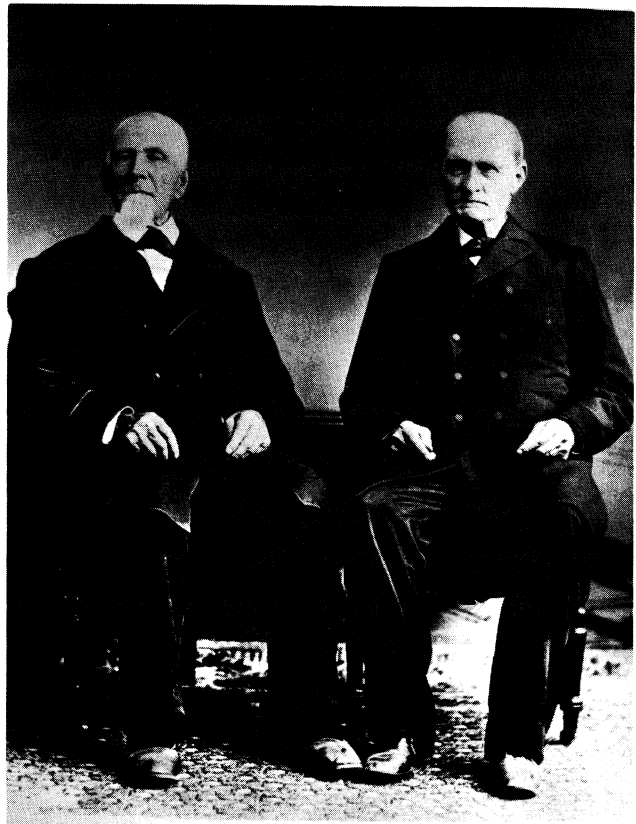
Nathan Brown had this to say of his chosen profession: "Allow me first to say that the business of store-boating is now an occupation of the past, but in my younger days the principal means of marketing goods manufactured in Jamestown, N. Y. was to float them down the Allegheny and the Ohio. The first one of my fleet was built in 1842 at Jamestown, and in the spring of 1843 I loaded it and floated out through the Chautauqua Outlet, and down Conewango Creek to Warren, Pa., and thence down the Allegheny to Pittsburgh. My style was to build these boats three-ply decked, painted yellow with white trimming, and dark red gunwales. I loaded principally with grain cradles, scythe sneathes, hay rakes, grain measures, lights of window sash, window blinds, panel doors, harness, chairs, forks, loco matches, nails, axes and so on. The wooden ware was manufactured in Jamestown, and cast steel articles came from S. A. Millard of Claysville, N.Y.

"My boats were usually 75 feet long, 16 feet wide, and fitted up with separate rooms and pantries. In the beginning and until the time of the Civil War I named them YANKEE NOTION. There was cargo capacity in each boat for about 50 tons of goods. In May, 1856, I brought five such store boats out from Jamestown with a combined cargo value of \$31,900. This meant floating out from Chautauqua Lake Outlet, down Cassadaga Creek into the Conewango. There were four or five mill dams in the latter which had to be jumped, the last one just before entering the Allegheny at Warren. After disposing of my goods, usually by the time I got to Louisville, the boats were sold. There was a ready market for such craft, and the new owners frequently reloaded them with produce for delivery on down the Mississippi."

The U.S. Custom records attest that Brown's store boats were numbered consecutively, as YAN-

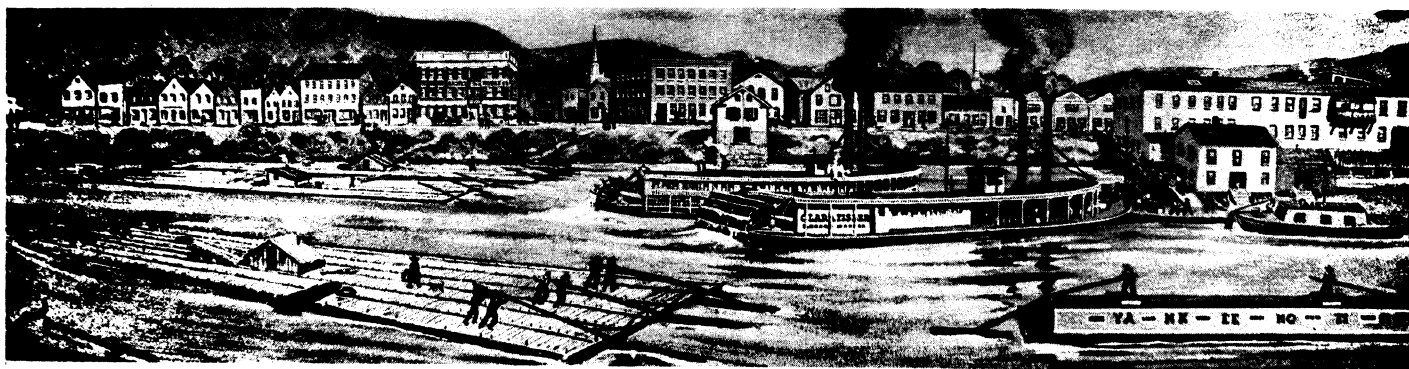
KEE NOTION NO. 4, YANKEE NOTION NO. 5 and so on. He was not alone in this boat store trade. Various other operators did likewise, calling their boats by name. Some of them were named OLD HICKORY, CHAUTAUQUA, WHOLESALE VARIETY GOODS, MEMPHIS, FREE TRADER, CLIPPER, MANUFACTURER, SASH AND DOOR, EXCELSIOR, WHITE ROSE, CONEWANGO, CABINET WARE, DUNLEITH, LAKE CHAMPLAIN. These names also ran into sequences; SASH AND DOOR NO. 9 and SASH AND DOOR NO. 10 were enrolled at Pittsburgh. But Nathan Brown was described as "the most widely known character along the Allegheny and the Upper Ohio." Newspapers frequently announced him as "Commodore Brown."

Commodore Nathan Brown came from a sea-faring Yankee background. Grandpa Brown was the captain and part owner in a Boston-Liverpool-London sailing ship and was lost at sea on a homeward voyage. He was Boston born. Nathan's father (also named Nathan) was brought up by an uncle who ran a brick works near Deedham, Mass. (south-west of Boston) and after marriage, and old enough to know better, he pulled stakes and headed westward proficient, at least, in playing a silver fer-



THE TWINS

Nelson (left) and Nathan Brown, born November 19, 1812, both of whom boated store-boats down the Allegheny and the Ohio Rivers. Nathan after retirement took pen in hand and wrote voluminous historical articles dealing with early pioneer life around Jamestown, N.Y., of the first steamboats on Chautauqua Lake (he remembered the first one built for service there), and of his store-boat experiences. These stories appeared in Jamestown newspapers. We are indebted to Campus Martius Museum for access to a scrapbook containing six or seven of these articles.



WARREN, PENNSYLVANIA ON THE ALLEGHENY RIVER—APRIL 2, 1852

The river activity in this scene includes (far right) one of Nathan Brown's YANKEE NOTION store-boats. It has just emerged from Conewango Creek enroute down the Allegheny. The six-string raft (left) is approximately 340 by 51 feet, made up of lumber into an "Allegheny raft" and at Pittsburgh three such will be lashed together to form an acre or so for delivery to Cincinnati, Louisville and elsewhere. On Friday, April 2, 1852 the steam-boats CLARA FISHER and ALLEGHENY BELLE NO. 2 were at Warren, Pa. (Mile 192 above Pittsburgh) delivering cargo and passengers. This picture is made from a mural which may be seen in Warren's Cone-

wango Club. Prior to its execution a research was made by Harold C. Putnam who discovered from files of the Warren "Mail" that both boats were in port that day. The landing was adjacent to the store and warehouse of Charles W. Rathbun at the foot of the "island" behind which ran a millrace from Conewango Creek's last milldam, hence the bridge seen above the boats leading to shore. The concrete arch bridge connecting Warren and Crescent Park now crosses where the ALLEGHENY BELLE's paddle-wheel shows. The famed Carver House which burned in 1956 is the large riverfront building to the left of the church steeple.

ruled ebony fife. Mrs. Brown gave birth to twin boys at Eaton, Madison County, N.Y. on November 19, 1812, the eldest being Nathan and his twin being Nelson. Later in life these twins shared many of the voyages down the Ohio. There were other children; an older daughter Mary, a younger son Albro, and several younger ones. By 1822 the family was ensconced in a log cabin on Clear Creek, N.Y., principal tributary of the Conewango above the Cassadaga, in proximity to Jamestown.

The privations of log cabin life demanded a good bit of barter and swap, which Nathan Brown mastered with Yankee ingenuity--good schooling for his boat-store career. Once in his youth he developed a yen to own a violin. He saw one in a store at Sinclairville priced at \$2.50, a fair enough price if you have \$2.50 which he didn't have. The storekeeper had been bartering with the Browns, accepting brooms and whip lashes in lieu of cash, so Nathan went to the woods where he knew water beeches grew, stripped and peeled them into brooms, and made them ready. He had some tanned woodchuck skins, and these he cut and braided into six four-strand ox lashes. From a deer skin he made two seven-foot eight-strand "two stage" or tally-ho lashes. Armed with these and a Mexican half-dollar he had earned catching brook trout, he went to the store for the violin. The storekeeper was not in need of these wares and refused to swap.

On the way back home, nursing keen disappointment, Nathan figured he'd try a whack at making his own fiddle. He got some seasoned cherry and maple wood, and after a deal of whittling and gluing he produced an instrument "perhaps not a Cremona or equal to Ole Bull's" but when bowed, the home-made strings (deer and woodchuck hide and spun horsehair) would play several tunes.

He learned to dance to his own music. One day in the home cabin while so engrossed, playing "Auld Lang Syne," he fell headlong into the open

cellar hatch "nearly breaking my neck, and most surely breaking the neck of my cherished fiddle." Patching up the instrument proved futile but by other swaps he got a pretty fair clarinet which he came to cherish, referring to it in his writings by the old spelling "clarionette."

In his store-boat dealings down the Ohio Nathan extended liberal credit, adopting a system based on shrewd judgment of character. Quite often he would sell a customer a fairly large bill of goods with the understanding that payment was to be deferred until the boat's next arrival one year hence. His ledgers showed "accounts outstanding" in amounts almost equal to the value of his cargo. Tying up at a landing was no touch-and-go affair; in Kentucky, particularly, he often remained at one place two or three days as the honored guest of a customer--visiting in homes and mansions removed from the river sometimes four or five miles back in the hills. There is but little doubt that Nathan knew personally a great share of the population on both shores of the Ohio in the 1850's.

He relates this:

"In 1858, I started from Jamestown, N.Y. and descended the Allegheny with a fleet of eight YANKEE NOTION boats, designed for Pittsburgh and the south. We started the boats in pairs, the first going early in April with my brother Nelson as supercargo, their destination being Evansville and Paducah, the names of these cities being painted on the sides. Nelson had instructions to land at given points where we had agencies established. The first one in Kentucky was fifty miles below Cincinnati at the mouth of Sugar Creek where we dealt with Jonathan Howe. While moored there a gentleman on horseback appeared, a Mr. Dawley, who was building a mansion some miles above and back from the river. Mr. Dawley was vouched for by Jonathan Howe, so Nelson sold him a considerable bill on credit with the understanding that I would call at the mansion, next

visit, and collect.

"Several weeks later I followed down, stopping my boat at North Bend, Lawrenceburg, Rising Sun and Patriot, and then proceeded to Jackson's Landing (in the head of Sugar Creek Bend -Ed) where I inquired for Mr. Dawley's plantation and we were taken out four miles back, on Big Bone Creek, to his new house. I learned that Mr. Dawley had gone with some of his slaves farther up the creek to cradle some oats, so I went there to find a fine looking Kentucky planter. He invited me to return with him to the house and in the course of the walk we were mutually pleased to discover we both were members of the lodge whose principles are 'Friendship, Love and Truth.'

"I was introduced to Mrs. Dawley, a matronly lady, and to their family of three, one a blonde daughter of 15. Mrs. Dawley invited me to dinner and what a delightful dinner it was; chicken pot pie well enriched with gilt-edged butter dumplings, snow-white biscuit and splendid coffee. Mr. Dawley invited me to go up and see his new house built to his wife's plans. The joiners were just fitting the windows and hanging the doors, and the Louisville builders were putting up a good job.

"The grays were harnessed, and my host brought out his well filled pocketbook and counted out one hundred and twenty dollars in crisp Louisville bills and the invoices were receipted. As Mrs. Dawley bade me goodbye she added hospitably that I must never pass without visiting them. John, the colored driver, knew how to handle the grays and in a short time we reached the landing where Mr. Dawley noticed the name YANKEE NOTION on the boat and remarked that it was appropriate. The boat was in good condition to put on dress parade and he came aboard to order some blinds, hinges and green paint, for which I offered to allow him to pay next year. This seemed to gratify him and he placed the goods in his light spring wagon and bade me goodbye.

"The following July, in 1859, I again visited the Dawleys and the new house was finished and nicely furnished. It was done in southern style with the house placed several rods back from the road on a mound-shaped plot. There was a picket fence in front and a narrow board fence on the sides and back, all painted white to match the house. The driveways were coated with clean Ohio

River gravel with evergreens and shade trees on each side. Rose bushes and ornamental shrubbery were dotted about the lawn. I was invited to dinner by Mrs. Dawley, and accepted, after which Mr. Dawley inquired if he could purchase a rather large bill of goods for slave quarters he had under construction. I offered the same terms as before, to collect the following year, and he paid me for the prior invoices.

"In 1860 I showed up as usual and at dinner at the Dawley home was a Frankfort lawyer. The conversation indicated too clearly a dislike for the 'Yanks' although I held my peace, being in the south to collect outstanding bills and sell goods and not to voice opinions on politics. This visit proved to be the last one I made there, although at the time I had no indication of it. We parted on the usual friendly terms, following the usual purchases by Mr. Dawley for which I was to collect in 1861.

"Another year rolled by and I again tied up at Jackson's Landing, Ky. I started up the bank with the intention of walking to the Dawley plantation but was some surprised to see a troop of uniformed horsemen approaching, done up in gray, so I retreated back to my boat. They came to the river, dismounted, and boarded. Foremost was my friend Mr. Dawley, now a captain in the Confederate Army. 'Brother Brown,' he said as he grasped my hand, 'it is not safe for you here; leave as soon as you can.' I was introduced to his lieutenant, who also was an Odd Fellow, and who advised me to paint out the name YANKEE NOTION from my boat at once, which I did as quickly as possible and never again used it. Thereafter all my boats were labelled N. BROWN.

"We dropped our boat down to Sugar Creek and got tied in there just in time to withstand a severe thunderstorm accompanied with high wind. I went up to Mr. Howe's store and found it vacated, so continued to their house where I found Mrs. Howe with her two younger children. Her husband had removed all his goods in a flatboat across the Ohio to Indiana and with a team had towed the boat to Patriot, where he unloaded and took everything back to a place called the 'Bark Works' and put them in an empty store. Mrs. Howe was greatly agitated and pled with me to leave immediately lest my boat be burned. She had had word of an imminent raid in prospect.



Store-boats sometimes came to a cropper jumping the milldams in Conewango Creek. This was taken at Warren, Pa. in the 1880s. The store-boat hung on the dam was built at Russell, Pa. by Ira W. Briggs, great-grandfather of S&D member H. C. Putnam, who made furniture and other wooden articles. Such Russell-built boats were built upside down and flopped over when launched in the creek. The pilot on the roof is Mr. Badger, a resident of Russell which is about 8 miles up. In this instance all went well; a rise came along and floated the boat off safely.

"The waves were rolling like Lake Erie and it was highly unsafe to try such a crossing until the wind lay, which it showed no prospect of doing, and I was forced to remain at Sugar Creek that evening. Late that night one of Howe's men came aboard and pled with me to set him across to Indiana in a yawl so he could get to Warsaw ferry and alert a Union force of the expected raid on the Howe's property. One of my crewmen, William Johnson, volunteered, and they set out using two pair of oars. Johnson accomplished the mission and all but swamped the boat. He got back with the waves lashing high as ever.

"My stateroom was on the shore side and I had a lamp burning on the table. About eleven o'clock a man rode down the bank and into the river opposite my window. He made three distinct raps with his knuckles on the guard, quickly followed with three kicks on the side. I called 'Who goes there?' The response came: 'A friend, up and go, if you wish to avoid approaching danger.' It was Brother Dawley's voice. In this last kind and fraternal act I knew he meant business.

"Fortunately the wind had abated some. We untied as quickly as possible, and using our fifty-foot steering oar and forty-foot sweeps we strained across the river and got landed in Indiana a few hundred yards above the spot where the steamers UNITED STATES and AMERICA collided some years later. We spent the day there peacefully enough and that evening dropped down to Warsaw, Ky. and tied in at the foot of Mill Street. Walking up town we discovered tents on Main Street.

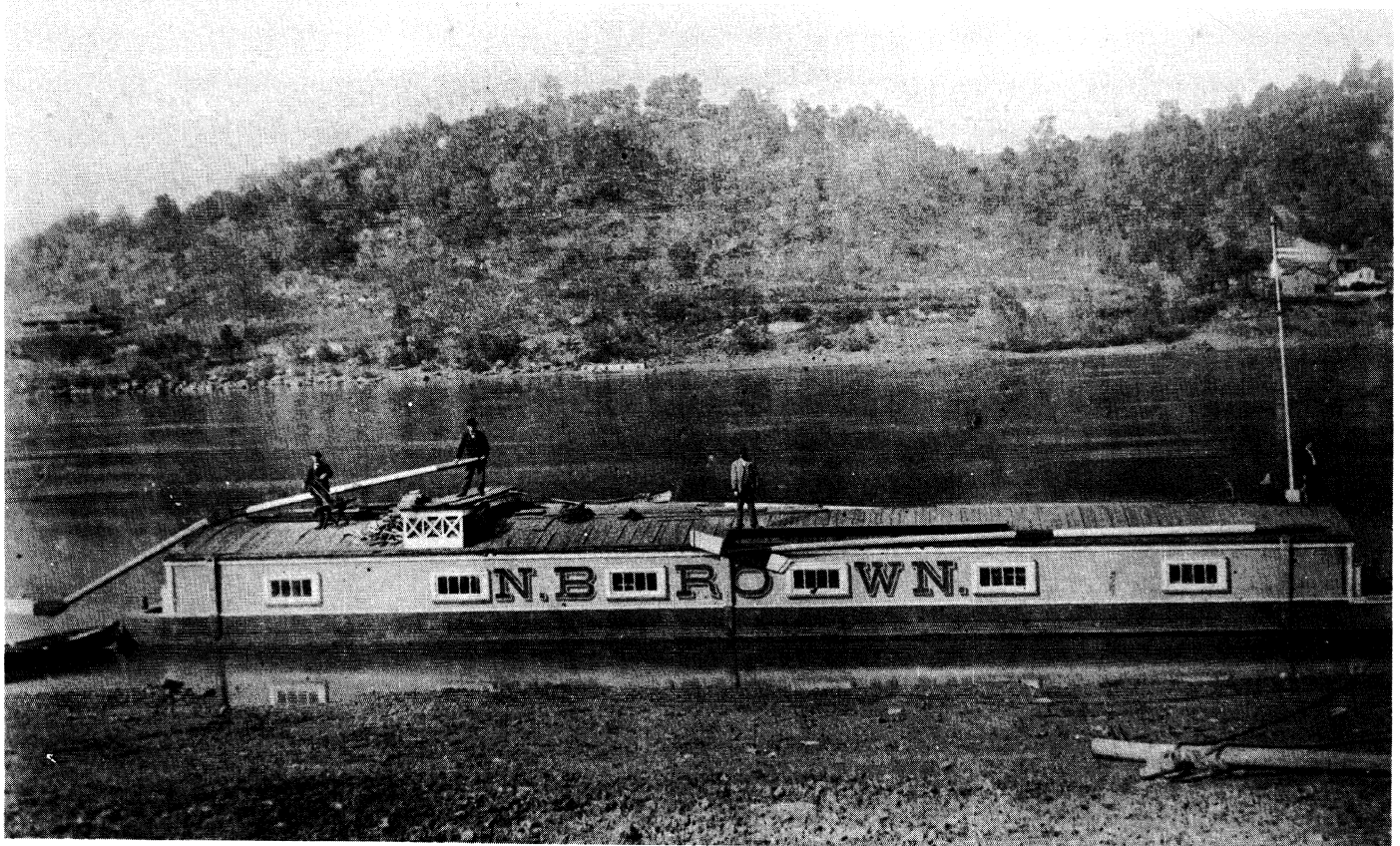
"Warsaw was in a considerable uproar, and we lingered long enough only to learn that the raid on the Howe place at Sugar Creek did come off as expected, although there was not much left to plunder. Our boat surely would have been burned had we remained tied there. My friend Captain

Dawley, CSA, ultimately lost his life at Vicksburg in one of those interminable trenches and was buried unidentified. I had occasion several years after the war to visit in the vicinity of the Dawley plantation and went to visit. The place was in ruin, a renter in residence, the fences down. Mrs. Dawley had been taken to Lexington in poor health and it is said she died there of a broken heart.

"As for 'Uncle Jonathan,' as Mr. Howe of Sugar Creek was called, he moved back after 1865, full of ire. He had a Cincinnati artist paint on the ceiling of his diningroom a huge American flag several feet in width and extending over his dining table. I first met the Howes in 1845 and there was no better family in the valley. Both passed away before I quit the river, and Marian, the youngest son, continued the business. The last visit I made with him I noticed that repeated whitewash and calcimine had blotted out all trace of Uncle Jonathan's flag."

It should be remarked in closing that Nathan Brown did not originate the plan of store-boats from Jamestown, N.Y. "Large covered flatboats" are mentioned at Pittsburgh in 1835 loaded with patent window sash, patent wooden buckets and keelers (what's a keeler? ..maybe wooden tubs) down from Jamestown. Two hundred window sash were sold to a merchant of Galena, Ill. who sent them by steamboat thither. Mrs. S. Kussart, who researched the subject for her book "The Allegheny River" reports that in 1836 such storeboats were going to St. Louis and even up above. That same year one S. Benham was down from Jamestown on his ninth such trip, having brought in his boats 40,596 lights of window sash and 150 patent buckets.

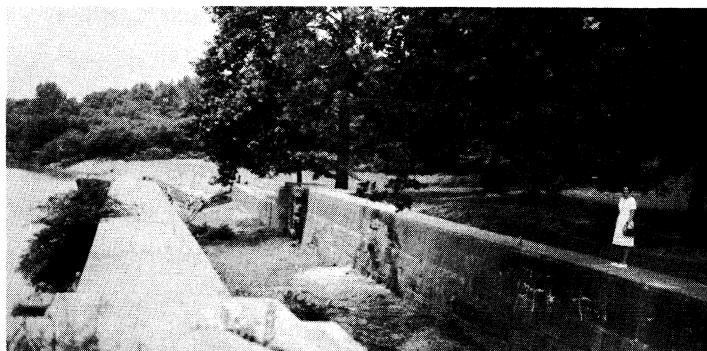
Remark also is in order that when Nathan Brown closed out in 1887 he probably was the "last of the Mohicans" to run store-boats from Jamestown.



(picture at bottom of opposite page)

THE LAST CHAUTAUQUA BOAT

Photograph made at Sugar Creek, Ky. on the Ohio River showing the last of the N. BROWN store-boats. This one was 85 by 18 feet, staunchly built, and Nathan Brown traded with it for several seasons. In 1885 he floated it out to Louisville, then had it towed back by towboat to Pittsburgh. He restocked, made another trip---a total of five round trips to Louisville including a detour up Kentucky River. He figured this boat travelled 7,000 miles. Finally in 1887 he sold it to a contractor who was building the B&O, and it was used as a boarding house moored along the West Virginia shoreline.



Old Lock 2, Little Kanawha River, pictured on the day after the Whistle Blow. Capt. Bill Pollock who took the view says the upper gates are in place, closed, and the lower gates (see center) are intact. Standing on the shore wall is Mrs. Betty Pollock.

Query: Since most of the speed records in the "good ol' steamboat days" were held by side-wheel packets, does it follow that sternwheelers were not so speedy?

Ans.: Generally speaking, yes. Sternwheelers were not built with the fine hull lines and ample power to contest side-wheel records. The one exception was the packet ROYAL built at Evansville, Ind. in 1890. She possibly had the finest lines ever designed into a sternwheel hull. Her usual trade was very short, between Henderson, Ky. and Evansville, where her upstream record was 52 minutes, as good today as it was when she made it. The ROBT. E. LEE claimed 49½ minutes but did it in high water short-cutting behind Henderson Towhead saving 3 minutes. The original hull lines of the ROYAL recently have been rediscovered and may soon be reproduced in a future issue of this magazine.

The recent renovation of the Muskingum River including a number of ancient stone locks raises the question of who built the original locks and dams? We now learn that Samuel Ryan Curtis was named chief engineer of the Muskingum project in April, 1837, and remained in charge of the work until May, 1839. He was born in Licking County, Ohio (west of Zanesville) in February, 1807, son of Zarah and Phalley Yale Curtis originally from Connecticut. The 30-year old chief engineer was graduated from West Point in 1831 and soon married Belinda Buckingham of Mansfield, Ohio. After brief military service at Fort Gibson he be-

came a civil engineer during the building of the National Road. His next job was the Muskingum improvement.

Curtis became a colonel during the Mexican War and then moved to Keokuk, Iowa, to superintend the canalization of the Des Moines River. The stone house he and his family lived in still stands in Keokuk, built in 1849. He then became city engineer of St. Louis and worked with Robert E. Lee in diking the Mississippi to maintain the channel along the Missouri side. In 1856 Curtis became the mayor of Keokuk. Later he served brilliantly in the Civil War and became General Curtis. His son Henry Z. Curtis, a major with the U.S. forces in Kansas, was killed in action.

After the war he and five other U.S. commissioners boarded the side-wheel CALYPSO to treat with the Indian tribes along the upper Missouri River. The following winter he was one of three commissioners appointed by President Johnson to inspect the progress of the Union Pacific Railroad. Having done so, he crossed the Missouri on the ice at Omaha during a biting cold windstorm and had just stepped into a carriage when he suffered an apparent heart attack and died instantly. He was buried in Keokuk.

Ruth A. Gallaher, who wrote of Curtis's life in "The Iowa Journal of History and Politics" (Vol. XXV, 1927) said of General Curtis: "He was one of those men who achieve distinction without becoming famous. An equestrian statue in his home city of Keokuk seems to have been his sole reward aside from a modest living for himself and family." He died Dec. 26, 1866, aged 59.

The side-wheel COTE JOYOUSE ("happy coast") was built at New Albany, Ind. in 1842 and ran from New Orleans to Natchitoches, a town mid-way from Alexandria to Shreveport on the Cane, an alternate of the Red. One of her landings on the Red in 1845 was Gorten's and she landed there on February 3 to deliver a letter. Last April 9th, 1969 the envelope in which that letter was mailed showed up in New York City at an auction and fetched \$650 cash from a collector.

Some 400 such old envelopes which had carried "steamboat mail" brought at that auction a total of \$25,312.50. They came from the correspondence of Mess. Buchanan Carroll Hoy & Co. of New Orleans and others, from collections of J. M. Berthold, Carroll Chase, S. R. Emerson, Edward S. Knapp, etc. The sale was held at the H. R. Harmer Inc. gallery at 6 West 48th St., New York.

Although the bidding for the COTE JOYOUSE item went far above all others, some others of these old steamboat covers didn't do so badly either. One from the DALLAS (undated) brought \$425; one from the side-wheel GENL. QUITMAN \$210; the JOHN STRADER \$230. (The JOHN STRADER was no kin to the JACOB STRADER but was contemporary, built in 1852 at California, Pa., side-wheel, small--but later lengthened--and ran on the Arkansas and the Yazoo.) The ALICE VIVIAN \$160, a New Albany built side-wheeler, 1856, which during the Civil War became a Confed blockade runner renamed SOUTH and was said to have gone twice to Charleston, S.C. and once to Cuba. Four covers from the BART ABLE (1860s) brought nominal sums, \$10, \$12, \$14 and \$30. One from the GLENDY BURKE (Stephen Collins Foster wrote a song about her) brought \$42. The H. R. W. HILL commanded \$160. The NATCHEZ (1852) \$80 and the "racer" NATCHEZ \$57.50. The ROBT. E. LEE (1868) fetched but \$22.

EDITOR'S NOTE:- The following letter was written 31 years ago by John H. MacMillan, Jr. (1895-1960) to his 10-year-old son John H. MacMillan III. We reproduce it here primarily because of the historical insight provided and also because it is a rare father-son message worthy of preservation. The MacMillans and the Cargill family, living at La-Crosse, Wis., became related when John H. MacMillan (Sr.) married Edna Cargill in 1895. The MacMillans cut Black River timber, sawed and rafted. The Cargills were grain merchants. Such beginnings are the underpinning of today's Cargo Carriers, Inc. of Minneapolis--their two largest towboats named AUSTIN S. CARGILL and JOHN H. MacMILLAN, JR. We are indebted to John H. (Hugh) MacMillan III for this letter and the accompanying photograph.

Albany, New York
June 2, 1938

Dear Son:

This is a picture of Capt. Praeger steering our brand new CCI towboat CARBANY now in operation on the Erie Canal! What a powerful beauty she is with two great, big re-conditioned Fairbanks Morse engines. Each engine is rated at almost 200 horsepower at 3000 RPMs. With this high internal speed, the engines will hardly have a chance to wear out. They should last forever.

The Grain Division built the CARBANY in a pasture next to our Albany elevator. There used to be cows in the pasture. Unfortunately, the owner is now claiming our construction crew ate his cattle, but I know this isn't true because our men earned at least twenty cents an hour and so they had plenty of money to buy groceries.

We, of course, intend to disregard the ridiculous claims made by this crooked, local farmer.

One reason I want you to do well in school is so you learn how to handle problems of this nature.

You might wonder why the Capt. is steering from on top of the roof. It seems we made a very slight miscalculation when we designed her. The pilothouse isn't high enough to see over the barge when the barge is empty. To stop the Capt. from grumbling, we simply chopped a hole in the roof, and now we steer from up there, and he can see all around. Capt. Praeger says he really likes the fresh air and, if the boat suddenly sinks, he has a better chance of swimming away. We know



Capt. Praeger on the Erie Canal
He was elevated to see over the tops of empty barges.

this can't happen but, if for some unforeseen reason the boat does go to the bottom, we are fully insured. Like most boats, it sometimes has slight leaks, so the Capt. wears hip boots in case he quickly has to go down in the engine room and help pump out the water. This way he doesn't get his legs wet. If we make more money this year, we might buy a motorized pump. Hand pumping is hard on the crew and, sometimes the whole tow has to stop, while the crew takes turns pumping. Praeger is also getting athlete's foot from wearing those rubber boots all the time.

The Capt. usually steers from dawn to dark. This might seem like a long time to you but, remember when the canal freezes over, he has all winter to rest up. There is also a nice comfortable chair in the warm engine room so the Captain can sometimes take a catnap while the chief engineer steers. Unfortunately the chief is over 80, and it is hard for him to clamber on to the roof. I have told him we would feel much better if he would watch his diet and get more exer-

cise.

Capt. Praeger made a neat, little bench all by himself in his spare time at night. Always look for men who can improvise. He says he knows it is time to sit down when the vibration blurs his eyesight. Good thinking on his part!

The extra big spokes on the conveniently located steering wheel are there for a purpose. Always remember, boats must be functional and without frills. Capt. Praeger can steer with one hand, slap mosquitoes, put on his raincoat, or even hold an umbrella with the other hand. Also he can relieve himself without bother to call the engineer up. With the wind in the right direction, the powerful searchlight can penetrate and the horn can be heard for several hundred feet.

The engine room is a bit large. I don't think we need 5-foot headroom and 2-foot wide walkways. In our next boat, we can probably reduce the size and make space for another small room where we can put ten real bunks. The crew complains about all of them sleeping in the same engine

room.

In a recent telegram, your Grandfather suggests we name the next boat the CARSTAKE. I think he is referring to the misunderstanding about the cows, but it might be some of our merchants are trying to convince him that building and operating our own boats and barges is a mistake. Some of them have the nutty idea we can rent a whole train cheaper. I will be home soon to straighten out their thinking. While the weasel is away, the gophers will play.

At any rate, our new, big CARBANY is proving to be marvelously efficient. Some day we may have equipment like this on the Mississippi, and in that great, wide river, we should be able to handle ten or twelve barges.

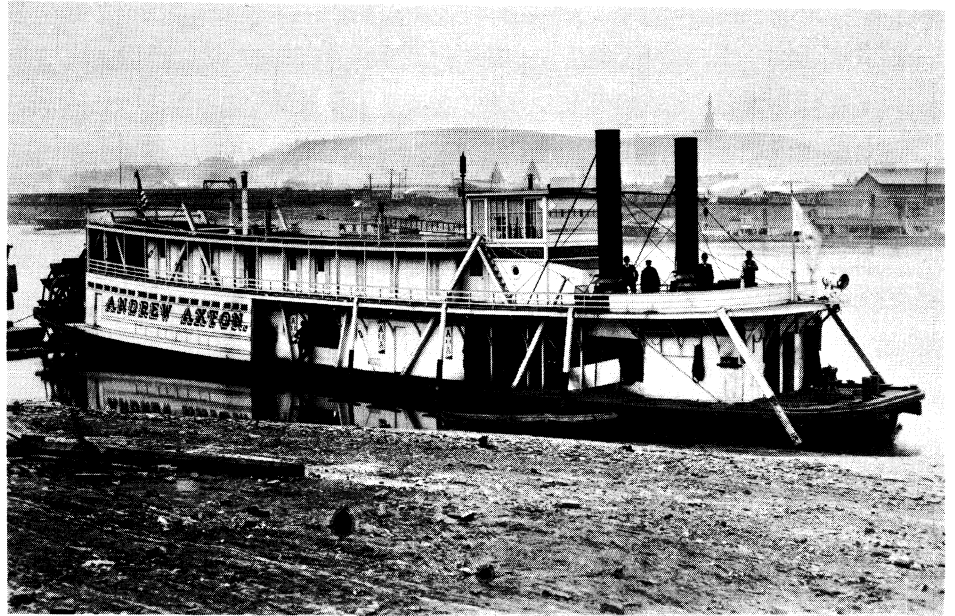
Let's hope for a big, bright moon this month so we can operate at 150% of efficiency.

Affectionately,
Daddy.

Dan Pinger, publisher of the OHIO RIVER Magazines (4 editions) at Cincinnati, surprised everyone including himself by selling all rights to Signs of the Times, publisher of three trade magazines. The deal was consummated shortly after issuing the May, 1969 issue. Dan prepared his magazines in the attic of his home, starting from scratch. It was a moonlight project in addition to his regular job as Development Director for a college.

Mr. and Mrs. Frank McMahan are now members of S&D, residing at Route 3, New Matamoras, O. 45767. Their son Mike also joined and in May he was attached to the U.S.S. JOHN KING in the Mediterranean in Navy service. Mrs. McMahan is related to Capt. Jesse P. Hughes, he and her mother being first cousins. Frank McMahan got in a bit of steamboating on the towboat CHARLES T. CAMPBELL, and for 8 years was with Monongahela and Ohio Dredging Co. on the DIESEL and WINNIE MAE. Currently he is supervisor of coal handling, including the river docks, at the Willow Island Power Station.

Two of the lead plates buried by Celoron & party, summer of 1749, as they cruised down the Allegheny and Ohio rivers are preserved intact. One, possibly planted at Warren, Pa., today is in the Board of Trade, London. The other, found by a boy at the



ANDREW AXTON
She lasted but three years.

Capt. William S. Pollock handed us this picture of the ANDREW AXTON, made from the original 8 by 10 plate which came from the old James Rees & Sons Co. shop in Pittsburgh.

The date is 1903--the boat just completed, and her flags up. She lies in the Allegheny River at the Rees shop (now part of the Gateway Center complex) and over the port stack is the monument of Monument Hill and to its right a mighty flagstaff (both now gone). Over the pilothouse you may see two cupolas at old Exposition Park where the Pittsburgh Pirates played ball 1891-1909 before moving to Forbes Field. Soon they will return to the old Allegheny site when new Three Rivers Stadium is completed. Forward of the port smokestack, laid up across the Allegheny, is the small towboat GENEVIEVE, originally a short-trader operated by Capt. Haptonstall. She once sank below the grade at Sistersville, W. Va. (1898) with Gale Justice on board asleep. He jumped for it and landed knee-deep in mud. Mose Beaver raised her by pulling her ashore with three teams and block

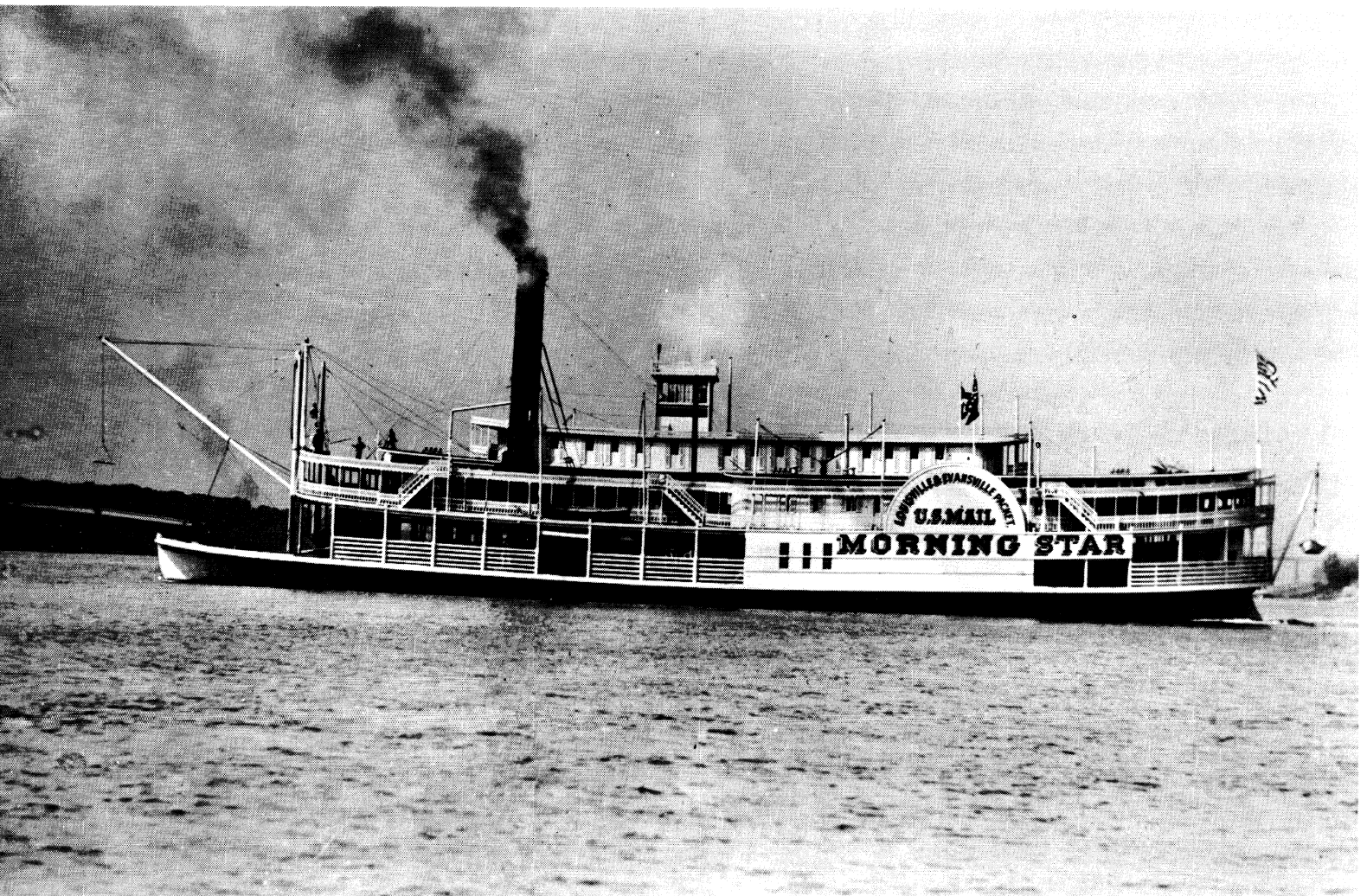
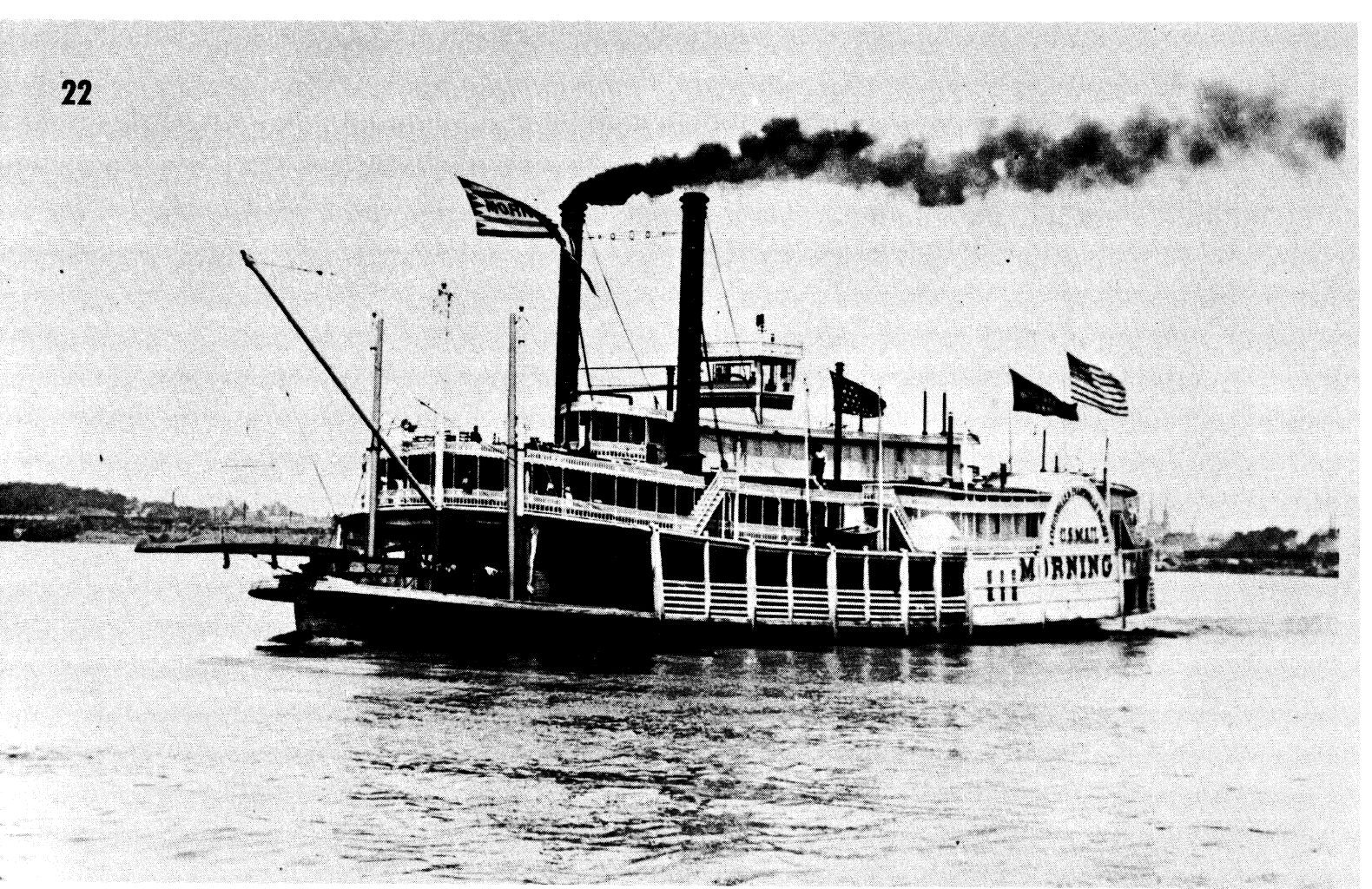
and tackle.

The ANDREW AXTON was named for Capt. Andy Axton of West Brownsville, Pa. who ran a boat yard there. He built in all 92 boats. He was small, deaf, and wore a goatee. The Diamond Coal & Coke Co. operated the AXTON for her brief career. She caught fire under way near Duquesne, Pa. on the Monongahela, January, 1906 and burned. The tug JOHN DIPPEL took off the crew. She was completely rebuilt at Parkersburg, documented as a new boat, and was renamed VOLCANO. Diamond C&C Co. sold her to Warrior and Tombigbee Rivers where she towed coal for DeBardleben Coal Co. and in January, 1919 was the first boat to handle a U. S. Barge Line (Federal) tow on the Warrior River. The Warrior Transportation Co. was reported operating her in 1929, and apparently she was dismantled soon after.

One peculiar circumstance remains unreported. When the ANDREW AXTON burned in Jan. 1906, six months later her namesake, Andy Axton, was struck by a train and died of the injuries sustained.

mouth of the Kanawha River c. 1849, is in the Virginia Historical Society collection at Richmond, Va. Another, discovered by boys at the mouth of the Muskingum in 1798, exists only in part. The boys were cutting it up with the idea of making musket balls. This remaining portion is in the American Antiquarian Society at Worcester, Mass. Six were known to have been planted--only the above three are accounted for.

Admission for adults to the W. P. SNYDER, JR. moored in the Muskingum at Marietta has been raised to 50¢. Children, unaccompanied by adults, are charged 15¢ but when in the company of elders are admitted free. Members of S&D and of the Ohio Historical Society and immediate members of their families are admitted free by presentation of their membership cards.

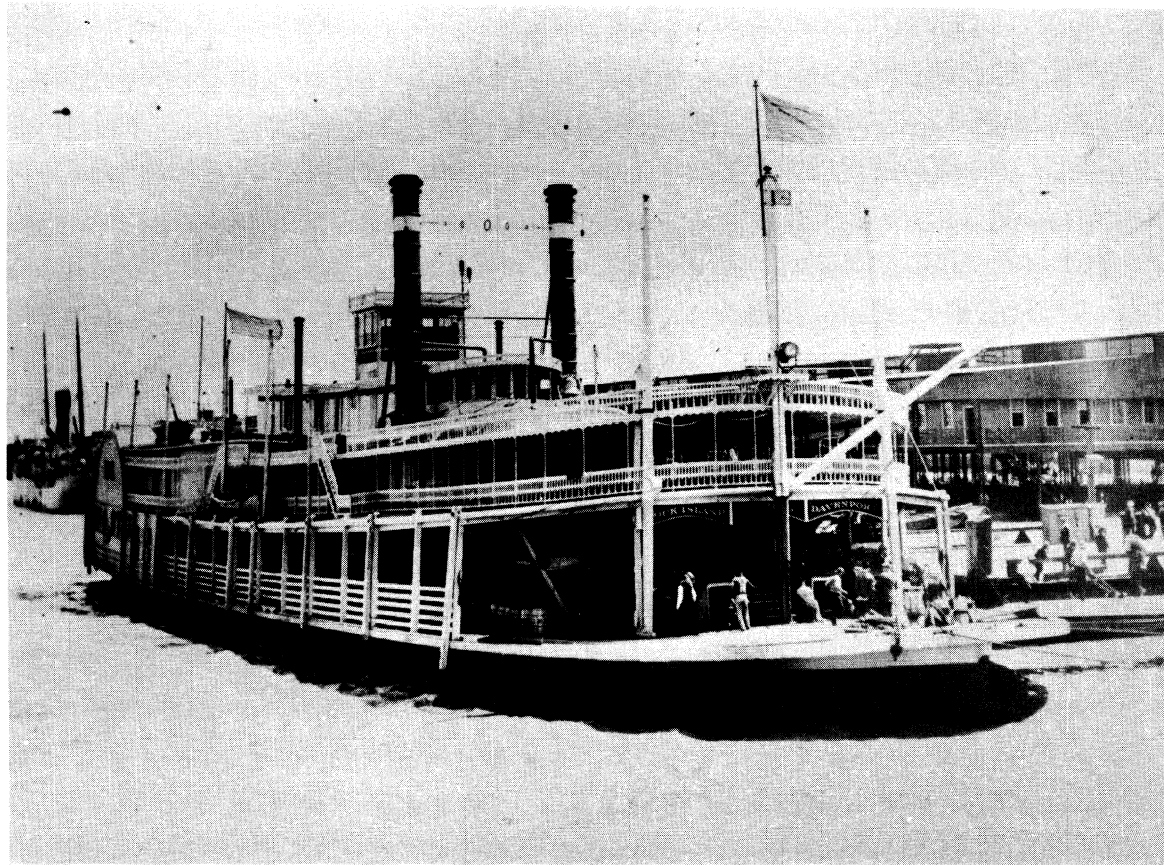


ON OPPOSITE PAGE

These two pictures were taken by James E. Howard when the MORNING STAR was new. The one below shows her broadside on her trial trip at the Howard Ship Yard. The one above was probably taken on her initial trip. The scuffed nosing indicates she has been through the Louisville & Portland locks and alongside several wharf-boats.

TO THE RIGHT

Taken at New Orleans on her first visit south. This shows her after the 25 ft. lengthening program and she has the same whistle she used in the Evansville trade.



THE HELEN BLAIR AND MORNING STAR

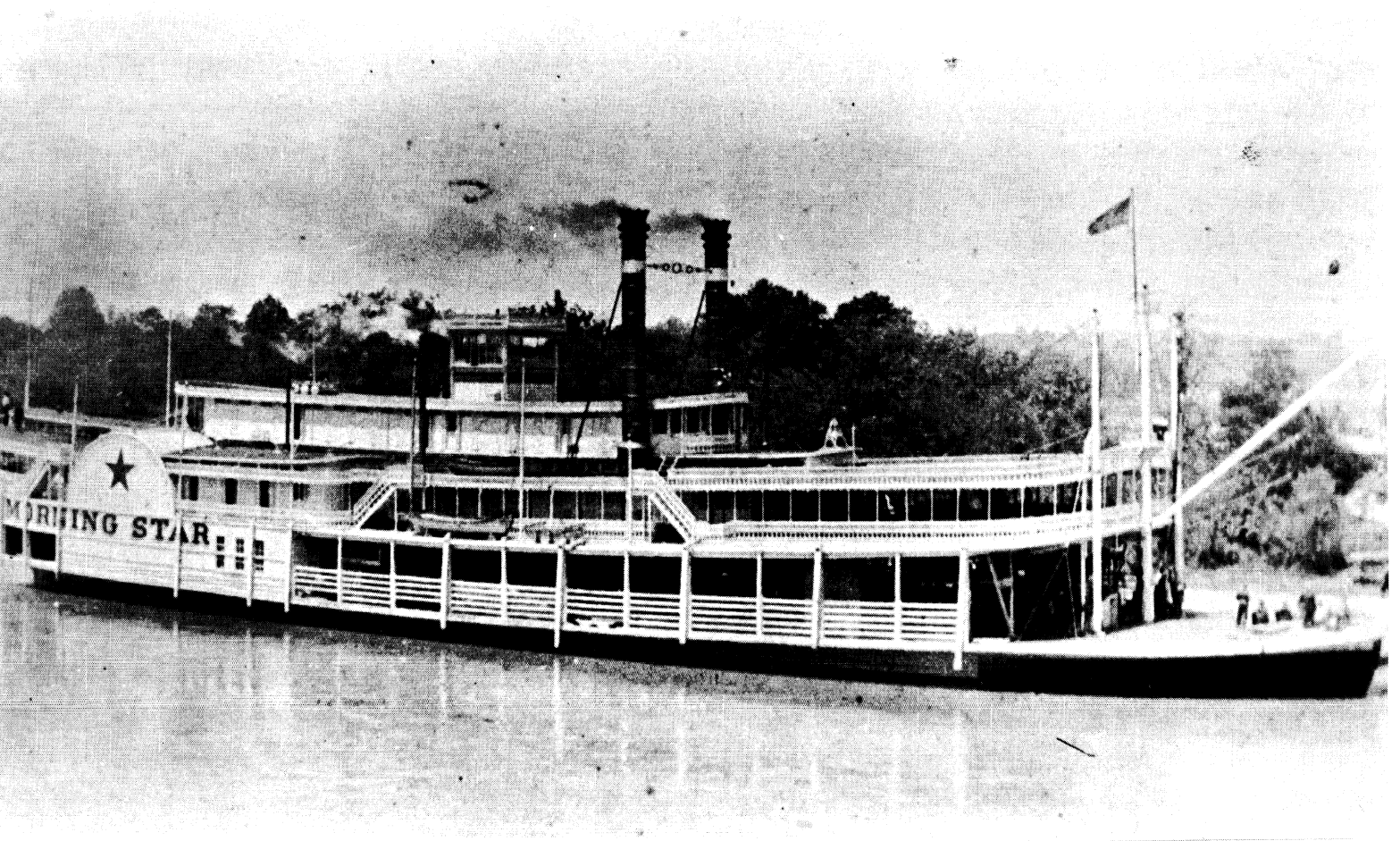
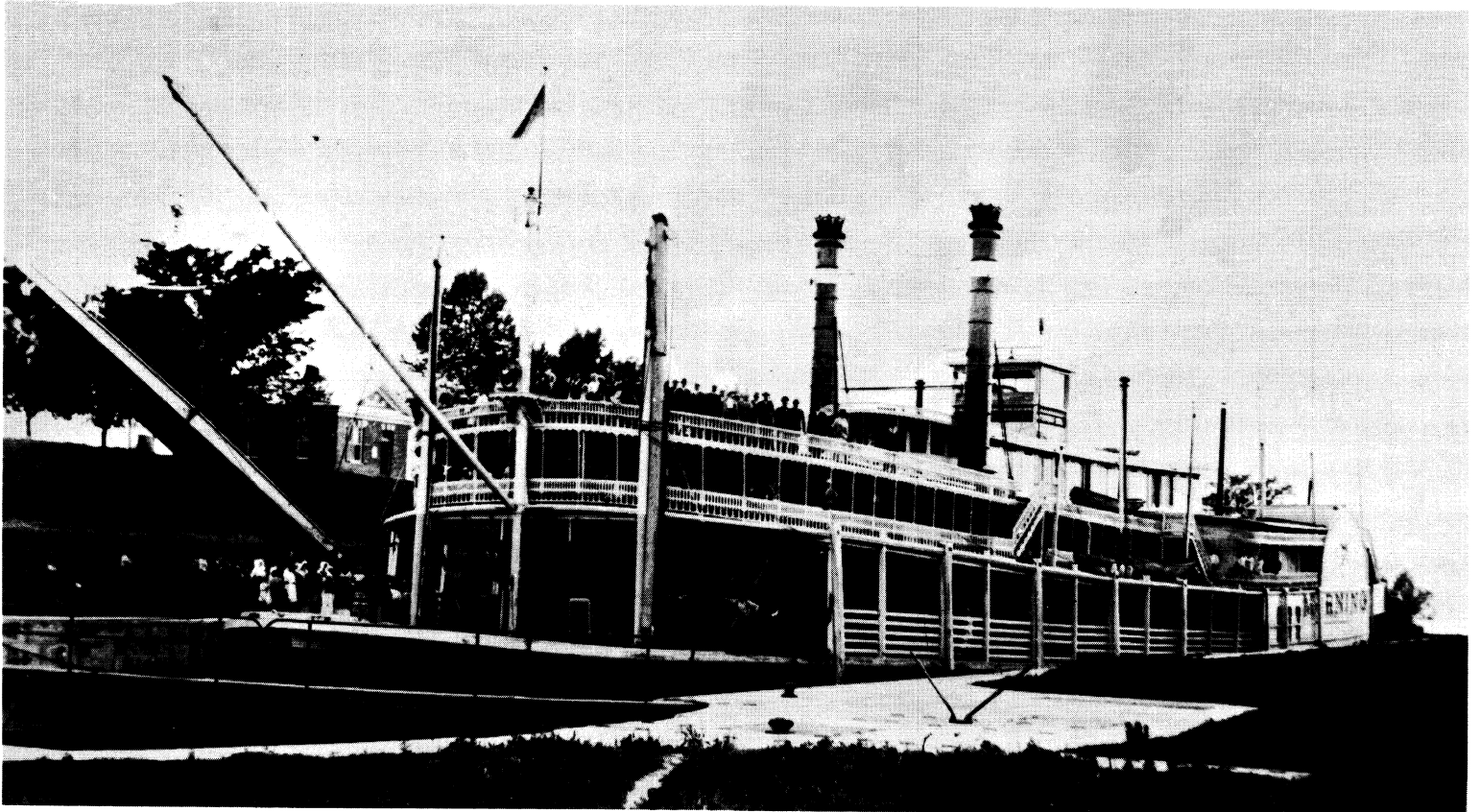
The HELEN BLAIR, sternwheel, originally was named URANIA, built at the Knox Yard, Marietta, Ohio, 1896, for the Bay Line. They ran her in the Pittsburgh-Charleston trade, and later between Cincinnati and Ironton. Capt. Walter Blair bought her at Cincinnati in mid-summer, 1901 and took her to the Burlington-Davenport trade. She burned off her pilothouse, Texas and part of the cabin at Muscatine on September 5, 1901 and was rebuilt at the Kahlke Yard, Rock Island, and had her name changed to HELEN BLAIR before she resumed her trade.

In passing, Captain Blair also operated another Knox-built packet on the Upper Mississippi. This was the ELOISE, originally the ELIZA H., built in 1889. Capt. William E. Roe and others sold the ELOISE, which had been running out of Marietta, to Capt. Tom Peel and others of Burlington in early 1900. They ran her Keokuk-Burlington through the 1907 season, when Captain Blair bought her and soon renamed her WENONA. She was continued in the Keokuk-Burlington trade until 1911.

The fourth boat in Captain Blair's "fleet" in his MORNING STAR days was the sternwheel BLACK HAWK, built in 1909 at Wabasha using the machinery and cabin of the old SILVER CRESCENT. He ran the BLACK HAWK in the Davenport-Burlington trade, later between Burlington and Quincy, and lastly between Cairo and New Madrid.

But the MORNING STAR was the best boat Captain Blair ever owned, and the only side-wheeler. In the early spring of 1911 he advertised a grand tour from Davenport to New Orleans and return and everybody worth shucks went along. Included on the passenger register were Governor and Mrs. S. R. Van Sant of Minnesota (see June '67 issue for portrait of Governor Van Sant) and the Bowmans of Davenport. Some years ago your scribe called on Chancellor John G. Bowman of the University of Pittsburgh (he built the Cathedral of Learning) and the Chancellor recalled in detail the events of that voyage, and particularly the fact that the MORNING STAR went on down below New Orleans into the Jetties. Capt. J. Warren Kouns was the pilot on that expedition. Another passenger was W. H. Lehman of Des Moines, an ardent river advocate of his day. Captain Blair's daughter Helen Gertrude Blair made the trip; also George W. Blair. The voyage was so successful that a repeat was promised for April, 1912, but a flood in the Mississippi prevented its being made.

Instead, in May, 1912, the MORNING STAR loaded with passengers at Davenport for a tour to Cincinnati. She made several trips up Tennessee River to Florence, Ala.; the first one, we think was made in May, 1914. It was in May, 1915 that the HELEN BLAIR brought tourists from Davenport to Pittsburgh and return, sort of a courtesy return call for the trip the JOE FOWLER made from the Ohio River to St. Paul the year before (see June '67 issue). Then in Sept.-Oct. 1915 the MORNING STAR made a St. Louis-New Orleans round trip with tourists. That was followed by the HELEN BLAIR's tour to Clarendon, Ark. that fall in October. A cargo of sacked potatoes was the principal freight from Davenport, and on the return trip she carried mussel shells for the great pearl button man, Henry F. Kath of Muscatine.



THE TWO PICTURES ON OPPOSITE PAGE

The MORNING STAR pictured in Riverton Lock on Tennessee River (Mile 226.7) upbound with tourists aboard enroute to Florence, Ala. The lock was 80 by 293.5 ft., in Colbert Shoals canal, a detour of 8.7 miles circumventing a rapids. The lock and canal were drowned out when modern-day Pickwick Dam was completed.

The lower picture was taken at Florence, Ala. from the Southern RR. bridge (Mile 256). Florence in Civil War days was on a branch line of the Memphis & Charleston Railway served by locals from Tuscumbia, Ala. Today the Southern and L&N both enter Florence on spur lines. The white collars on the stacks of the MORNING STAR were carried by all of Capt. Walter Blair's packets.

The MORNING STAR made a Davenport-Florence tourist trip in May, 1916 and by that time World War I was making life complicated and the fun was about over. So was the packet trade over on the Upper Mississippi. The great Streckfus Line discontinued the St. Louis-St. Paul trade, sold their warehouses, converted to excursions. Capt. Blair ran one more "hoorah" trip; he loaded some 60 passengers on the HELEN BLAIR and round tripped Davenport-New Orleans in October, 1916.

The BLACK HAWK was lost in the heavy ice of the winter 1917-18 at Paducah. All that ever was found was a life preserver, months later, near the mouth of Red River. That same ice destroyed

the Cincinnati-Coney Island excursion steamer PRINCESS, a circumstance fortunate for Captain Blair, for he sold the MORNING STAR to the Coney Island Amusement Co. as a replacement. The state-rooms were removed, a dancefloor put in, and she teamed up with the ISLAND QUEEN (first) shuttling populations to and from Cincinnati's most popular park.

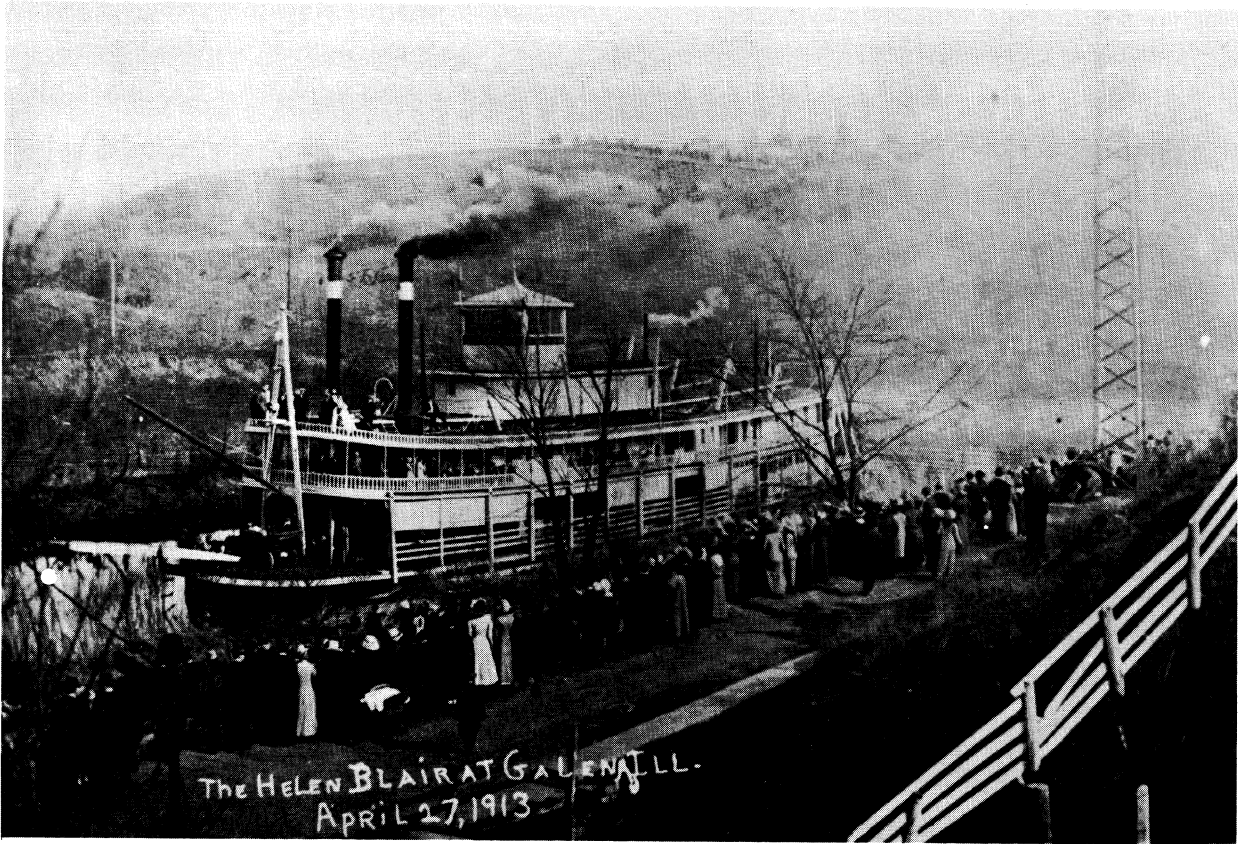
Her original roof bell, made for her in 1901, with her name on it, was transferred to the packet GENERAL WOOD (see June '68 issue, page 32) and she took the old CITY OF CINCINNATI bell. This was a historic U. S. Mail Line property and the wonder is they let this happen. That bell dated back to 1853 when it was cast for the TELEGRAPH NO. 3. It was transferred one boat to another in the Mail Line; was on the CITY OF MADISON when she sank on the Madison dike, then went to the TELEGRAPH (last) and thence to the CITY OF CINCINNATI. Anyhow it was on the MORNING STAR when she caught fire and burned.

Capt. Walter Blair was about 60 when he made the final New Orleans cruise with the HELEN BLAIR in 1916. He held on to that boat until the fall of 1919, selling her to parties in Memphis. The late Capt. Clarence Elder used to recall going to hear Capt. Walter Blair speak to various groups in Upper Mississippi towns. "He put on a real performance and one of his acts was to imitate a steamboat packet mate directing the loading of cattle and hogs aboard the boat, complete with all of the hollering, and the sounds of the animals; it was great to hear." In 1930, up in his mid-70's, Captain Blair became the author of a river book, "Raft Pilot's Log," the voice of



Continued
on Page 28

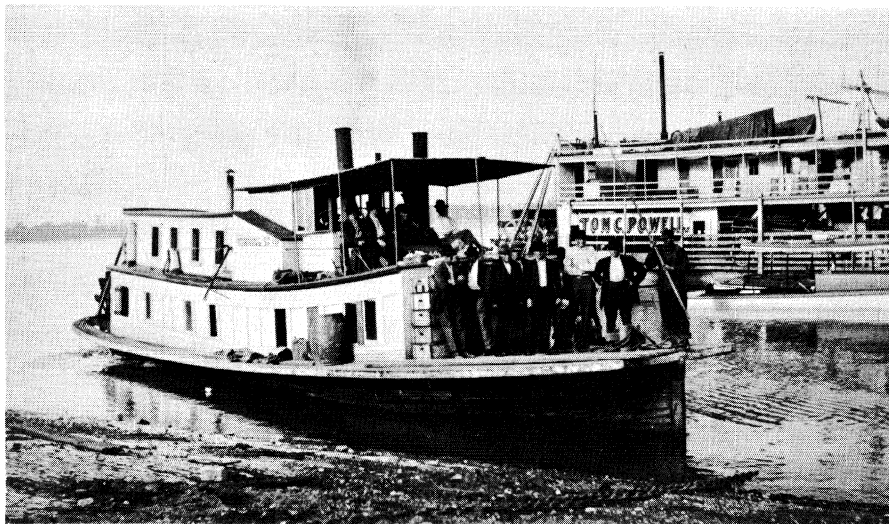
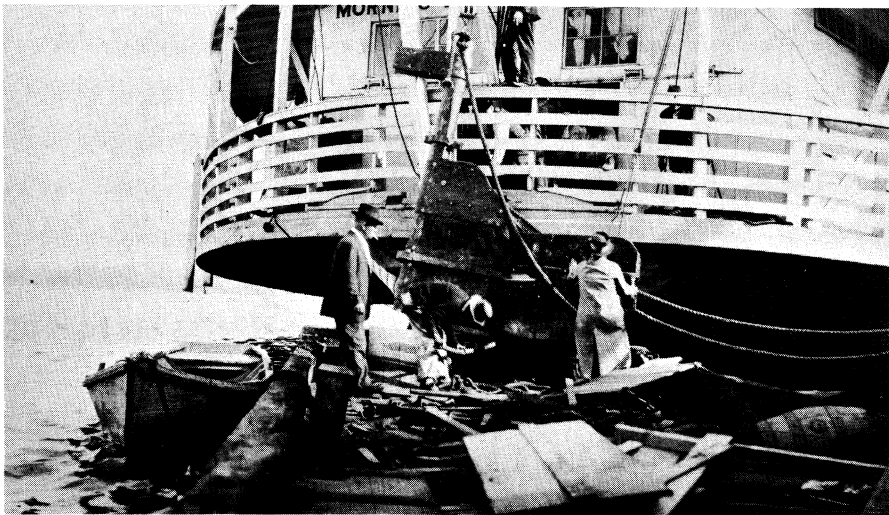
Passenger cabin of the MORNING STAR taken in 1901.



ABOVE: The HELEN BLAIR at Galena, Ill.
on Sunday, April 27, 1913.

BELOW: The cabin of the HELEN BLAIR
looking aft. Note the oval doors
with oil paintings on each.





RANDALL McFARLAN'S TRIP IN 1915

S&D member Randall McFarlan of New Richmond, Ohio, went to St. Louis and took passage on the MORNING STAR to New Orleans and back to Cairo. This turned out to be the boat's last trip south, made in Sept.-Oct. 1915. Capt. Walter Blair was in charge and his pilots were John A. Hottell and J. Harvey Brown.

The top two pictures at the left were snapped aboard showing some of the passengers, the second one a ladies' sewing circle alongside the stacks on the starboard guard. At Memphis the boat got in trouble as she was turning around to depart. The rudder jammed on shore in the narrow channel and was seriously bent. It had to be unshipped and repaired. The man at the left looks suspiciously like Capt. Walter Blair. There was lengthy delay.

Anyhow, on the upbound trip Randall McFarlan got off at Cairo and went on the RAPIDS to Paducah. There he was some surprised to see at the wharf a very small packet also named MORNING STAR (lower left) with cargo and passengers aboard. This interesting little craft was built at Allegan, Mich. in 1894 for service on the Kalamazoo River. She was brought across Lake Michigan and operated out of Vicksburg 1895-1900 and then came to Paducah.

The picture above shows a group of sidewalk superintendents during the rudder episode. Randall remembers there were heated words exchanged between Capt. Blair and the pilot on watch.

Continued from Page 25

authority on Upper Mississippi boating in his era. S&D heard a first-hand account of Capt. Walter Blair and his packet MORNING STAR from the late Capt. Donald T. Wright at the annual meeting held on Sept. 19, 1964. Donald was clerk in the St. Paul-Davenport trade on that boat in the summer of 1914 at which time F. S. Ratterman was the purser and Fred Bynum was steward. The Davenport Public Museum contains many photographs of boats and rivermen thanks to Captain Blair's penchant for river history.

But in most respects the really startling thing Captain Blair did was that trip to Galena, Ill. with the HELEN BLAIR. Galena once was a widely advertised river port near Dubuque even in General Grant's time. It's on the Fever River about five miles up Harris Slough. There were lead mines there. Big side-wheelers like the BEN CAMPBELL and the LAKE SUPERIOR went right up to the Galena wharf. Then it all started to dry up. When the HELEN BLAIR went there in 1913 there wasn't room to turn the boat around and she had to back out. Captain Blair snooped up there on Sunday, April 27, 1913 with the HELEN BLAIR and researchers will tell you there weren't many people in the Galena churches that Sabbath. Dick Bissell was at Galena lately and wrote a book about it. He says that "down the bank of that once glorious waterway to romance there are now four aluminum outboard boats from Sears Roebuck tied to car axles driven into the bank. And one homemade skiff."

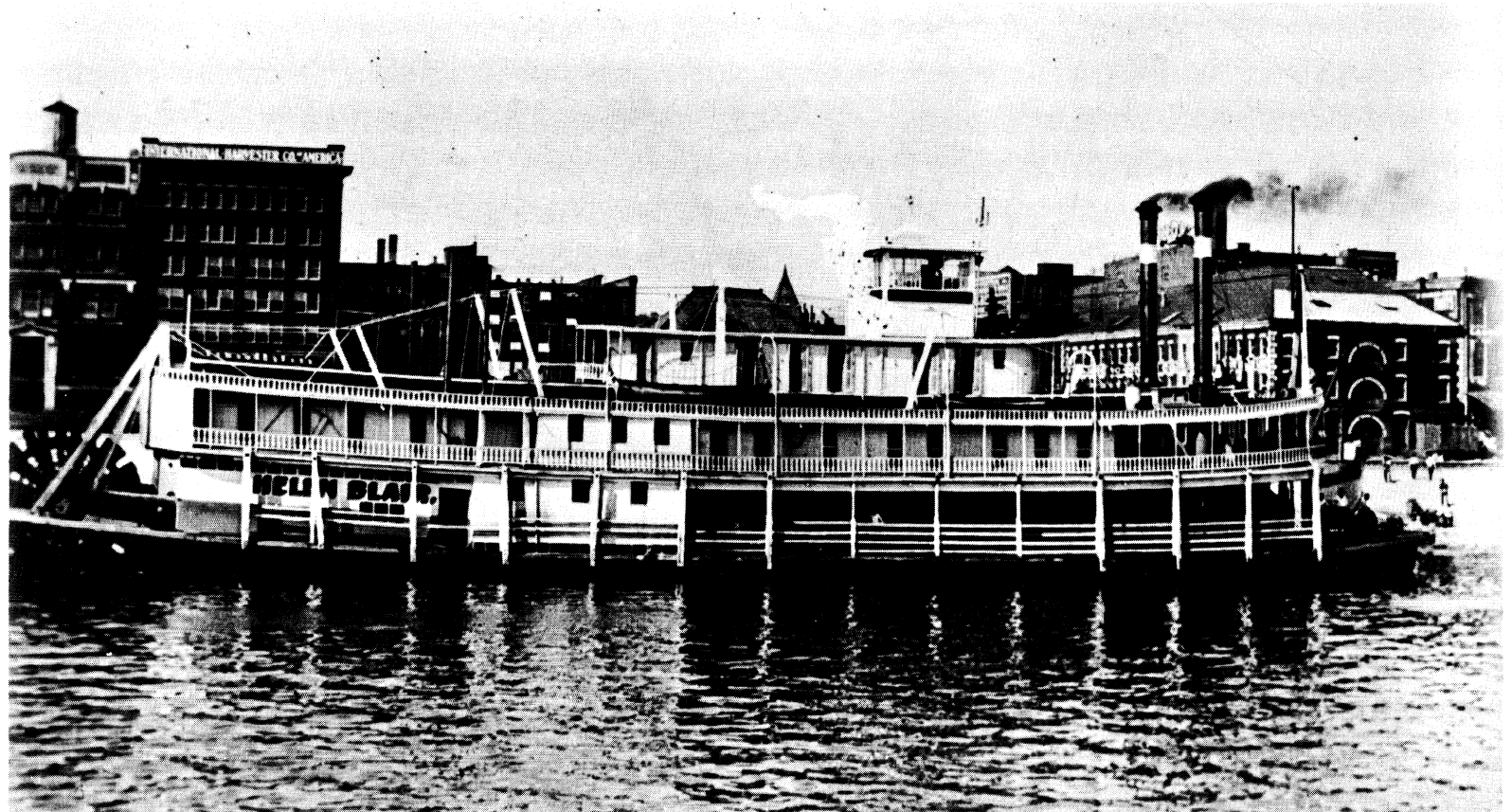
General Grant lived at Galena and his house is still there and you can go in it. Dick remarks

that somebody in Galena said Grant was just a plain bum and a booze fighter to boot. That same remark has been made about Captain Walter Blair. Maybe they were something alike, those two.

An unhistoric mate was heating a bucket of tar on the cookstove in the MORNING STAR's galley on Saturday, November 4, 1922. He was about to do some roof patching. It was a warm Saturday for November and the MORNING STAR and her partner ISLAND QUEEN were side by side, laid up at their wharfboat at Cincinnati, foot of Broadway. The TACOMA and CHRIS GREENE (first) were just below at the Greene Line wharfboat and neither had steam up. No boats were in at the L&C wharfboat at the foot of Main, and the QUEEN CITY was tied under it, asleep. Then the tar pot boiled over.

The wind was blowing on shore, not hard, and there was no current in the river. In another half hour and despite about half the fire equipment of Cincinnati all the boats named above were history save the QUEEN CITY which led a charmed life. That was the last of the "big wharf fires" which were the dread of wooden steamboat days.

Nobody has thought to record what Captain Blair said or thought when he got the news about the destruction. He was past the "retirement age" then. Nine years later he got an ache to get back on the river and bought a U.S. Engineer sternwheeler, the FURY. He went on board himself and did contract towing along the Upper Mississippi, and this was the 26th boat he'd owned in. He got her at Fountain City and kept her running until one day at Rock Island he got to feeling old and sold the FURY to Fred Kahlke. Two months later he died, 83, on the day after Christmas, 1939.



STEAMER TELEPHONE.

PASSENGER TARIFF.

Cabin, 1 Cent per Mile and 25 Cents Additional.

Deck, $\frac{1}{2}$ Cent per Mile and 25 Cents Additional.

IN EFFECT JULY 1, 1895.

Knoxville, to and from	MILES.	CABIN RATE.	DECK RATE.
Forks of River.....	5	30	27
Burnett's Creek.....	7	32	28
Brown's Landing.....	8	33	29
Paint Rock.....	9	34	30
Hynds' Creek.....	10	35	30
Riverdale.....	13	38	31
Kimberlin Heights.....	15	40	32
Gap Creek.....	16	41	33
L. Keener's.....	17	42	33
Huffaker's Ferry.....	18	43	34
Chas. Campbell's Landing.....	19	44	35
Ray's Landing.....	22	47	36
P. Keener's.....	23	48	36
Chandler Walker's.....	24	49	37
Sinking Springs.....	26	51	38
Foot of Gallops.....	27	52	38
Rock House.....	29	54	39
Brabson's Ferry.....	30	55	40
Sink Hole.....	31	56	41
Bob Catlett's.....	32	57	41
Al Hodges.....	33	58	42
Gass' Creek.....	35	60	43
Bryant's Ferry.....	38	63	44
Henderson's Landing.....	39	64	45
Douglass' Ferry.....	42	67	46
Fox's Ware House.....	45	70	48
Shady Grove.....	47	72	49
Muddy Creek.....	50	75	50
Nichols' Ferry.....	51	76	51
Dandridge.....	54	79	52
Elliott's Ferry.....	59	84	55
Oak Grove.....	64	89	57
Nina.....	67	92	59

No baggage carried free except what passengers carry with them. Trunks will be charged from 25 cents to 35 cents according to size and distance.

J. E. NEWMAN, Master.

All freights by this line must be prepaid.

NEWS-VISITOR PRINT, DANDRIDGE.

In 1895 passengers and freight came aboard the CITY OF CHATTANOOGA at St. Louis, went to Chattanooga, reshipped on the ONEGA to Knoxville, and then went on the TELEPHONE 54 miles above on the French Broad River to Dandridge, Tenn. And when you got to Dandridge you were about 25 miles from the North Carolina state line in the peaks of the Great Smoky Mountains.

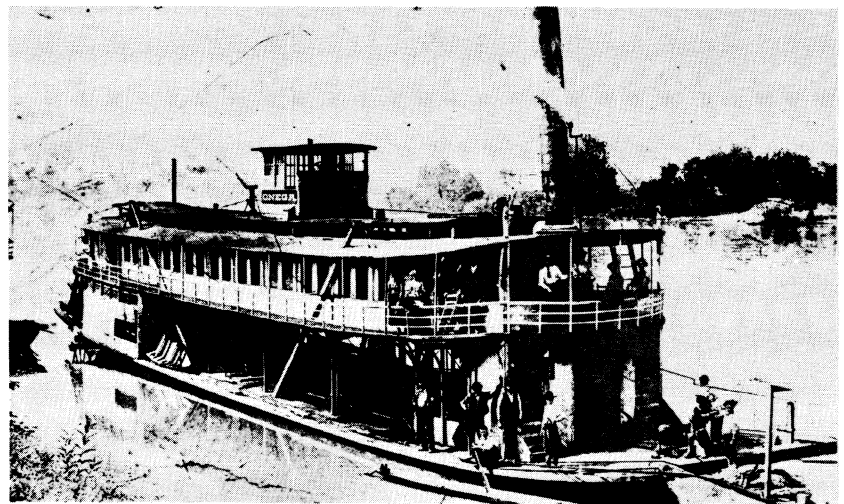
We are indebted to Earl F. Olson of Norris, Tenn. for the accompanying passenger tariff used by the TELEPHONE in 1895. It was sent by Fred Shanton, Jr. of Knoxville to columnist Bert Vincent of the Knoxville "News-Sentinel." Mr. Shanton found it among old papers of his great aunt Esther Brownlee McMillan. Earl Olson had it photographed.

The TELEPHONE was built at Knoxville in 1894 by Capt. J. E. Newman. Her hull measured 93 by 15 feet. This is the only tariff we have seen with the rates based on mileage. Of interest also is the fact that Dandridge, Tenn. had a printing shop in 1895 which not only did job work but apparently published a paper, the "News-Visitor."



TELEPHONE

Her trade took her 67 miles above Knoxville.



ONEGA

Admiral Dewey rode her once.

In May, 1900, Capt. Sam Williamson and Capt. Fred Hornbrook saw the TELEPHONE advertised in The Waterways Journal. They went to Chattanooga, bought her, loaded her with a cargo of Lydia Pinkham's Compound (bottled patent medicine) and brought her to Gallipolis, O. for use as a low water packet. They operated her several seasons, then sold her to A. G. Jackson and C. L. Williams of Parkersburg, W. Va. They ran her in the Little Kanawha River. On Dec. 23, 1902, upbound from Parkersburg for Palestine (Mile 29) she speared a snag at Big Ripple about 10 p.m. and sank. After repairs she ran again on the Little Kanawha. In mid-December, 1904 Capt. Lewis Tanner bought one-half interest in the boat and used her for towing jobs during the next year or so until she wore out.

The ONEGA ran Chattanooga-Knoxville as water permitted from the time she was built at Knoxville, 1891, until about 1901. She was built by D. M. Rose and others, and her skipper was Capt. Jacob L. Dykes. On one occasion she carried Admiral George Dewey, the hero of Manila Bay, to Concord Landing (Mile 617.1) where he visited the birthplace of Admiral David G. Farragut ("damn the torpedoes, full speed ahead.") We commend a study of the early life of Admiral Farragut to youthful S&D readers. The boy David Farragut was adopted at the age of seven by Commander (later Commodore) David Porter who put his young namesake in the Navy at the age of nine. At the age of twelve he commanded with credit a prize ship captured by the ESSEX. Porter put the kid in school on a part time basis and he became "an

officer and a gentleman." Dewey served under Farragut.

Lloyd Hawthorne, an artist of Pineville, La., has been commissioned by the R. W. Norton Art Gallery of Shreveport, La. to create an oil painting showing Capt. Henry M. Shreve clearing out the "great raft" in upper Red River. Mr. Hawthorne in the interest of accuracy has been seeking information about the snag-boats used during the task.

Mr. and Mrs. Robert M. Smith recently have moved to an apartment at Linden Place, 201 Grant St., Sewickley, Pa. Bob is connected with Jones & Laughlin Steel Co. Mrs. Smith is the former Virginia Rist, daughter of the late R. W. Rist who was lock-master at Ohio River Lock 14 for some time.

Delly Robertson, Box 696, New Richmond, O., is doing a column in The Clermont Sun titled "Doing My Thing." Previously she did "Dilly by Delly" for Ohio Boating Magazine, and ran a column in the New Richmond Press and later the Clermont Sun. Delly and her husband John have lived at New Richmond for the past 18 years. They raised two daughters and now have two grandchildren.

Sirs: The article "Steamboating on the Little Kanawha" intrigued me. Many of the gasboats mentioned, and some of the owners and crews later came to the Muskingum. As example Parsons and Rader brought the DONALD and the GRAND there in 1925. Ellis Barge Lines had the JUANITA about five years later. The EUGENE, EUELL S and CHASE NO. 2 appeared occasionally. I hope S&D REFLECTOR will do a similar story for the Muskingum.

Ralph R. Cross,
825 Audrey Place,
Dayton, Ohio 45406

Incidental Intelligence...

Gulf Oil now has four ocean-going tankers each big enough to carry three quarts of beer for every American over 18. Each of these tankers hauls 326,000 tons, which is about five times more than the SPRAGUE's record coal tow of 1907.

The Jefferson County (Ky.) judge who MC'd the ceremonies following the recent race between

the DELTA QUEEN and BELLE OF LOUISVILLE was Judge Sawyer whose first name is Tom.

At the Hannibal, Mo. Free Public Library (the first one in Missouri) no one has borrowed Huckleberry Finn from the adult collection in over a year.

Some of the drag chains used during the launching of the QUEEN ELIZABETH (first) in 1938 were anchor chains from the GREAT EASTERN.

The 1925 edition of Merchant Vessels of the United States lists, under "Yachts," the steel hull, twin prop SYMPHONIA, built 1922 in New York City, owned by Charles Ringling whose address then was Madison Ave. at 26th St., N.Y.C.

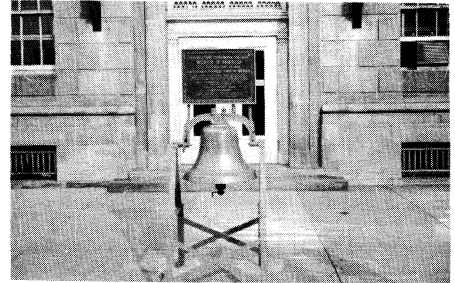
Ringling was the circus millionaire. Today that same yacht is at Cincinnati, brought there under its own power from Chesapeake Bay.

Here's the dope. The SYMPHONIA was sold by the Ringling Estate in the 1930s and during World War II did coastal patrol duty. Then she was sold to a grain hauler who stripped her of her elegance and converted the hold into huge grain bins with deck hatches for handling cargo. She was renamed ALURA and used in the Chesapeake

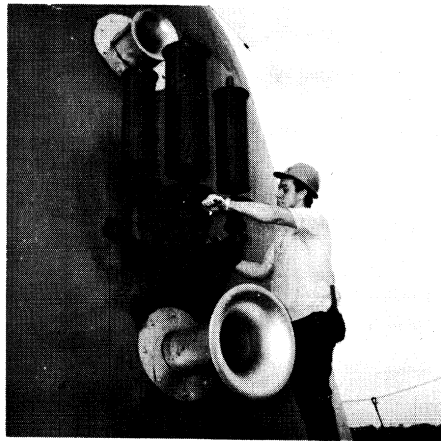
Bay Area. There was an engine-room fire and the craft was laid up in a tidal marsh near Reedville, Va.

Then's when Eugene Huber, who is president of Huber Industries, Cincinnati, found her. He put two Cat D-333's in her and installed a house-trailer cabin. Then he fired her up, went around Florida and up the Mississippi and Ohio, arriving in Cincinnati in February, 1968.

So now he's rebuilding her at Bud Stille's Valley Yacht Club, a solo I-love-to-do-it project, with hopes of getting done in time for the 1971 boating season. She's still the ALURA. Our thanks to Dale Flick for sending on this story from the column of Graydon DeCamp in the Cincinnati "Post-Timestar," May 7, 1969.

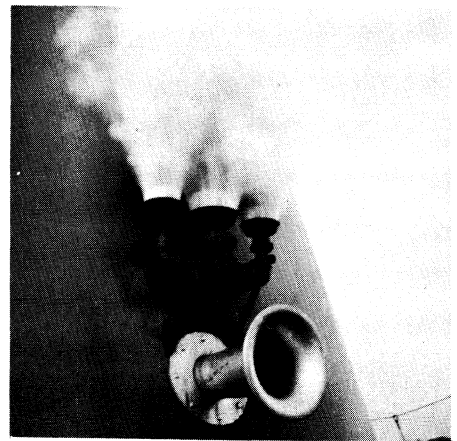


ROOF BELL of the towboat WEBER W. SEBALD recently mounted at the entranceway of the City Building, Ashland, Ky. -Charles Montague.



Sirs: The accompanying pictures are of a chime whistle which was recently installed on one of the Republic Steel Corporation's ore carriers on the Great Lakes, the THOMAS F. PATTON. Previously the whistle had served on the carrier J. E. UPSON built at Cleveland in 1908. Whether it was on the UPSON when launched, or put on her later, is not known.

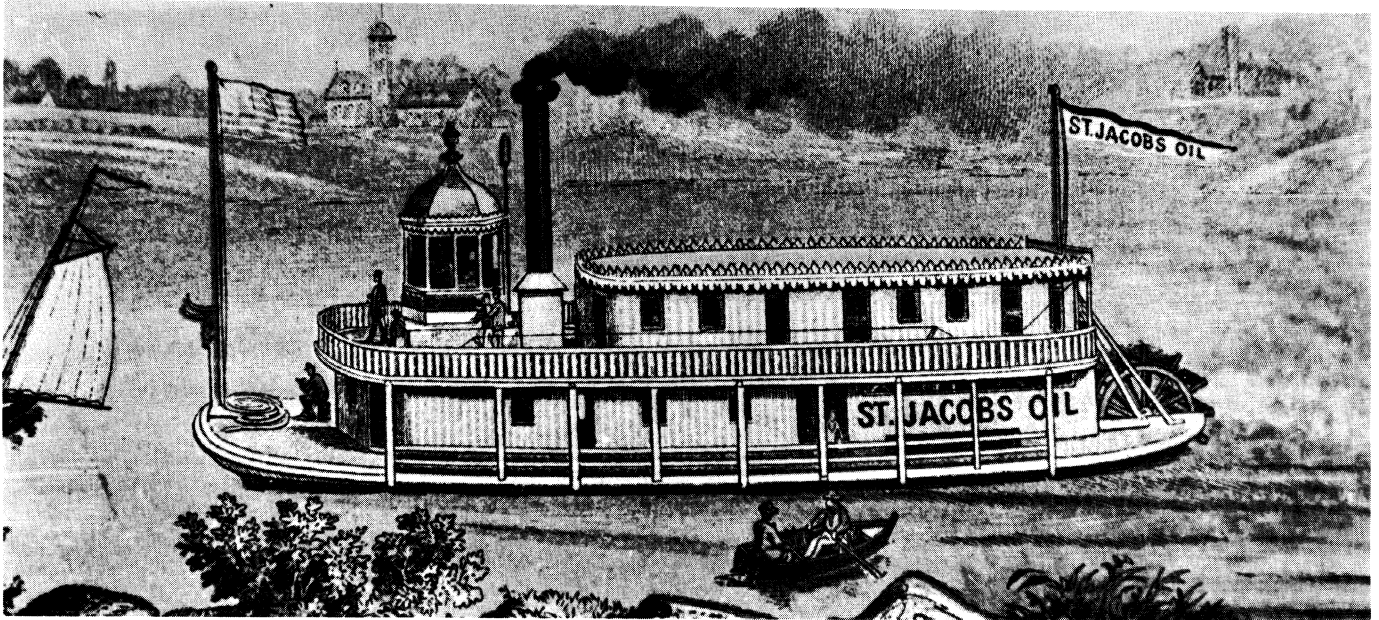
We do have information that it once won first prize when exhibited at a World's Fair held around the turn of the century.



We have a hunch the whistle was once installed on a riverboat. Any information you can furnish will be greatly appreciated.

Wm. D. Martin,
Editor, REPUBLIC REPORTS,
Box 6778,
Cleveland, Ohio 44101

=Thumbs down. We don't think such a monster whistle ever was on a Mississippi steamboat. Editor Martin was born and raised at Shawneetown, Ill. and so has some river blood in his system. -Ed.



St. Jacobs Oil was a patent medicine remedy for rheumatism and kindred ailments marketed by a Baltimore firm, A. Vogeler & Co., back in great-grandpa's time. In 1880 this medicine firm decided to build a small steamboat on the Ohio River for the express purpose of distributing literature, testimonials and advertising.

The bottled pain-killer was enormously popular and profitable to the owners--popular because people had faith in it, bought it, talked about it and used it--profitable as a direct result of this acceptance.

I am not sure where this little steamboat ST. JACOBS OIL was built, but records indicate at Wheeling--which seems likely--with completion at Middleport, Ohio. Her white oak hull was 62 ft. long, Custom measure, or 65 ft. from stem to aft transom. She was 14 ft. wide and the hull was 2½ ft. deep. She drew 20 inches of water. There was one tubular firebox boiler, 20 in. diameter and 11 ft. long, containing 45 2½ in. flues, and hence but one smokestack. Boiler water was supplied with a standard feed pump and, for emergencies she also had what was known as a Hancock inspirator, a gadget I don't know anything about.

feet in diameter, working 12-foot buckets with 12 inch dip. No statement is made of how many buckets (i.e. paddles) were in the wheel, but probably twelve.

Since you have waded through these statistics, I hasten to explain why all this detail about a patent medicine promoter steamboat. The pedigree of the ST. JACOBS OIL carries down to the present day. Those of you who have visited the Ford Motor Company exhibits at Greenfield Village, Mich. know about the little steamboat which until lately has operated during summertime on a tributary bayou or lagoon dredged from the River Rouge. The Ford steamboat is named SUWANEE. Well, this same SUWANEE originally was the ST. JACOBS OIL. I do not imagine there is a splinter of wood on the SUWANEE which started off in 1880, but my curiosity is whetted to know if these same little engines, built at Middleport, are still installed on the SUWANEE. Various river persons have gone to Greenfield Village and bring back the report that the engines carry no markings of any sort.

Henry Ford placed the SUWANEE in commission at Greenfield Village sometime after 1920, which leaves a blank spot of 40 years from the date in 1880 when the ST. JACOBS OIL was launched "to carry neither freight nor passengers," but to be used "exclusively for distributing printed matter in the river towns," promoting this "remedy" for rheumatism. A brief run-down of the adventures of the little steamboat is interesting to read about.

The first annual inspection was conducted on September 18, 1880 at Mason City, West Va. and the second on October 11, 1881 in St. Louis. In 1882 this little boat was inspected in the Memphis District, but whether she was then peddling the virtues of A. Vogeler & Co.'s patent medicine is not known to me. In any case, not long thereafter she was bought by the "Times-Democrat," a leading newspaper of New Orleans, and renamed by them SUSIE B. The job of the SUSIE B. was to go down the Mississippi, to the Jetties, with newspaper reporters on board, and interview incoming passengers before steamships and sailing vessels docked in the New Orleans harbor. In this way

MEDICAL.

ST. JACOBS OIL
TRADE MARK.

THE GREAT GERMAN REMEDY.
FOR
RHEUMATISM,
Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains,
Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.
SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.
A. VOGELER & CO.,
Baltimore, Md., U. S. A.

An article describing the boat supplies these facts, and also is authority for the statement that the engines, "two beautiful little engines made expressly for her from new patterns," were the product of the Ohio Machine Co. at Middleport, Ohio. They had a seven-inch bore and two foot stroke, turning a stern paddlewheel nine

the "Times-Democrat" got the beat on its competitors. Also, while owned by the newspaper this boat went up the Ouachita River, for reasons undisclosed, and is said once to have run from Camden to Arkadelphia in the brief time (for steamboats) of 5½ hours, considered a record.

In 1888, over at Branford, Florida, there was built a sternwheeler called the SUWANEE, whose Custom measurements were 70 ft. long, 16.5 ft. wide and 4.4 ft. deep. She had the engines from the SUSIE B. and hence from the ST. JACOBS OIL. Branford is an inland town, adjoining the Suwanee (modern spelling) River, about on the same parallel as St. Augustine. The SUWANEE operated between Branford and somewhere, probably the Gulf coast, and changed ownership several times. Menges Brothers, out of Fort Myers, Fla., bought her, and put her in passenger and package freight service on the Coloosahatchee River between the Gulf and Lake Okachobee, Fla. This was in about 1900, and she continued in this service for some 20 years.

During this period, the boat became a favorite of Thomas A. Edison, who spent a great deal of time in Fort Myers, and who frequently was a passenger. She left Fort Myers every other day, going up 45 miles, and handled U.S. Mail. The round trip fare was \$5. Apparently the venture became unprofitable, or else the boat became too old, and the SUWANEE was laid up and, once at least, sank, was raised, and some people say she sank the second time.

Now we get to Greenfield Village. Henry Ford wanted a steamboat and, because his friend Thomas A. Edison had such an admiration for the old SUWANEE, she was imitated. A replica was built, new, for the service on the estuary of the River Rouge in Michigan. But the same old engines which served in Florida were recovered and placed on Mr. Ford's steamboat.

So, if all of this is true, and we hope it is true, there is a set of seven-inch bore by two-foot stroke sternwheel engines on that Greenfield Village steamer today which started in business at Middleport, Ohio, in 1880, aboard the ST. JACOBS OIL. The accompanying picture of the sternwheeler was sent to us some years ago by the late Courtney M. Ellis, of Nashville, Tenn., together with a "card" from the Cincinnati "Enquirer," undated, providing the description.

One final item: This "card" describes the cabin arrangements of the ST. JACOBS OIL in glowing terms. The diningroom was placed on the main deck, between the boiler and the engineroom, "artistically grained with frescoed ceiling, the floor covered with oil cloth, the room furnished in Queen Anne style, with an extension dining table which accommodates 20." Moreover, the "silver, china and table linens are of the finest and of the most inviting character."

The upstairs cabin contained the main salon and captain's office. The main salon "is frescoed and gilded in Eastlake style, and the flooring covered with Turkish carpet." The furniture "in raw silk and walnut, is of the Queen Anne pattern like that of the dining hall, and rich curtains of damask complete the impression of a veritable floating palace." There were four staterooms, two berths in each, carpeted with Brussels carpeting.

The steamer ST. JACOBS OIL was run by a "picked crew of officers" who doubtlessly proclaimed the excellence of their product, and who were not plagued by rheumatism, and who informed visitors that "the virtue of the wonderful enterprise, when you try St. Jacobs Oil, will be fully explained to your mind."

Since writing the accompanying account of the ST. JACOBS OIL we learn, thanks to William L. Talbot, that the boat visited Keokuk, Iowa, peddling her medicine, in 1881. The local newspaper, "The Gate City," ran the advertisement shown at the beginning of this story, and also ran a lengthy article headed "A Novel Scheme" describing the boat. The master of the ST. JACOBS OIL at that time was named as Capt. J. W. Greiner. The above appeared in the issue of July 22, 1881.

Capt. Jesse P. Hughes informs us that he recalls large signs painted white proclaiming ST. JACOBS OIL on various bare rocks and hillsides bordering the Upper Ohio.

R. J. Bickel, of Keokuk, from whose scrapbook we have borrowed some of the accompanying information, is reminded that he read in an account of the Klondike gold-seekers that St. Jacobs Oil would freeze at 75 below zero, and in such manner they were aware of extreme low temperature. This may infer a high alcoholic content, although the remedy was advertised for "external use." Other remedies swigged by hoisting the bottle remained liquid in most Arctic climes, including Hostetter's Celebrated Bitters and Dr. Samuel B. Hartman's Peruna. The latter contained 27 per cent alcohol through its peak year, 1904, when Hartman's company in Columbus, Ohio, made over a million dollars and didn't have to pay income tax. Later the U.S. authorities "suggested" lowering the alcohol in Peruna. When it got down to 17 per cent the popular acceptance waned. By then it was a laxative; no more a stimulant.

Spring floods in the village lagoon, down below the Stephen Foster Memorial Home, wrecked the SUWANEE this past March. She therefore is out of service for the first time since 1930. She will not be available to passengers at the Henry Ford Museum and Greenfield Village this summer.

Announcement was made in "The Detroit News" on Wednesday, June 11, 1969, that the Museum has entered into a contract with a marine architect for a replacement, and the reproduction may be in service, hopefully, by the late spring of 1970.

The SUWANEE which now lies high and dry on the shore of the lagoon was built in Greenfield Village in 1930. She was dedicated with the Stephen Foster home on the Fourth of July, 1935. At that time she handled no excursions inasmuch as the Michigan State Boiler Inspectors would not issue a permit for her old boiler which had been on her since her Florida service. Later it was replaced with a new one, a modern welded job, and she has been carrying passengers since that time, in 1935.

We are indebted to Arthur V. Sheckler of the Milner Hotel, Louisville, Ky. 40202, for the news clipping referred to above. It was authored by Ted Douglas of the "News" staff.

Sirs: In connection with "Matt" Swallow, who owned in the FLOATING PALACE and SUNNY SOUTH show-boats (Dec. '68 issue, page 7 and March '69 issue, page 3) will say I own and live in Matt's old home at 321 Washington St., corner of Barkwill and Washington, St. Marys. I bought the house from the superintendent of the HiGrade Refining Co. that failed, and he bought it from Matt for \$5,700. When Matt sold the home he moved to a fine place on College Hill, buying it from Clyde B. Johnson, a very talented lawyer who was moving to Charleston.

Madison Orton Swallow was born in 1870 in Washington County, O., son of Joseph A. Swallow who later was postmaster at Belmont, W. Va. from May 15, 1897 to Dec. 1, 1901.

I knew Matt favorably well. He was one of the youngest men ever elected sheriff of Pleasants County, this in 1904, a close contest. He got 1,015 votes and defeated George Hammett who got 1,005.

Later Matt went to Mesa, Arizona to settle on a ranch he and George Phillips, a druggist here, bought in shares. Nelson Felter, then a boy, went with them. Matt went from there to Eldorado, Kansas, and from there to Texas. He married Emma L. Coen, and the wedding was on Jan. 26, 1894. He owned the first auto in Pleasants County.

As for myself, I was born on Dec. 3, 1880. Lots of years have slipped by and a lot of other things have, too. I have been wrong all the time. I did not think they would ever beat the steam sternwheelers, or that Henry Ford would ever run horses out of the cornfields or the English sparrows from the streets. How wrong can you be?

Hiram A. Carpenter,
321 Washington St.,
St. Marys, West Va. 26170

Sirs: I have read with much interest the story of Little Kanawha Steamboating in the March, '69 issue. Several of the "old-timers" hereabouts remember most of the boats mentioned. Three or four worked on these boats. When we were younger we used to sell scrap and stuff to the junk boat which appeared each year here. Check is enclosed for six more copies of the March issue.

James E. Morford,
Postmaster,
Grantsville, W. Va. 26147

Correction:

Lock 5, Little Kanawha River, was two feet wider than the other four.

GENERAL GRANT TO BE DISINTERRED

Sirs: I am one of a group which recently has located what we believe is the wreck of the packet GENERAL GRANT, lost on March 18, 1866. We hope to have everything ready to start excavating the site before winter.

R. Allen Coleman,
6784 Franklin St.,
Omaha, Neb. 68104

=The GENERAL GRANT was upbound with 172 tons of cargo when destroyed by ice on the Missouri River about half way between the mouth of the Platte and Omaha, at Bellevue, Neb. She was built at Monongahela City, Pa., 1863, a sternwheeler. Commanded by Capt. George H. Ghriest she got mixed into Civil War troubles on the lower Mississippi. Capt. Ghriest sweet-talked himself northward and on March 8, 1864 had his GENERAL GRANT back at Louisville where he unloaded 250 bales of cotton and proceeded to Pittsburgh where her arrival on March 14 was noted as the first through boat from Vicksburg since the war broke out. Capt. Ghriest later conducted a steamboat agency on Water Street, Pittsburgh, which he continued many years. He lived to be 83, and died in 1917. The GENERAL GRANT was owned by Capt. John Woodburn of Louisville who sold her, March 10, 1864, to a group from St. Louis. In charge of a Capt. Packard she took part in the Gen. Sully expedition to the Yellowstone River in the early summer of 1864, having departed from Pittsburgh on May 22 "for the gold mines of Idaho." She was at St. Louis during the bad ice break-up in early January, 1866 when so many boats were lost but survived to load out for Fort Benton. Upbound on that voyage she was cut down near Omaha. She was a relatively small boat, with engines 13's- 4 ft. stroke. -Ed.

Capt. Thomas E. Kenny, S&D member of long standing, has accepted a position with the Wisconsin Barge Line as river superintendent. He is living at Alton, Ill. with offices at Norman's Landing. Under his charge are six towboats, two of them of 5000 hp., and over 200 barges. Tom is anxious to have the DELTA QUEEN scheduled on one of her 1970 cruises to the Illinois Riv-

er where the boat has never been. He says she can be taken to Mile 238, Ottawa, Ill., where a railroad bridge would stop her.

Sirs: Please send me a copy of the June, 1969 issue for which check is enclosed. I have seen the original painting of the R. DUNBAR owned by Bill Akin. It is marvelous. The reproduction on the cover of the S&D REFLECTOR is strikingly good and the story in connection with it is extremely interesting.

Gresham Houglan,
Crouse Corporation,
2626 Broadway,
Paducah, Ky. 42001

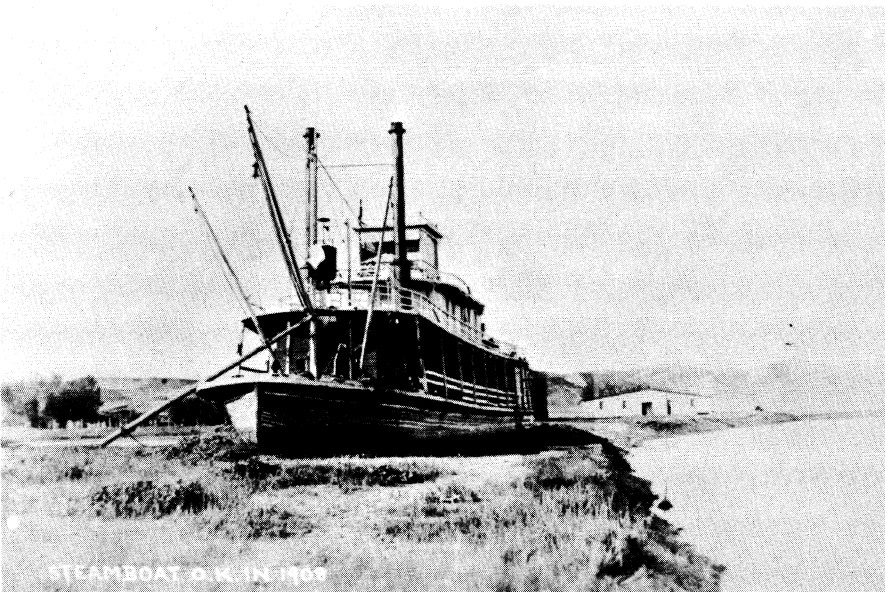
=Gresham Houglan is executive v.p. of Crouse. William F. Akin became a v.p. of that firm this past June. -Ed.

Sirs: I don't know who named it but gee it was sort of nice to occupy that meditation booth hard aft on sternwheelers when there wasn't a hard tail wind. You had a lot of privacy and on the floor were these old newspapers with heel prints on them, CATSPAW and U.S. RUBBER CO. and such, and you could read about horse races and ball games and see the ads for opening Coney Island and Chester Park and the B&O excursion to Cedar Point, all these interesting things happening in Cincinnati. Of course you were up near Pittsburgh, elbows on your knees, when you got all this exciting information. But it was fun anyhow, comfortable and snug, and you could hear the clank-clatter of the rudder pintle-rods and jockey bars and almost tell how much water was under the hull. Some rivermen brag a lot about old boats, like how her paddle-wheel rolled so easy that she'd make 5 r.p.m. with the hand-hole plate out, yet you don't hear much about the beautiful solitude of the meditation booth.

Lou Seshar,
537 Conrad Ave.,
North Charleroi, Pa. 15022

Sirs: J. Mack Gamble certainly did an outstanding job of covering the Whistle Blow. He wrote a most interesting and thorough account in The Waterways Journal and I enjoyed every word of it.

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



E. W. Hubbard visited Fort Benton, Mont. in the summer of 1960 and kindly sent us a photo post card of the steamer O.K. perched on shore there in 1908. He picked up the card at the Fort Benton Museum. The people at the Museum told him that the O.K. was the last steam packet seen at Fort Benton, the "head of navigation" on the Missouri River. The quote marks around "head of navigation" are put there to focus on the fact that steamboats went above Fort Benton, almost to Great Falls, Mont., although Fort Benton was the goal, the ultima Thule, of commercial traffic in the days of Indians, furs and gold.

So, o.k., the O.K. was the last active packet at Fort Benton. What's she doing perched on the bank? But before that, let's say that all boats which climbed the Missouri to Fort Benton were the Moon Shots of their day. Getting there was an upstream huff-puff from the mouth above St. Louis double the length of the Ohio River plus 323 more miles---total of 2,284.8 miles according to the gospel of Donald T. Wright who wrote a book about it privately published by his widow Pearl Burks Wright in 1966. Any steamboat which accomplished two round trips IN ONE YEAR between St. Louis and Fort Benton (a few did) was like upsetting Ohm's Law of the Missouri which states that the constant current is directly proportional to the EMF and inversely proportional to assorted snags and sandbars.

The steamer O.K. was not named for okay nor for Old Kinderhook either. She was named for a riverman of Dubuque, Iowa, Capt. Oscar Knapp. He put the initials on her, celebrating himself, about the same time Capt. Walter Wisherd christened the W.W. and Capt. John Streckfus (the elder) named his excursion boat the J.S. Captain Knapp's idea was to run his namesake on the St. Croix River, which he never did for some reason or other. She did menial harbor jobs there at Dubuque for a year or two, not very remunerative apparently, and in 1905 a gentleman named Charles Stevens came by and bought her. Mr. Stevens called himself the Charles Stevens Transportation Co. of Mondak, Montana. Where is Mondak? Not on our map nor in the Railway Guide.

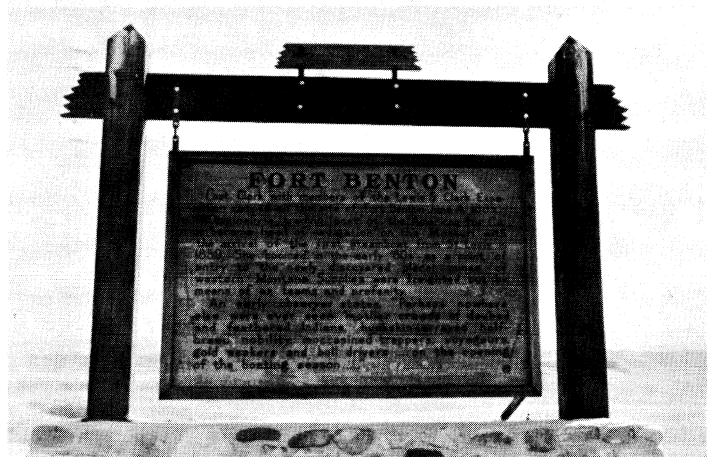
But before the O.K. takes off from Dubuque for the Upper Missouri with Capt. Grant Marsh stepping aboard, let's see where the O.K. came from in the first place.

That's interesting, too. She was built for the Burnside and Burkesville Transportation Co. at Cincinnati in the late fall of 1898 and her name was BURKESVILLE. If you've been over the Southern RR. main line between Cincinnati and Chattanooga you possibly know about Burnside, Ky. which sank down, down, down when Wolf Creek Dam was built in the upper Cumberland River. The nearest town of consequence is Somerset. Well, in 1899 if you arrived in Burnside on the Q&C and wanted to go to Burkesville, 89 miles down the Cumberland, you went shank's mare or aboard the BURKESVILLE, preferably the latter. Burkesville never had a railroad although it is the county seat of Cumberland County, Ky., pop. about 1,000.

Burnside is (or was) 516 miles up the Cumberland. Nashville is only 191. So there was not much river up there in 1899, no locks or dams, no government lights, no buoys. But nonetheless the

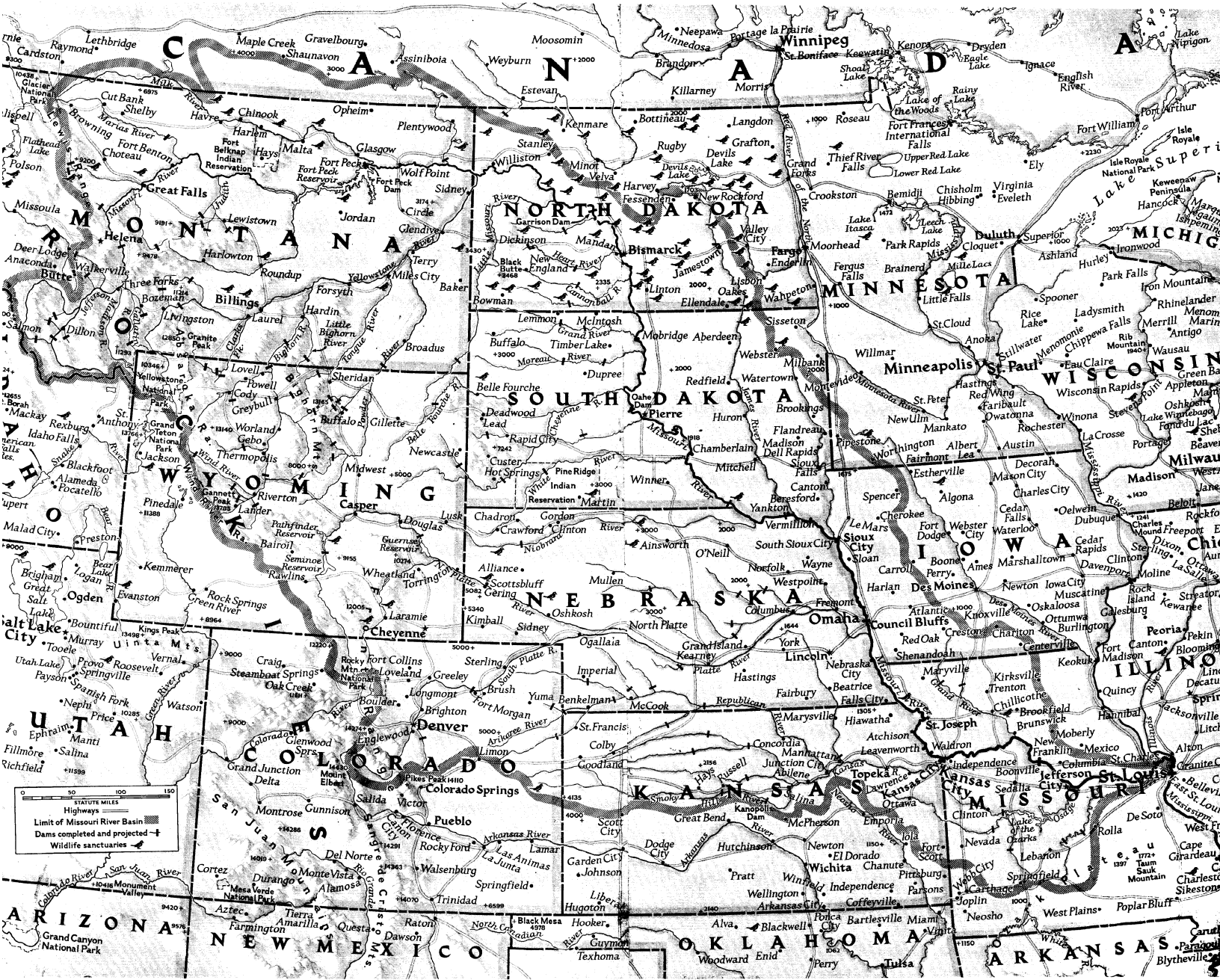
channel was improved with numerous wing dams very much like the Cairo-St. Louis section of the Mississippi on dwarfed scale. Some of the natural deep stretches were four or five miles long, hemmed by high hills splendid to look upon. Despite the wing dams built of stone, the chutes and riffles were swift, steep and sometimes almost the letter S in shape (most crooked was Wild Goose just above Rowena, Ky. and most rocky and treacherous probably was Harmon Shoals.) The forested hills resulted in many snag problems. The U.S. Engineers made sporadic effort to keep down the snag population, a losing battle, and gave up af-

Continued on page 36



FORT BENTON

Capt. Clark with members of the Lewis & Clark Expedition camped on the site of Fort Benton June 4, 1805. Originally a trading post of the American Fur Co. it became head of navigation on the Missouri with the arrival of the first steamboat from St. Louis in 1859. She boomed in the early '60s as a point of entry to the newly discovered placer mines of western Montana. Supplies were freighted out by means of ox teams and profanity. An early observer states, "Perhaps nowhere else were ever seen motlier crowds of daubed and feathered Indians, buckskin arrayed halfbreed, nobility, moccasined trappers, voyageurs, gold seekers and bull drivers... on the opening of the boating season..."



THE MIGHTY MISSOURI

Modern barge traffic goes to Sioux City, Iowa (Mile 760) but old-time packets went to Fort Benton, Mont., 1,524.8 miles higher up. The packet O.K. was the last of her breed at Fort Benton, and the U.S. Engineer snagboat MANDAN was the last steam sternwheeler there. The Yellowstone River has been navigated by steamboats almost to Billings, Mont. The Missouri River is muddy up to the Yellowstone and from there on up is usually clear. Steamboat pilots preferred the upper stretch, from the Yellowstone to Fort Benton, where the river bed is mostly rock and gravel, and where channel changes were infrequent. Modern multipurpose dams with no locks have permanently blocked commercial traffic above Sioux City. After Fort Peck Dam was completed the U.S. towboat JOHN ORDWAY (diesel sternwheel) went there and brought out to Omaha four wooden barges, assisted by the FOURCHETTE and KANNUCK (diesel prop), this in 1940, the last towing job in the upper reaches. The above map is reproduced by courtesy of National Geographic Magazine.



FORT BENTON LEVEE

JUNE 14, 1869, NINE STERNWHEEL STEAMBOATS MOORED ALONG THIS BANK, UNLOADING WHISKEY, GOLD PANS, SALT, BOOTS, BACON AND MINERS. OX TEAMS HAULED THE FREIGHT TO FARAWAY POINTS. WELLS FARGO STAGED MINERS TO HELENA AT \$25--RUNNING FIGHTS WITH BLACKFEET WERE FREE. SIX HUNDRED MOUNTAIN BOATS (BECAUSE THEY CAME NEARLY TO THE ROCKIES) DOCKED AT FORT BENTON FROM 1859-1890. STEAMBOATS SUPPLIED THE U.S. CAVALRY. INDIANS THEY HUNTED, CANADIAN MOUNTIES AND WHISKEY RUNNERS ALIKE. BENTON MERCHANTS WERE PLUMB IMPARTIAL ABOUT BUSINESS. BENTONITES PURVEYED THEIR GOODS FROM POSTS AT FORT WHOOP UP, CUI'APPELLE, LAST CHANCE GULCH AND OTHER PLACES WITH JUST ORDINARY NAMES. ONE SPRING BEFORE THE FIRST BOAT TOBACCO SWEEPINGS SOLD TO EAGER RESIDENTS AT A BUCK A PIPEFUL. ONE FALL DAY IN '66 ARMED MINERS LOADED A WAGON FULL OF GOLD DUST INTO THE LUELLA FOR ST. LOUIS.



MISSOURI RIVER CANYON

The Lewis and Clark Expedition westward bound camped just across the river on the night of July 17, 1805. Their equipment was packed in eight canoes. These were rowed, poled or towed as conditions demanded. Some of the party walked following an old Indian road through this portion of the canyon. The following morning as Capt. Lewis recorded in his diary they "saw a large herd of Bighorned animals on the immentely high and nearby perpendicular cliff they walked about and bounded from rock to rock with apparent unconcern to me that no quadruped could have stood."

Continued from page 34

ter they sent up the WARIOTO in 1939 and she got stuck in Harmon Shoals with prospect of spending the summer there. After wearing out the crew and breaking untold manila lines an April shower got her off the rocks.

The BURKESVILLE's operation was a seasonal affair, usually during the winter months only, but freights and passengers were plentiful and the owning company prospered. Her partner boat was the BURNSIDE, also Cincinnati-built in 1896. The Burnside and Burkesville Transportation Co. was controlled in Cincinnati, strangely, the president being C. W. Cole. Just why they decided to sell the BURKESVILLE is not apparent, but they did sell her, in 1904, to this Capt. Oscar Knapp of Dubuque. Chances are Mr. Cole and associates repented at leisure inasmuch as the BURNSIDE was lost by fire at McMillin's Landing (Mile 393.7) on the last day of December, 1904. These events did not spell the end of the B&B company which acquired replacements and later built other boats for this "Hurry County" trade as it was called.

Anyhow on July 5, 1905 the O.K. left Dubuque for the Upper Missouri. Arthur Miller piloted her to Kansas City where he was relieved by pilot John Marsh, son of the fabled Capt. Grant Marsh. When they got to Bismarck, N.D., Capt. Grant Marsh came aboard--same skipper who had brought the news of Custer's Massacre to the world via steamboat--then in 1905 aged 71. He paid his respects. Capt. Grant Marsh had other children besides pilot son John; his daughter Kathryn married Capt. Robert L. Gaines of Memphis, long an Anchor Line pilot; his daughter Carrie married steward Charles Hall of the steamer HUDSON. Both girls married in the same month, same year, in December, 1896. How easy it is to wander.

In the summers of 1906 and 1907 the O.K. ran between Milk River and Fort Benton handling big cargoes of groceries and hardware amongst the ranchers and Indians. She was up the Yellowstone her first season (1905) several times to Glendive, Montana. This wasn't much of a brag in Capt. Grant Marsh's book. He took the JOSEPHINE to hell-and-gone above Pompey's Pillar to a place called "Hell Roaring Rapids" 483 miles above the mouth in 1875.

It might be that the O.K. was purposely beached at Fort Benton that winter of 1907-1908 to keep her safe from ice. According to an account in the Missouri Historical Review (July, 1927 issue) she burned right there on Tuesday, June 30, 1908. Loss estimated \$5,000. That was the day packetboating to Fort Benton ended.

EXCEPT, and always there is an except, that the U.S. snagboat MANDAN was there making regular rounds in 1913, 1915, 1916, 1917, 1918 and again in midsummer 1921. She was a steam sternwheeler operated in U.S. service making no pretense of handling passengers or freight. But to be technical, the MANDAN blew the last steam whistle at Fort Benton, Montana, an impressive 327.7 miles above present-day Fort Peck Dam. Incidentally she also went up the Yellowstone in 1921 about 50 miles, far as she could get, stopped by an irrigation dam with no lock.

The pictures of the historical markers were taken by S&D member E. W. Hubbard while on a trip to Fort Benton in 1960.

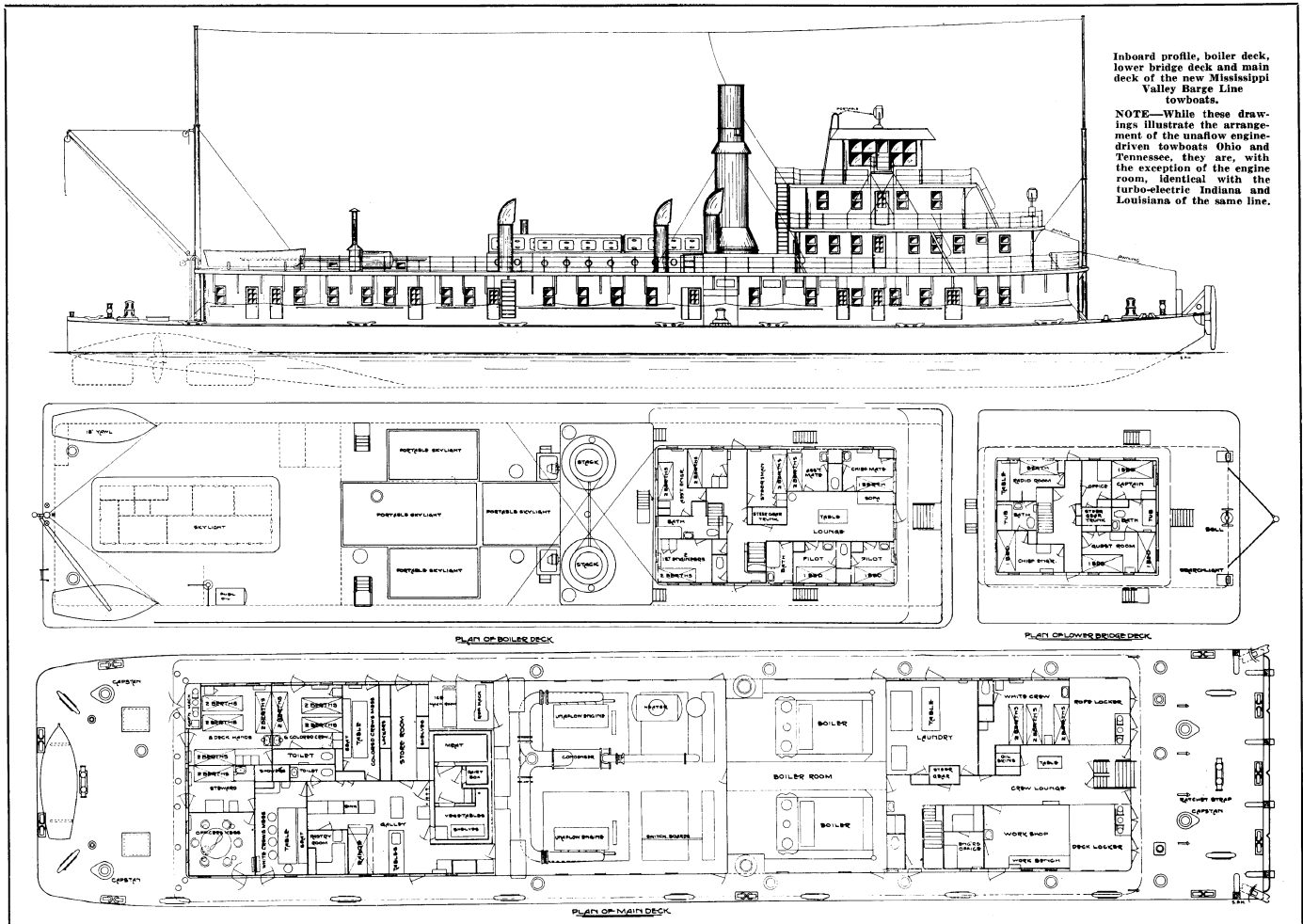
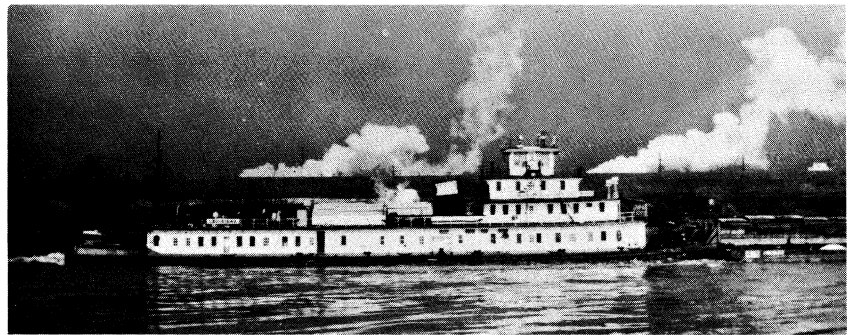
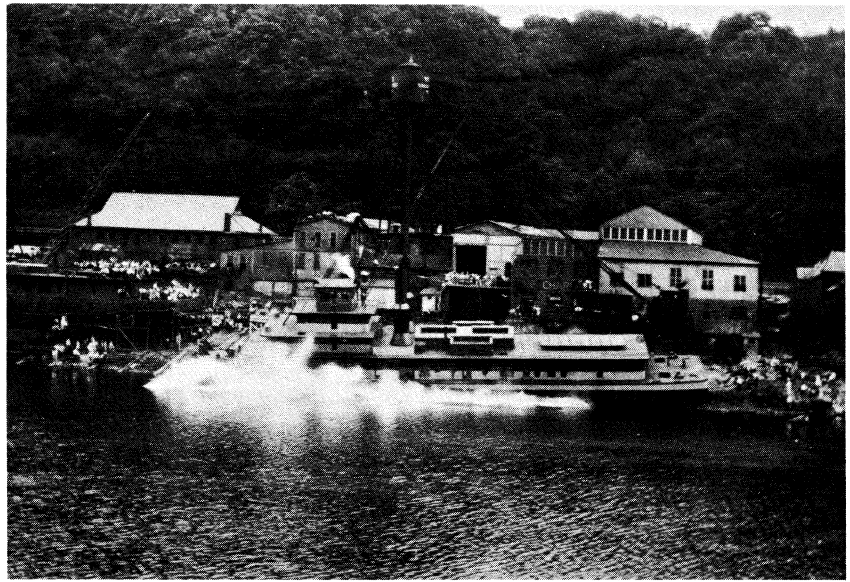
The Valley Line Company, successor to the Mississippi Valley Barge Line, has asked that their diesel prop LOUISIANA be omitted from the 1969 listings in the Inland River Record. Plans to repower her with new diesels were dropped. This decision eliminates the first of four notable towboats built in 1930, all with the same hull size, the OHIO, TENNESSEE, LOUISIANA and INDIANA. All four were originally powered by steam, and all four were later changed to diesel.

The LOUISIANA and INDIANA were built at Charleston, W. Va. by Ward Engineering Co. with turbo-electric drive. The OHIO and TENNESSEE were built by Dravo at Neville Island, Pa. with 3 cyl. Unaflo single-expansion engines.

Below is a profile and deck plans for the two built by Dravo. To the right (upper) is the launching of one of the Ward-built twins, and under it is the LOUISIANA after conversion to diesel.

MVBL sold the TENNESSEE in 1964 to Houston Barge Line, who repowered her with F-M diesels and renamed her TEXAS, now rated 4000 hp. Also they sold the OHIO, now operated by Williamson Marine Transport, repowered with G-M's, rated 4300 total hp. TVLC still operates the INDIANA, with G-M 16-278A diesels in her, 3200 hp.

All four originally were in the 2000 hp. class and, as noted on the drawings, none had Kort nozzles. Later the sterns of all four were modified and Kort nozzles added. These four, plus the HERBERT HOOVER built at Dubuque also in 1930, were the advance guard of big horsepower applied to propeller-driven inland towboats.



The following letter is admittedly a condensation. Virgil E. Bennett prepared for us a wealth of recollection and observation supplementing the Monongahela River story which appeared in the June issue. He says: "The actors and employes have gone home, yet the echoes which resound reveal a capable, friendly group which steambated there." We accept responsibility for capsuling Virgil's material which otherwise could not have appeared in this issue, and it was too good to omit. -Ed.

Sirs: Thank you for the comprehensive and vivid presentation of packet boating on the Monongahela River (June '69 issue).

My Monongahela River experience commenced on the second side wheel COLUMBIA constructed on the hull of the first one. John Habermehl of Clarrington, O., purser, and Harry Baumgarner of Millsboro, Pa., second clerk, were my preceptors. The COLUMBIA then was running Pittsburgh-Morgantown under the auspices of the Monongahela and Ohio River Packet Company.

The president of the company was Capt. Martin F. Noll, and the general manager was Capt. William E. Roe. Early in 1907 some of this company's capital stock (but not control) was sold to Fairmont, W. Va. investors with the understanding schedules would extend packet transportation in and out of Fairmont six days a week. The COLUMBIA was selected for the first trip on May 1, 1907.

In the 1906-1909 period long-time personnel of the line believed the COLUMBIA was the first Monon packet built with two rudders. The I. C. WOODWARD had but one. Her pilots maintained that the WOODWARD was difficult to steer and would yaw and take off on a sheer tangent at the most unexpected moments. More than once the WOODWARD came unintentionally close to the slag-lined banks around Hazelwood, Homestead, Duquesne and McKeesport. Yet there were pilots who preferred employment on the WOODWARD to handling the overbuilt, magnificent (comparatively speaking) COLUMBIA. There were conditions on a rising river where the COLUMBIA's massive size made it necessary to inch her in to a lock chamber. The currents below the lock were a hazard since they twisted the COLUMBIA sidewise with danger of crushing in her

head and forward guards. This happened on occasions resulting in considerable repair expense. On a quiet river around the locks or out in the main stream the two rudders made the COLUMBIA easy to steer and handle. None of the Monon packets had steam steering equipment.

Capt. William H. Loyd of Greensboro, Pa. (yes, spelled as shown, but one "l") was master of the COLUMBIA, handsome, trustworthy and popular with travelers and shippers. He and his wife (loyal Presbyterians) continued as my friends until their deaths.

Capt. Frank Ganoë was one of Captain Loyd's favorite pilots. Frank was a son-in-law of Capt. Zack O'Neal, Sr., New Geneva, veteran mate on various Monongahela packets. The Ganoës had a nice family of sons and lovely daughters. Captain Frank's bachelor brother Capt. Walter Ganoë, was long-time master of the J&L towboat SAILOR.

George Demain was chief engineer of the COLUMBIA and likewise designated chief engineer of the M. & O. Packet Line. Handicapped from early childhood by lameness in one leg and foot, his brilliance as a steamboat engineer was well recognized. When the sidewheelers were laid up for the winter, George would serve as chief engineer on towboats of the G. W. THOMAS class. He also had master-pilot license, Morgantown to Davis Island Dam, which on occasion served him well. In his later years he served as custodian of buildings for the Brownsville School Districts. His brother Capt. Robert L. DeMain was a long-time packet master and pilot on the Monongahela.

Charles Higgs and John Garwood were among the second engineers on the COLUMBIA in the 1906-1909 period.

And a word for Lloyd Gee, the COLUMBIA's steward, a respected gentleman and extensive reader. He also served on numerous Ohio River packets and heroically drowned in the steamer KANAWHA disaster (See June, '66 issue--pages 18-24).

Capt. Frank Williams was one of the two pilots on the COLUMBIA. He was reared in the family of Capt. I. C. Woodward, although not an adopted son. He married a Miss Snowdon. There were two sons of this union. Frank always preferred work on the steamer I. C. WOODWARD for sentimental reasons.

Purser John Habermehl resigned from the COLUMBIA to matriculate in the West Virginia University

Law School. That meant that Harry Baumgarner, about 45, and myself (very youthful) were in charge of the office of the finest packet in the line carrying midsummer capacity trips.

Just then an emergency summoned Baumgarner home. That left me alone in the COLUMBIA's office for the two-day Pittsburgh-Morgantown round trip. No additional clerk was available. Just before departure at 3:30 p.m. that sultry and humid August day Harry Wilson said to me: "Son, at fifteen years of age you will be on watch for forty-eight hours. It is a big responsibility for one so young. If you are in doubt about rates, charge the maximum, for it is easier to refund them than to collect additional tariffs."

So, for the next forty-eight hours I did the best I could. My only rest was cat-napping in certain locks and between some landings. The boat's trip was profitable; its cash balanced at the end of the round trip, and the books and bills were written up.

I would not have missed that episode for anything. In retrospect I know that the experience taught me not to be afraid of work and long hours.

Over on the side-wheeler I. C. WOODWARD Capt. Adam Jacobs III was in charge, a gentleman of the old school who was popular and who did an excellent job. His pilots were Capts. Robert L. DeMain, previously referred to, and Robert Covert, both reliable landmarks. Frank Williams also piloted there frequently.

Early in 1908 Captain Jacobs (son of the renowned Captain Jacobs) died suddenly of pneumonia. The purser of the I. C. WOODWARD, Roy Moore of Raven Rock, W. Va., assumed command and was both master and purser throughout the 1908 season. His first mate was the veteran Capt. Enoch Dougherty who served on other packets as master and-or mate. After the 1908 season Capt. Roy Moore left the river for employment with the Pet Milk Company. He is buried in Youngstown, Ohio. Well known Edward McCaulsky was the WOODWARD's second clerk with Roy Moore.

The close of Capt. Enoch Dougherty's career was tragic. After the side-wheelers ceased operations, he liked to watch towboats plying up and down the river near old Lock 3 above Elizabeth, Pa. One day while seated on the end of a cross tie on the main railroad track a fast train ground him into eternity.

Bud Gaskill, resident of Avalon, Pa. was steward of the WOODWARD. He was contemporary of the older school of Morgantown boatmen. Plain and nourishing foods were his specialties.

The all-time slowest, bad-luck Monon packet was the sternwheeler ROSE HITE. She required fully 22 hours for the Pittsburgh-Brownsville round trip not including fog loss or lock delays. Soon as the management could sell her she was replaced by the LEROY. The crew listed in the June issue, page 21, is correct. That same crew previously had steamboated on the ROSE HITE. Thomas Jackson of Clarrington, O., the purser, had good appearance and ability. Later he held an executive position with South American packets. He required the cash to be balanced each day with the packet's other accounting records, a procedure seldom followed by other packet clerks, and today standard procedure with banks and business concerns.

Steve Mellott, son-in-law of Capt. Jack Ward, was the capable steward of the ROSE HITE and the LEROY. He joined the crew of the Greene Line's GREENWOOD in 1907. Steve always had a sumptuous dining table. He was licensed as a local Methodist preacher.

Considerable credit is due Harry J. Wilson and William Chapman for their services on the Pittsburgh wharfboat of the M. & O. Packet Line c. 1906--1909. Harry's brother Ben had been Secretary of the predecessor line. Previous to his wharfboat employment William Chapman was second clerk on the VALLEY BELLE, W. N. CHANCELLOR, and for five years on the QUEEN CITY. After serving on the Pittsburgh wharfboat he went with Capt. James A. Henderson and G. W. C. Johnston to the Terminal Warehouse in Pittsburgh's South Side. John M. Deems, formerly with the Bay Line, replaced him on the wharfboat and remained in the position until the end of the side-wheelers.

Parenthetically, my father and George Thompson (who built skiffs at Portland, O.) and Capt. Martin F. Noll were schoolmates in Washington County, Ohio. While living in Reedsville, O. my father formed a lasting friendship with Capt. E. Dayton Randolph. My father was employed at times on the TOM DODSWORTH and other towboats. Later on, from our home at Portland, O., our family were patrons of the HUDSON, KEYSTONE STATE, LIZZIE BAY, RUTH, VALLEY BELLE and so on.

I like the Monongahela River

and the Valley. They were good to me.

Virgil E. Bennett,
200 Beaver St.,
Beaver, Pa. 15009

Death came to Elmer W. Easter following a long illness on Tuesday, July eighth, 1969. He was 67. During his career as a boatbuilder and marine engineer he was associated with Dravo, Hillman and for a time was president of the Marietta Manufacturing Co. Some of the more noteworthy boats from the Hillman yard with graceful yacht-like lines were from his designs. Elmer also was a noteworthy builder of boat models and some of them, including ocean craft, are recognized as leaders in the art. One of his last commissions was to design a novel Music Barge for the American Wind Symphony. He made his home in Coraopolis, Pa. and is survived by his wife Eleanor; a daughter, Ellen Ann; a son, William M.; a brother; and a grandchild. Burial was in the Coraopolis Cemetery.

We note with regret the passing of R. J. Bickel of Keokuk, Iowa on Saturday, July twelfth, 1969. He was an ardent collector of river historical material. Some of his old clippings and advertisements have been reproduced in this magazine.

Sirs: In the June issue I especially liked the article about Dennis Trone and his magnificent effort to revive the Illinois River with a new JULIA BELLE SWAIN. The story of the RUTH NO. 2 also was enjoyed because I spent a year of my boyhood in South Carolina and didn't realize we had steamboats.

In May we just escaped with our lives in the middle of the night from a fire. We are now living in a new apartment.

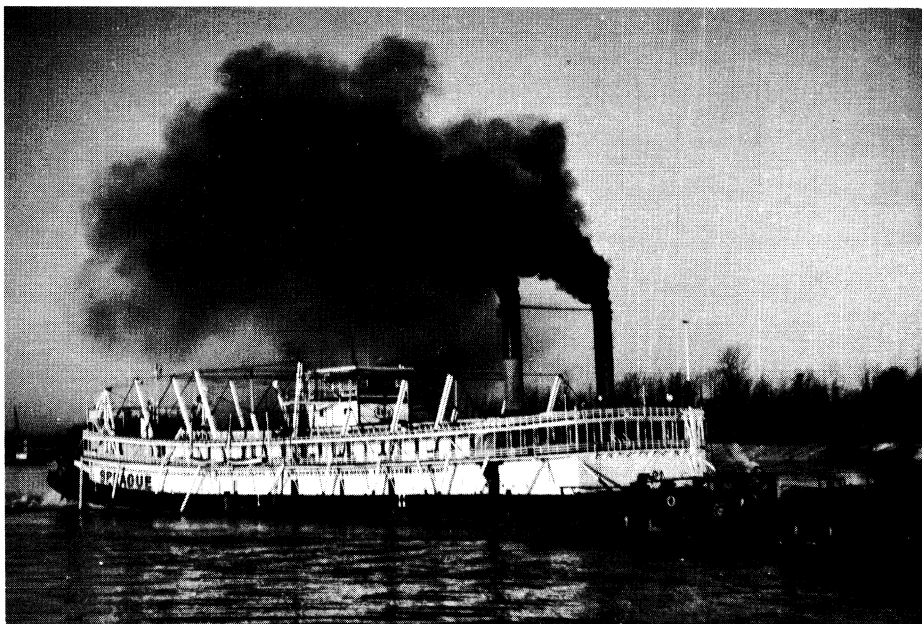
Charlie Gerard,
4519 N. Harding Ave.,
Chicago, Ill. 60625

Sirs: I happened to be in my own boat just below the Montgomery Locks, Ohio River, when Capt. Wm. S. Pollock piloted the QUEEN CITY to Pittsburgh for the last time. He blew the whistle then, and that's the last time I had heard it until at the Whistle Blow. It sure was good to hear it again.

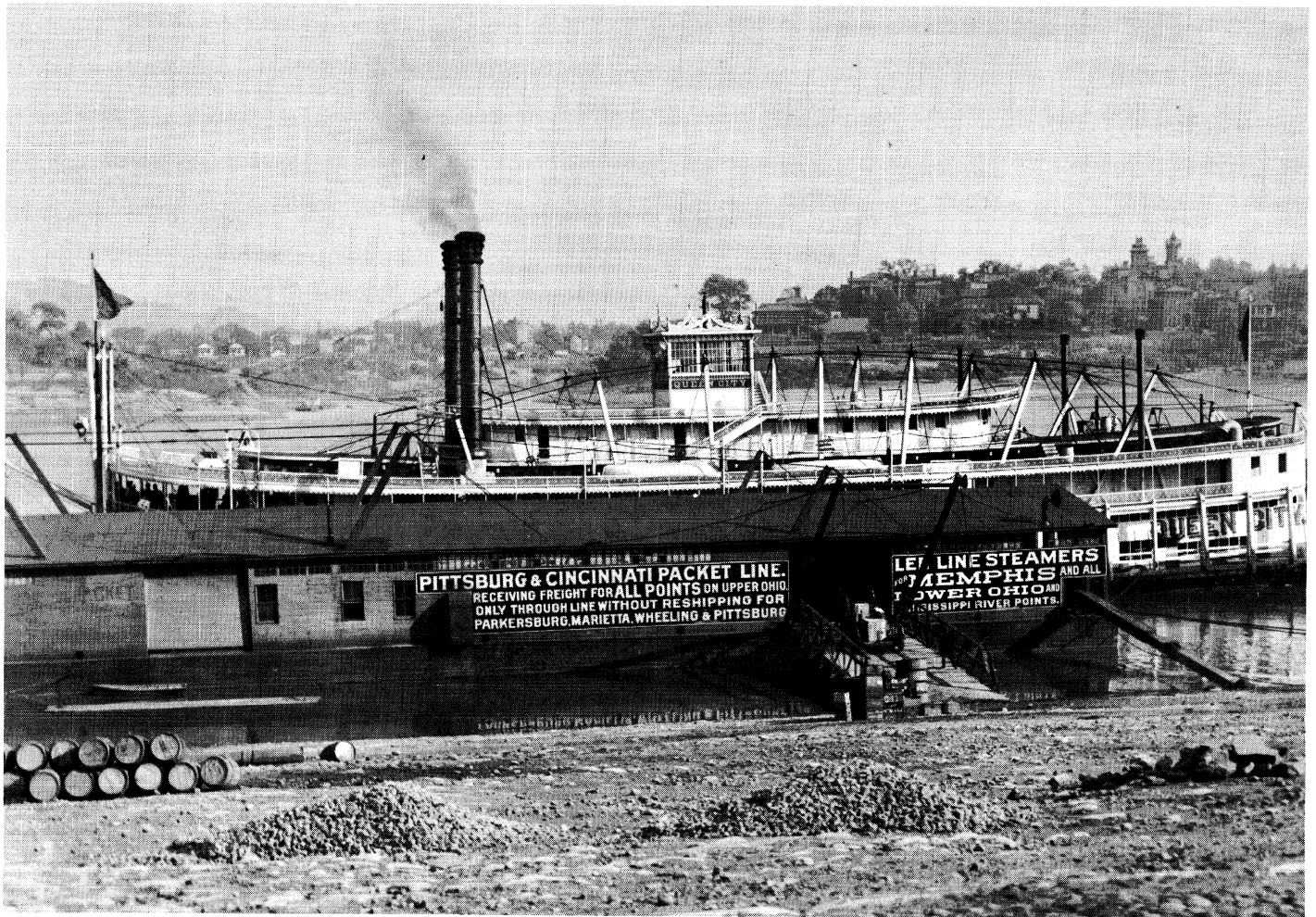
I spent 25 years working at Montgomery Locks so I saw quite a few persons at the Whistle Blow that I knew. I met J. Mack Gamble whose columns in The Waterways Journal I have read for years.

William A. Marx,
Route 2,
Beaver, Pa. 15009

=Montgomery Locks and Dam was under construction when the QUEEN CITY made that last trip. -Ed.



This excellent photograph of the SPRAGUE in her Esso Standard days was taken by Capt. William H. Tippet of Hernando, Miss. and comes to us via William E. Reed. We nominate this as one of the outstanding portraits of "Big Mama" during her active career. Modern technologists will nominate it as a flagrant example of air pollution and shudder at the thought of inefficient firebox combustion.



The keynote of this picture is repose. It was taken at the foot of Broadway, Cincinnati, one Saturday afternoon in the summer of 1906. The QUEEN CITY has her flags up, ready to depart at 5 p.m. for Parkersburg, Marietta, Wheeling and Pittsburgh. She is moored at the lower end of the Coney Island Co. wharfboat which was headquarters for the ISLAND QUEEN, PRINCESS, QUEEN CITY, VIRGINIA, KEYSTONE STATE, PETERS LEE and the GEORGIA LEE.

Within the hour the deep-toned roof bell will notify all and sundry that the QUEEN CITY's departure may be expected within thirty minutes. There was a ritual about this "30 minute bell" rung out with cadence and precision. It was tapped bong----bong----bong. Then a pause. Again the bong----bong----bong. Another pause. Then a final bong----bong----bong. Off to the right of the picture the GREENWOOD might be readying for Charleston, and, below her, the CITY OF LOUISVILLE chimed in for her Louisville departure. The ISLAND QUEEN by then was lapped down outside the QUEEN CITY and Homer Denney was on the roof playing the calliope.

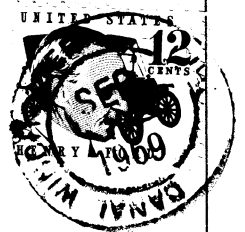
All of this was a part of the Cincinnati scene with the tolling of the bells, paddlewheels rolling over, smoke curling from twin stacks and steam pluming from the 'scape pipes. Five o'clock p.m. was "leaving time," the city's witching hour --- the white steamers jockeying in mid-stream setting off for Louisville, Pittsburgh, Charleston, and Memphis. Cincinnati truly was the "Queen City of the West" with her pageantry of the packets.

40

The composure of this scene conveys the confidence of the time. No fuss; no muss. Details have been attended to. It's "go" when the bells ring.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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Columbus, Ohio

43212

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