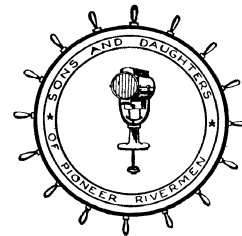


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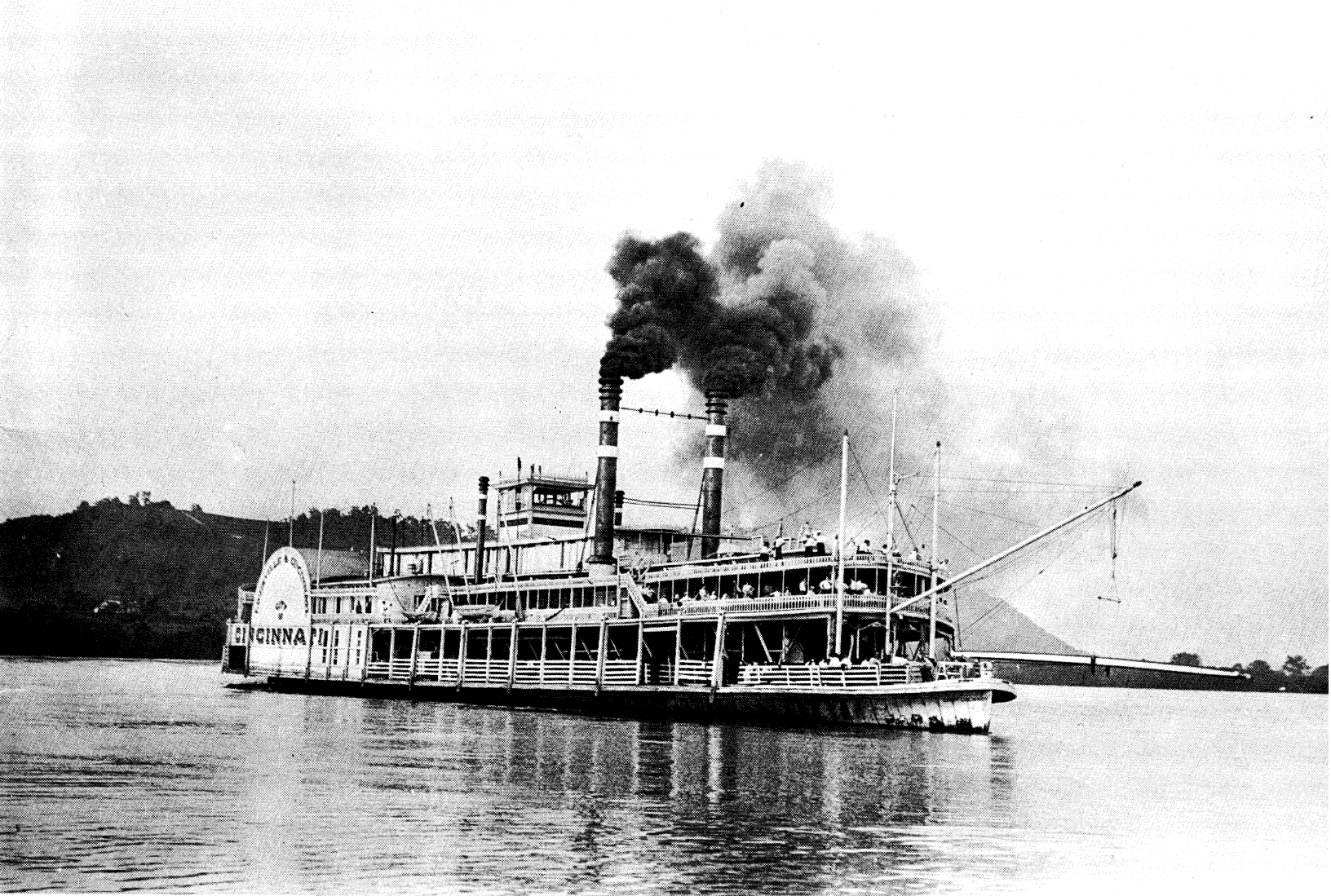
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 7, No. 3

Marietta, Ohio

September, 1970



It is somewhat singular that such a large boat (CITY OF CINCINNATI was 300 feet long) never in all her days was away from her trade. She never was above Cincinnati nor was she ever below Louisville. None of the many thousands of passengers who rode her were aboard over 48 hours, most of them much less, about 15. A photo story of the CITY OF CINCINNATI appears in this issue on pages 22-26.

The CITY OF CINCINNATI came out new in April, 1899. To celebrate the occasion Commodore Laidley invited the Cincinnati Chamber of Commerce, wives, friends, and other dignitaries for a trial

run in the Cincinnati harbor. The new boat was taken upstream to the mouth of the Little Miami and back, probably the farthest she ever went up the Ohio River.

Then, for the next sixteen years, the CITY OF LOUISVILLE and CITY OF CINCINNATI were the regular overnight packets of the Louisville & Cincinnati Packet Co. It is quite likely that the CITY OF CINCINNATI made more trips in the trade than her larger partner 1899-1917. When the river got low the CITY OF LOUISVILLE was the first to quit, being heavier. Oftentimes the CITY OF CINCINNATI and INDIANA (built 1900) were operated in the June-November season.

ANNUAL MEETING will be held at Marietta, Ohio on Saturday, September 19, 1970 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.

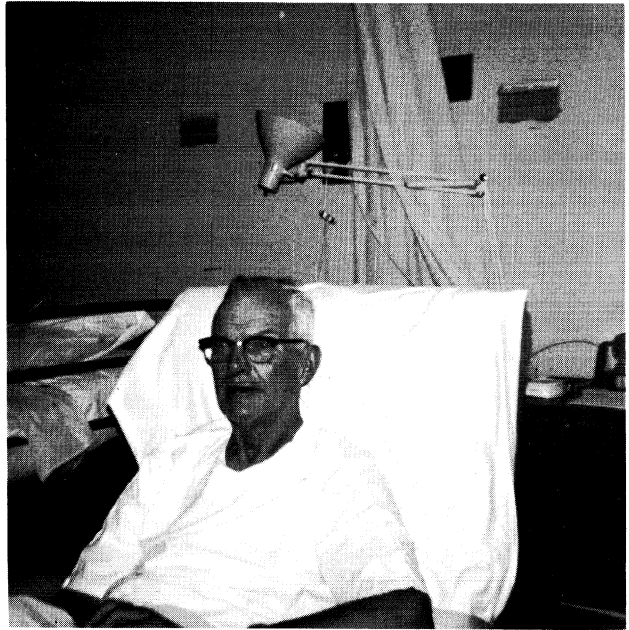
Ø Annual banquet and program in the Riverview Room, Hotel Lafayette, at 6:30. Advance reservations are accepted at the hotel desk, main lobby, and must be picked up prior to 4:30.

Ø The Riverview Room is available for informal gab and picture session following adjournment.

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

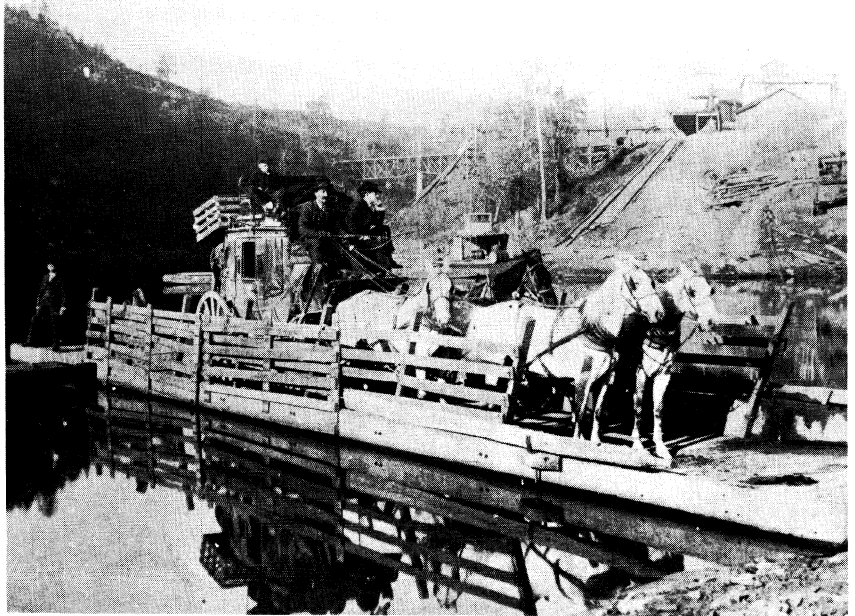
Come Friday and stay over Saturday night.

Sons and Daughters of Pioneer Rivermen



This picture of J. Mack Gamble was snapped at the Peterson Rest Home, Homestead Avenue, Wheeling, West Va. 26003 in mid-July by Jim Paisley. Mack, alert and perky, was about to receive congratulations on his 67th birthday which was on July 26th. The Steamship Historical Society of America plans to publish Mack's new book about the Muskingum River and its boats this summer, with copies available at the S&D meeting on Sept. 19th.

J. Mack Gamble, board chairman of S&D, was admitted to the Belaire (O.) Hospital on May 4th last suffering with a partial stroke. After one month in the hospital he was transferred to the Peterson Rest Home on Route 88 in Wheeling where at present he is recuperating. Visitors are welcome. Those going by auto may turn off U.S. 70 (right turn if you have just crossed the Ohio River bridge and passed through the new tunnel) on to 88 which goes to Oglebay Park. The Peterson Rest Home then is on the left up a driveway. When sufficiently recovered Mack may spend a while with Mr. and Mrs. Donald Parr at their home in Beallsville, O. before returning to his home at Clarington, Ohio.



The old lockhouse at No. 1 Lock and Dam site, Muskingum River, at Marietta, has been renovated by the Community Action Organization of Marietta. The city of Marietta is leasing the building to CAO on a three-year basis, with a three-year renewal option. The lockhouse was built 1889-92 and replaced a much older one on the opposite side of the Muskingum.

What is more rare than a picture of a stagecoach crossing the Cumberland River on a ferry flat? Easy. It's TWO pictures of a stagecoach crossing the Cumberland River on a ferry flat. Last issue, page 3, we showed such a scene furnished by Patsy Judd, editor of "Kentucky Highways." Here is another---not summer now---in cold weather--- same coach, same team, same flat, at Burnside, Ky. Same source, also, from Patsy Judd. Same lack of date, too, but sometime between 1902 and 1916. And again we thank C. W. Stoll who had a big hand in procuring the above.

The Parkersburg News is running a Sunday column "The River" written by Ralph Conley. In the July 19th issue Mr. Conley says he once was cub pilot on the towboat EUGENIA TULLY "and our job was to deliver coal to Philo on the Muskingum and to various points on the Ohio and take empties back to Moundsville."

The EUGENIA TULLY started out in life as the rafter NORTH STAR (see March '65 issue, page 5) on the Upper Mississippi. The Patton-Tully Transportation Co. got her and changed the name. In Dec. 1927 she came to Moundsville to tow coal for the Valley Camp Coal Co., managed by Capt. Cy Sayre. Within one year Captain Sayre was in a hospital acutely ill and there was a U.S. Marshal sale. The EUGENIA TULLY was sold to Capt. James B. Ostrander who again renamed her COMMANDER. He took her to the Missouri River where she sank near Booneville, Mo. on April 3, 1929 and was lost.

When Marietta celebrated its Annual Founders Day on April 7th last, the banquet speaker was Edwin C. Bearss, formerly with the Vicksburg National Military Park, and currently historian with the Office of Historic Preservation and Archaeology for the National Parks Service. He presented a slide lecture on the salvage operations of the gunboat CAIRO, lately retrieved from the Yazoo River.

His wife Marjorie Bearss is no mean historian either. Mrs. Bearss was active in the program of discovering wrecks along the Yazoo and tribs some years ago, while they resided at Vicksburg.

Sirs: My father was Zack O'Neil, long connected with the packets on the Monongahela River. He was 14 when he went to work and was 59 when the boats ceased operations. My father took four of my brothers on the boats, two as second mates and the other two as striker engineers. The boats I remember are the I. C. WOODWARD, COLUMBIA, JAMES G. BLAINE, ADAM JACOBS (I well remember Capt. Adam Jacobs--one of my brothers was named for his son). Those were the side-wheelers. Also I recall the sternwheelers ROSE HITE, EDGAR CHERRY and the FLORENCE BELLE. Out of a family of eight I am the only one left.

Mrs. Elizabeth O Neil Gage,
Box 92,
New Geneva, Pa. 15467

Our Muskingum-Tuscarawas explorer Alan Gintz did his High School Junior essay on the subject, "A Description of Basic Features and a Preliminary Study of the Architectural Development of Steam Paddlewheel Towboats." When he showed the 114-page document to Andy Anderson at the Inland Rivers Library, Cincinnati, Andy promptly zipped off a Xerox copy for permanent inclusion.

Alan descended Big Stillwater Creek for 15 miles this spring in his STILLWATER II, and came to a screeching halt when a fallen tree ahead blocked navigation.

Mrs. Leon Ash recently presented to S&D the whistles from the towboat BESSIE E. MERRILL and the Greene Line packet EVERGREENE. These will be added to the collection displayed at Marietta in the River Museum. See page 8 for other items Mrs. Ash has kindly transferred to S&D.

Dewey A. Somdal, the Shreveport architect who furnished "The Unreconstructed Rebel" in the June issue, has come up with an item taken from the Memphis "Avalanche" in 1870.

"Long and Company," it reads, "have purchased for the new steamer CLARA BAIR the engines, 10 ft. stroke by 34 inches diameter, made originally for the ROBT. E. LEE. But instead of taking them, Captain Cannon ordered those of 40-inch diameter, 10 ft. stroke, which are causing the ROBT. E. LEE to produce the present excitement."

Dewey inquires about the CLARA BAIR. "If Cannon had not changed his mind and ordered the 40-inch

engines we would probably never have had the race," he says.

Contemporary news items in other papers confirm that Cannon did indeed order and have built this set of 34's- 10 ft. engines intended for the racer LEE. He changed his mind and ordered the larger size, 40's- 10 ft. One of the Pittsburgh papers at the time noted that the smaller engines were sold in 1870 to Capt. B. Rush Pegram, of St. Louis, for a boat he was building. We have no record nor knowledge of any boat named CLARA BAIR, nor do we know where those original engines got to.

Mickey Frye and Linda Jackson were married at Cincinnati on April tenth, 1970. Both were crew members on the DELTA QUEEN. The ceremony was at "Scarlet Oaks," the old Schoenberger mansion on Lafayette Avenue in Clifton, conducted by Rev. Isaac Andrews. S&D member Jack Norris (once in the DELTA QUEEN crew) was best man and his wife Barb was matron of honor. Vic Tooker, celebrated entertainer and calliope player, gave the bride away. Among the guests were Betty Blake and Ethel and Larry Walker. A reception for thirty guests followed the wedding at the home of Roscoe and Dorothy Frye, the groom's parents.

Twenty-five years ago on July 17, 1945, the GORDON C. GREENE brought 161 tourists to Marietta where they visited the River Museum. The Magnolia High School Band from New Martinsville, West Va. accompanied the passengers. -from the Marietta Times.

TREASURES

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Mr. Walker
- 33....NELLIE HUDSON at Parker
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- 40....FRED SWAIN at Henry, Ill.

TOOTENANNY PICTURE CREDITS

The superb pictures shown on pages 8-16 taken at the Whistle Blow are the work of that master craftsman S. Durward Hoag and our steamboat artist William E. Reed. Our thanks to both.

Page 8, both by SDH.

Page 9, the one of Charles Kuralt by SDH; lower by WER.

Page 10, upper by SDH, lower by WER.

Page 11, both by SDH.

Page 12, upper by SDH, lower by WER.

Page 13, both by SDH.

Page 14, all three by SDH.

Page 15, by SDH.

Page 16, by WER.

S&D REFLECTOR

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of Pioneer Rivermen



VOL. 7, No. 3

MARIETTA, OHIO

SEPTEMBER, 1970

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

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

This issue differs from all prior issues in respect to the number of death notices included. The passing of Capt. John B. McVey is noted on page 20; L. Glenn Seevers on page 30; Sampson L. Hickman on page 37; and Frances Parkinson Keyes, Capt. Hiram A. Carpenter and Capt. Lewis B. Reade on page 39. There were more last crossings for those who, in one way or another, were identified with S&D over the years. The following tabulation may be helpful:

Jerry Holtgrewe	April 3, 1970
Capt. Hiram A. Carpenter	April 29, 1970
Capt. Bert Clore	April 30, 1970
Capt. Lewis B. Reade	May 15, 1970
Capt. Alan Gumbert	May 22, 1970
Capt. John B. McVey	May 23, 1970
Haldon B. Kennedy	May 24, 1970
Samp L. Hickman	June 8, 1970
Robert Beattie	June 18, 1970
Frances Parkinson Keyes	July 3, 1970
L. Glenn Seevers	July 9, 1970

Jerry Holtgrewe headed the Humboldt Boat Service at St. Louis. He was aged 33. Capt. Bert Clore, who formerly resided at Maysville, Ky., died aged 82 at Fort Worth, Texas. Capt. Alan Gumbert, superintendent of river transportation for the U. S. Steel Corporation, was interested and helpful with the Whistle Blows although he never had opportunity to attend. He was aged 62. Haldon B. Kennedy, long identified with barge lines, and who once played sax on the HOMER SMITH, was 71. Robert Beattie, head of Oil Transport Co., was native of Newburgh, N.Y. and died aged 69.



WILLIAMS' FLOATING GALLERY
Photographer H. C. Williams had nightmares.

-S. Durward Hoag copy photo.

Charles E. Williams of Little Hocking, O. has presented us with a fascinating glass transparency made on an 8-by-10 photographic plate, framed, and provided with a chain for suspending it in a window. Such pictures, glorified slides, were popular parlor adornments 1880-1900. The picture is reproduced above. This is the floating photograph boat operated by Charley Williams' father H. C. Williams. The tent-like roof at the left of the pilothouse is the glass skylight over the studio room admitting daylight for portrait exposures.

Says Charley Williams:- "I am afraid I am a poor authority as I was but five years old when Dad moved off the river. I do remember I fell in the river off the boat and my brother hauled me out. My parents must have had a hectic life trying to raise a family afloat. Later, I remember my Dad still having nightmares and in the morning he would say, 'Not much sleep last night---was shantyboatin' in my dreams.' This picture looks like it may have been taken on the Muskingum River, which might be, for we were at Lowell and Beverly at times."

The pilothouse was sort of an adornment. The Williams Floating Gallery (the lettering on its side) had no power. It was towed place to place.

STEAMER DELTA QUEEN FOR SALE

Fully equipped. Sleeping and dining equipment
for 200 people. Most rooms with private showers
and toilet. Hot air heating, air conditioning.

Price on Request; If Interested, contact—

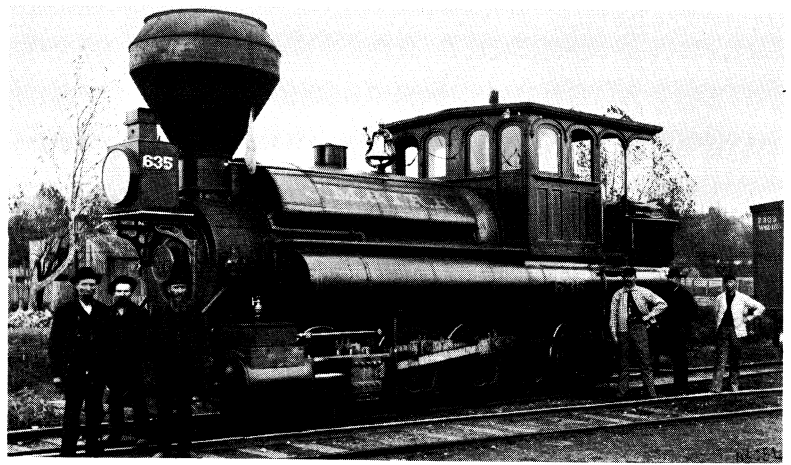
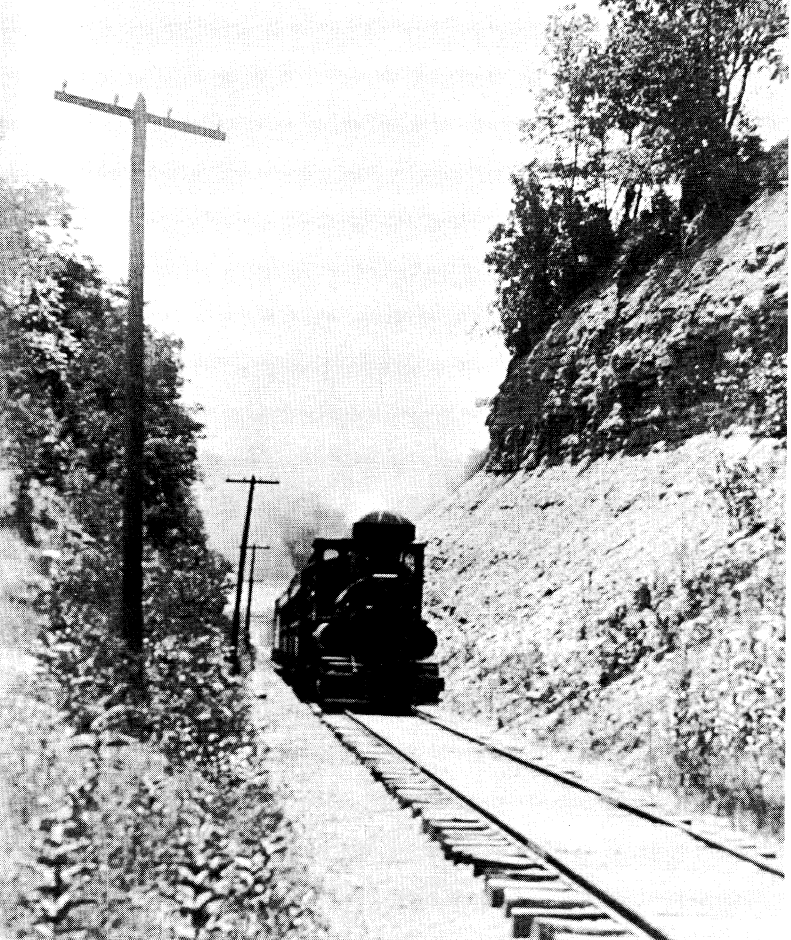
GREENE LINE STEAMERS, INC.

Foot of Main Street

Phone: MAin 1-1445

Cincinnati 2, Ohio

She's been in big trouble before--and survived. This ad appeared in The Waterways Journal, issue Feb. 8, 1958.



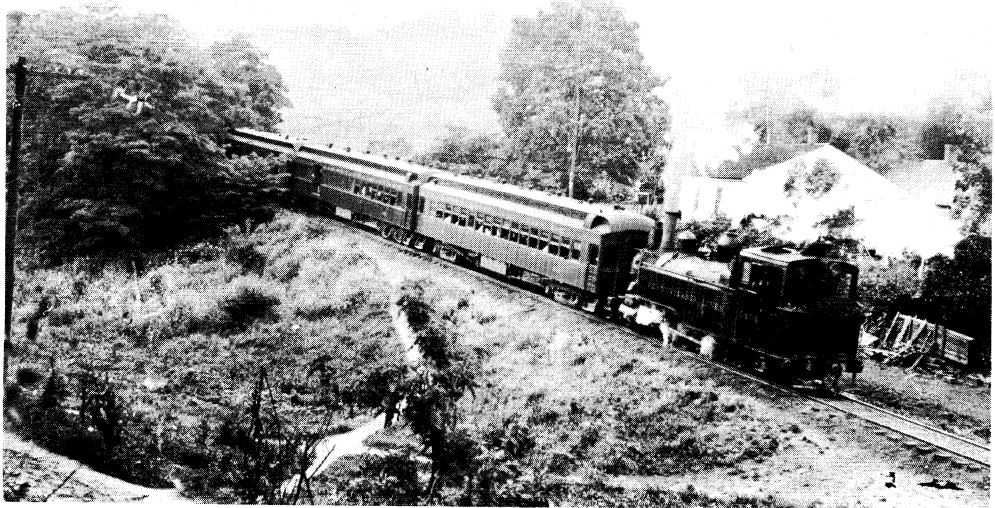
Shhh, don't tell anybody; don't let it get out that S&D REFLECTOR is running pictures of railroad engines. But this is too good to hand over to the opposition.

The picture above is #635 of the Jeffersonville, Madison & Indianapolis RR. climbing the grade at Madison, Ind. Her name is the Reuben Wells. We elaborated about her in the Dec. '68 issue, page 28 when she was put on permanent display at the Children's Museum, 3010 North Meridian St., Indianapolis.

Upper right is an excellent portrait of Reuben Wells taken in 1886 at Madison. This locomotive and her partner H. G. Bright (#634) were specially designed to cope with the 5.9 per cent grade incline track, steepest in the U.S., from Madison to the top of the hill, 1 1/2 miles, where the railroad climbs 413 feet through a gorge carved out of solid rock.

The track was built c. 1850 by the Madison & Indianapolis RR. which also ran steamboats, the ALVIN ADAMS and DAVID WHITE, in the Cincinnati-Louisville trade. Later the line was reorganized to become the Jeffersonville, Madison & Indianapolis RR. which in 1868 built the locomotive Reuben Wells. We have no information about the story of her partner H. G. Bright.

The Pennsylvania Railroad bought the line and the picture at lower right is their #8434 huffing up the grade with three vestibule-type



coaches.

When the Reuben Wells was built in 1868 she hauled two daily passenger trains. One left Madison at 5 a.m., departed North Vernon at 6:50 and arrived Columbus, Ind. at 8:05, a trip of 45 miles. The return trip left Columbus at 12:45 p.m., arriving at Madison at 3:35. No Sunday trains.

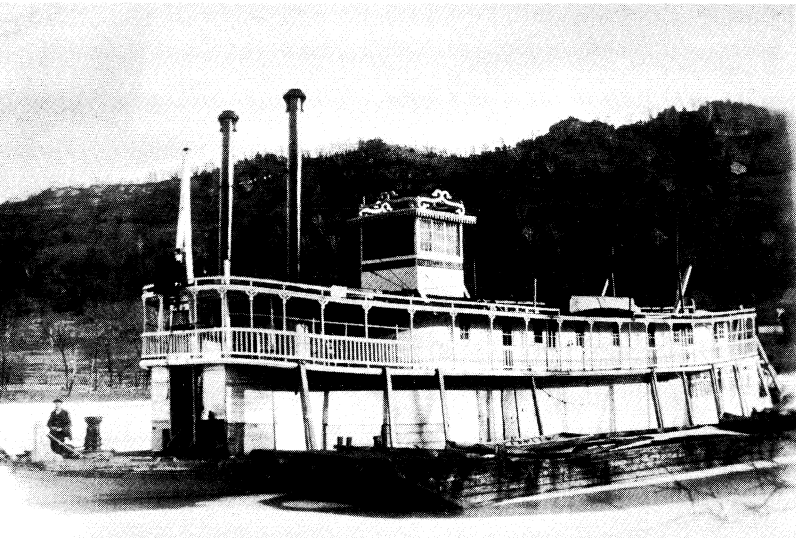
Connections were made at Columbus with the main line to Jeffersonville and Indianapolis.

S&D'rs today can go see the Reub-

en Wells at Indianapolis, and also while visiting Madison, Ind. may take in the incline track which is still in active operation under the ownership of the Penn Central RR.

All of the above pictures come to us through the generosity of Capt. Roy L. Barkhau. They were saved by W. Hurley Ashby, a former Madison resident, and he got them from the collection of Hubert M. Flora, a Madison photographer. One exception: the snapshot of the PRR train was probably taken by Ashby.

A Railroad Came to Fort Madison



OTTUMWA BELLE

Named for Ottumwa, Iowa, where she didn't go.

The OTTUMWA BELLE was named for Ottumwa, Iowa, a town on the Des Moines River, and you can bet your bottom dollar she never went there. In 1895 a railroad was completed connecting Ottumwa, Ia. with the Mississippi River at Fort Madison, Iowa, locally the rr. was called the "Peavine" and one of its first jobs was to haul a goodly part of the population of Ottumwa to Fort Madison to take an excursion aboard the new OTTUMWA BELLE.

To be exact, 250 came from Ottumwa and scores more boarded the train at Hillsboro, West Point, Birmingham and elsewhere.

Foremost in the delegation were Mr. and Mrs. A. H. Moore, and Mr. Moore was the editor of the Ottumwa Democrat. Their 12-year daughter Florence Moore had been selected to christen the new boat at Fort Madison, which she did. Many Fort Madison folks got aboard the train at Pilot Grove and rode into town in the coaches bedecked with flags and bunting.

It was quite some day in Fort Madison; a new railroad, and new steamboat--and--and--a new "electrified" street car line. That same day Fort Madison retired the mule-drawn cars and the mules and stowed them in the barn on Santa Fe Avenue.

The OTTUMWA BELLE was owned by the Parmalee Brothers. Her hull had been built at Canton, Mo. below Keokuk, 104 by 22. The Murray Iron Works at Burlington had refurbished the engines for her, 13's- 3½ ft. stroke originally on the rafter J. W. MILLS. The boilers were new from St. Louis but the doors, windows, and colored glass transoms came from S. & J. C. Atlee Lumber Co., Fort Madison. Other Fort Madison trimmings were the chairs and tables, supplied by White Furniture Store, and the carpeting from Timpe & Schroeder.

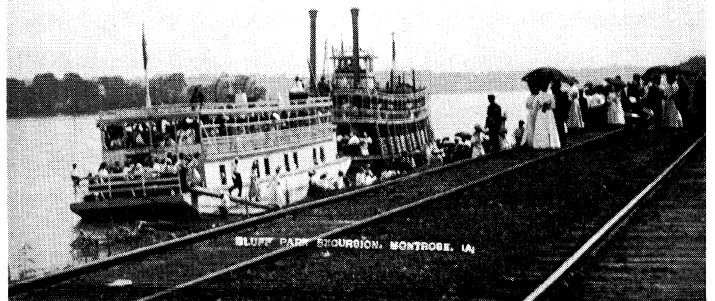
One sour note, at least to the civic pride of Fort Madison, was that the sternboard of the new boat said in black lettering "of Burlington,

Iowa" and it seemed a shame that this upriver town which had nothing to do with the deal got into the act as the port of registry.

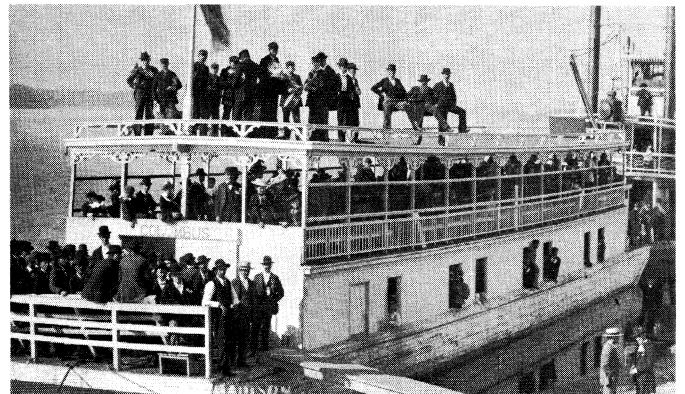
Actually the railroad crowd did not make the maiden voyage on the OTTUMWA BELLE, as Captain Parmalee had been out on several shake-downs to Nauvoo and Keokuk. But Florence Moore christened the boat anyhow, and everybody cheered. Pilot Charlie Martin backed the boat out, veteran of the old ferryboat NIOTA BELLE which had run back and forth across at Fort Madison since grandpa and grandma (1858-1881).

The Parmalees built the OTTUMWA BELLE with the idea of running her as a daylight packet (she had but six staterooms) to bring business to Fort Madison. But right about then the Atlees sold their rafter SAM ATLEE to George Winans at Waukesha, Wis. and were needing another boat, so they bought the OTTUMWA BELLE. The lumber business was not so brisk; fact is the Knapp-Stout lumber mill was just closing at Fort Madison, and the KIT CARSON owned by J. C. Daniels had been sold to people in St. Louis.

So the Atlee firm actually did put the BELLE in sort of a Chamber of Commerce trade for the town of Fort Madison. They advertised her out of Dallas City, Ill., a town upriver, every morning, transportation free. These folks were brought to Fort Madison to spend the day, and were returned in the evening to Dallas City. There was but scant profit in such an operation as things turned out. So the Atlee firm built an excursion barge called the COLUMBUS, hitched it to the



OTTUMWA BELLE and barge
Taking excursion from Montrose, Iowa



Barge COLUMBUS
Towed by OTTUMWA BELLE at Fort Madison

BELLE, and developed quite an extensive excursion business. Capt. Bill Enderie was in charge, and trips were taken out of Nauvoo, Montrose, Keokuk, Dallas City, Burlington, New Boston, Oquawka, Quincy and Mormon Springs. Churches, Sunday schools, bands, clubs, lodges and the like chartered her for special trips.

Once in a while the OTTUMWA BELLE actually did handle a raft for the Atlee lumber firm. Maybe she was the only rafter with a calliope. The instrument was a 37-whistle job built at Evansville in 1902 by George Kratz, noted for his musical instruments.

In 1915 the OTTUMWA BELLE, with the PATHFINDER as her bow boat, brought down the last raft handled down the Upper Mississippi. It was a huge one, 5-million feet of dimensional lumber, with a heavy deckload of lath, shingles and heavy timbers. It was delivered to the Atlee mill at Fort Madison. Capt. Walter Hunter was in charge, and Frank Okell was chief engineer. Jack Okell, his brother, was president of the S. & J. C. Atlee Lumber Co. Capt. Stephen B. Hanks, veteran boatman of the Upper Mississippi, rode down from Albany, Ill. to Davenport, his farewell voyage; two years later he died at the age of 95.

The Interstate Materials Co., Davenport, bought the BELLE soon after that. They gave her a new hull at the Kahlke Yard, Rock Island, in 1919 and renamed her INTERSTATE. Then the Mississippi River Sand & Gravel Co., St. Louis, owned her. They had her chartered in 1923 to Meyer Katz and John F. Klein who had a garbage disposal contract with the city of St. Louis. So admittedly our gracious lady steamboat became in fact a garbage barge boat. The Jefferson Distributing Co. had her soon after that time, selling her in February of 1927 to the Burress Construction Co. of Carrollton, Mo. George L. Burress, president of the firm, died aboard, 55, on August 1, 1927, veteran pilot once serving on the Yukon steamboats, and native of Richmond, Mo.

That winter she lay in Fish Creek Bend, seven miles below Glasgow, Mo. In the spring of 1929, she was sold to H. C. Blaske, Alton, Ill., where she sank in ice on December 21, 1929.

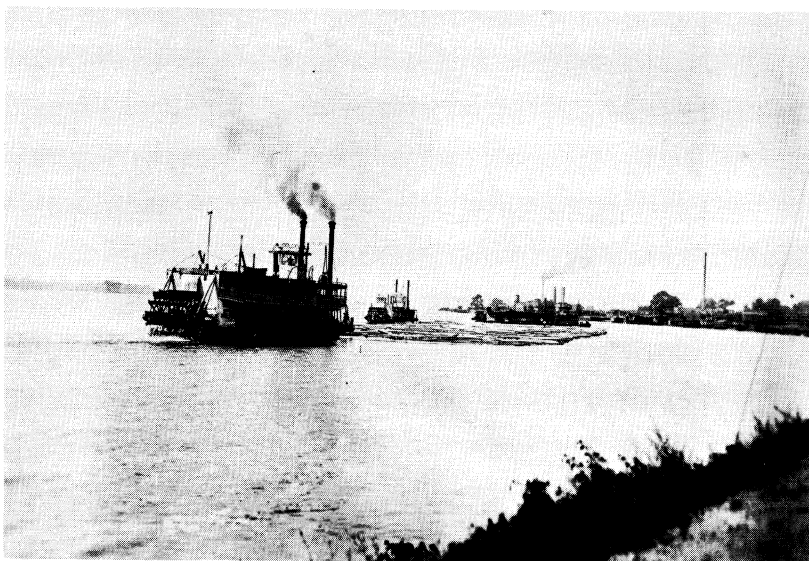
Perhaps she was raised and used again, for one version has it that she ultimately was dismantled at Alton in 1936. But there is no doubt of the date of the original debut; the OTTUMWA BELLE was christened at Fort Madison on July 31, 1895.

The Ohio Historical Society during the past year has given a lot of thought toward building a "floating museum" to be anchored in the Muskingum River near the W. P. SNYDER, JR. The Ohio State controlling board released \$6,500 for an engineering study of the project which was to have been made by a New Orleans firm.

The question arose as to the legality of contracting directly with an out-of-state firm. This, plus other problems, has led to the discard of the proposal.

Planning now is back on dry land, the drier the better. A river bank site adjacent to the SNYDER explored this spring is considered too expensive for the limited budget with the additional objection of possible flooding.

The latest decision is to construct a building adjacent to Campus Martius Museum in Marietta.

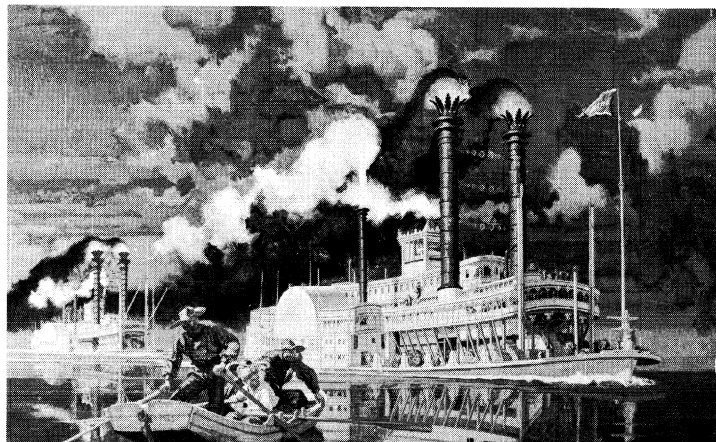


THE LAST RAFT

The OTTUMWA BELLE hitched behind and the PATHFINDER across the bow. Standing by between is the J.M., veteran of a trip to Fort Smith, Ark. in 1911.

The assistant director of OHS will cooperate with the Department of Public Works to acquire property in that area. Eesley, Lee & Vargo, architects, are to aid in the site selection and to prepare all structural plans for the museum in consultation with the Society's staff.

The new structure, to be called "The Ohio River Museum," hopefully will be let for bidding next April 1st. Meanwhile Daniel R. Porter, director of OHS, has announced intention of implementing the SNYDER with other floating historical craft to be procured from time to time.



ROB'T. E. LEE-NATCHEZ RACE

Full color 12 by 25-inch reproductions of this celebrated painting by Dean Cornwell are available at Campus Martius Museum, or send \$2 each to Capt. F. Way, Jr., 121 River Ave., Sewickley, Pa. 15143. See the write-up on page 30 about the story of the painting and how Dean Cornwell did it.

TOOTENANNY

Picture credits appear on page 3.

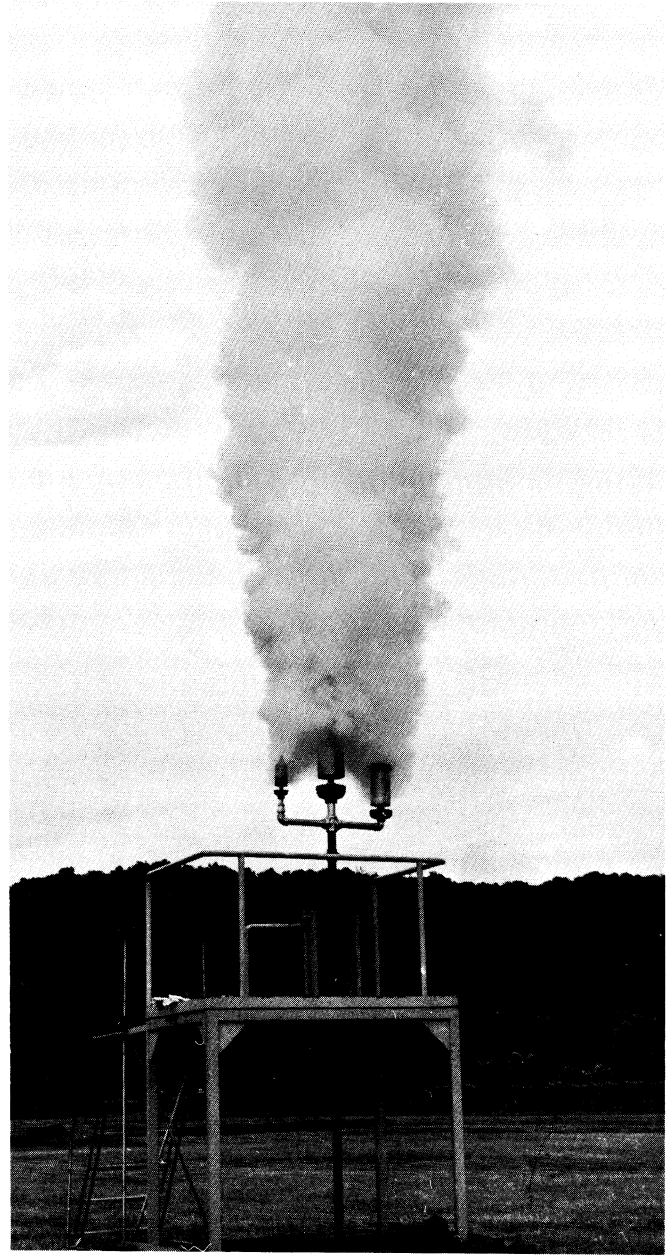
Between whistle blasts at Union Carbide on Saturday, June 6th last, we got in a bit of visiting. Mrs. Leon Ash was there, registering from Vevay, Ind., and having arrived with Bob and Pat Buchanan of Indianapolis. Mrs. Ash has done a great deal for S&D and intends doing more; also she has transferred to the Inland Rivers Library at Cincinnati valuable photo albums and other material collected by her late husband Captain Ash.

The two gentlemen who brought the most whistles with them, and came the longest distance, were John W. Hedge, Longview, Texas, and David W. Givens, Alexandria, La. Dave, who is 19, and whose hometown is on Red River, says he remembers at the age of five seeing the bridges at Alexandria opened to pass two excursion boats. We remarked upon the beauty of the whistles in Mr. Hedge's collection, the brass shining, whereupon Dave told us of the behind-the-scenes effort and energy expended getting them that way. The brass parts are treated in a weak solution of muriatic acid (H Cl) until they turn a proper reddish hue;



Walter W. McCoy

Chairman of S&D's four Tootenanny get-togethers at Long Reach. The blasts of his latest, on June 6th last, were seen and heard via CBS TV by millions in continental United States, Canada, Alaska, and abroad.



Thar She Blows!

then they are cleaned with wire buffer; then with a cloth buffer first using emery cake and finally red rouge. Dave buffed our pronunciation for us, too; when we spoke of Natchitoches, a town on the Red, pronouncing it something like the spelling, he gave us the local Louisiana rendering; like Nack-ih-tush. So we asked him about Thibodaux, and he obliged by saying Tib-o-doe with the accent on the Tib. Monroe, La. has the accent on the Mon, only it's said Mun. Some of the whistles these two produced, Messrs. Hedge and Givens, were Deep South and fascinating to listen to. They had one beaut, a 6-chime locomotive job with the date 1877 on it, which had been on the boiler plant of the Tiejuana Asphalt Co. at Colfax, La. And another goodie, a cast-iron box job from the Possum-Trot Line, an Arkansas railroad.

About that time Bob Kennedy came along with a well preserved sheet music song "By the Beautiful Old Ohio," with the cover showing a photograph of the HENRY M. STANLEY leaving Portsmouth downbound for Cincinnati. The song was copyrighted in 1905 by the composer, Lew Lowry, and was introduced at a meeting of the Ohio Valley Improvement Association held at Portsmouth about that time. There is a picture of J. Luther Vance, OVIA's first president, on the back cover. The chorus goes like this:

As its waters go gliding along--
 They whisper the same old sweet song--
 The story e're new I once told to you
 As I watched the sweet blushes red glow.
 I can see the fond look in your eyes,
 I can hear your sweet love laden sighs--
 It was here by this stream
 We dreamed love's fond dream,
 By the beautiful old O-hi-o.

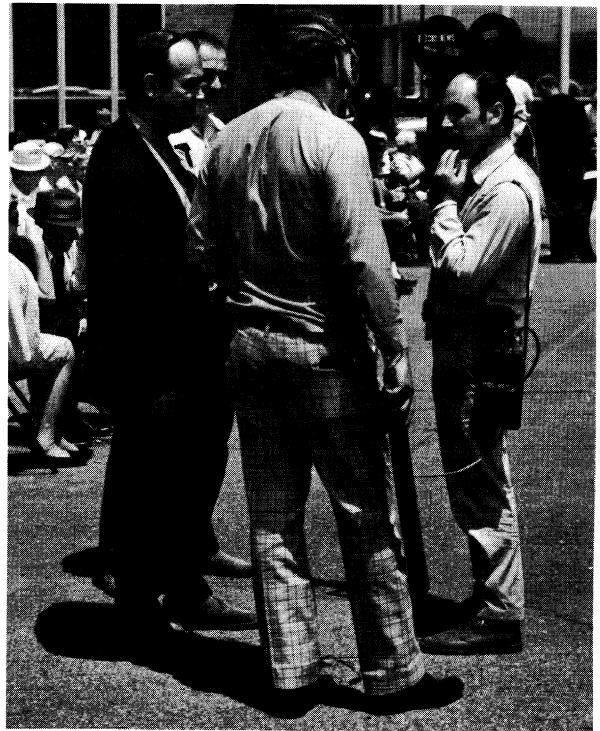
It probably sounds better on a showboat with a background chorus, preferably at night. It's in the key of two flats.

Then four strangers converged upon us and the leader said, "I am Charles Kuralt, CBS News, N.Y. and if you have some spare time we would like very much to interview you along the river bank." The river bank idea was to get shut of the whistles. What Mr. Kuralt had not counted on was that the river bank at Long Reach, W. Va., as is the case in many sequestered bowers along the beautiful old O-hi-o, contains a lot of poison ivy. The N.Y. TV crew, Izzy Breckman, Tom Cosgroug and Wilbur Hopp, found it a poor idea to be where we were. So all of us scampered aboard the sternwheel pleasure boat CLAIRE-E, welcomed by Gene and Claire Fitch.

What we hadn't counted on was that alongside the CLAIRE-E was another sternwheel pleasure boat named NORMA-A, a new one in our vocabulary (how these sternwheelers do multiply!) operated by Paul Seekins and his wife Norma of Columbus, O. This is the boat Johnny Donaldson had on the Kentucky River named KEENE, and before that she was the HINES ZEPHYR, and before that the IVAN HARRIS and before that...well, skip it. Charles Kuralt made everybody keep quiet while he interviewed us with the end result, sad to contemplate, that we



Charles Kuralt interviews Cap'n Way on the forward deck of the CLAIRE-E. The NORMA-A is moored outside.



TOP: CBS's Charles Kuralt who MC'd the TV production on the Walter Cronkite news program, evening of June 11th last. ABOVE: CBS's news crew confer with Kuralt (left).



From the left: Hon. Spencer Creel purchasing "Americana River Boat Album" in company with S&D's secretary Mrs. J. W. Rutter; Mrs. Catherine Remley, curator of Campus Martius Museum; and her husband Chuck Remley, skipper of the W. P. SNYDER, JR.



Grace Way (left) and Della Hoag with Yampa.

didn't get to meet the Seekins.

But we did sneak into the pilothouse of the CLAIRE-E unobserved and there shook hands with Earl Brookhart of Newark, O. who turns out to be a B&O Railroad detective, and related to the Brookharts of Rockland, O. at the head of Blennerhassett Island, and in fact had with him a fine photograph of Capt. Edgar Emerson Brookhart. "Did you know him?" Well, natch, Eddie Brookhart was high pilot on Bill Pollock's GENERAL WOOD.

Slim Brandt from Steubenville was lugging around a whistle said to have come from the tug IRON DUKE once based at Dana, W. Va. (now Port Amherst) and he had a photo of the IRON DUKE with another whistle altogether showing, but when it was blown there came a smile of recognition on the countenances of Virginia Hatfield and Louise Stickney. They said that sure was the old IRON DUKE blowing, so Slim figures, and we do too, that it came from an old-old IRON DUKE, for in that duchy of Hatfield-Campbell Creek there were dukes back to 1875.

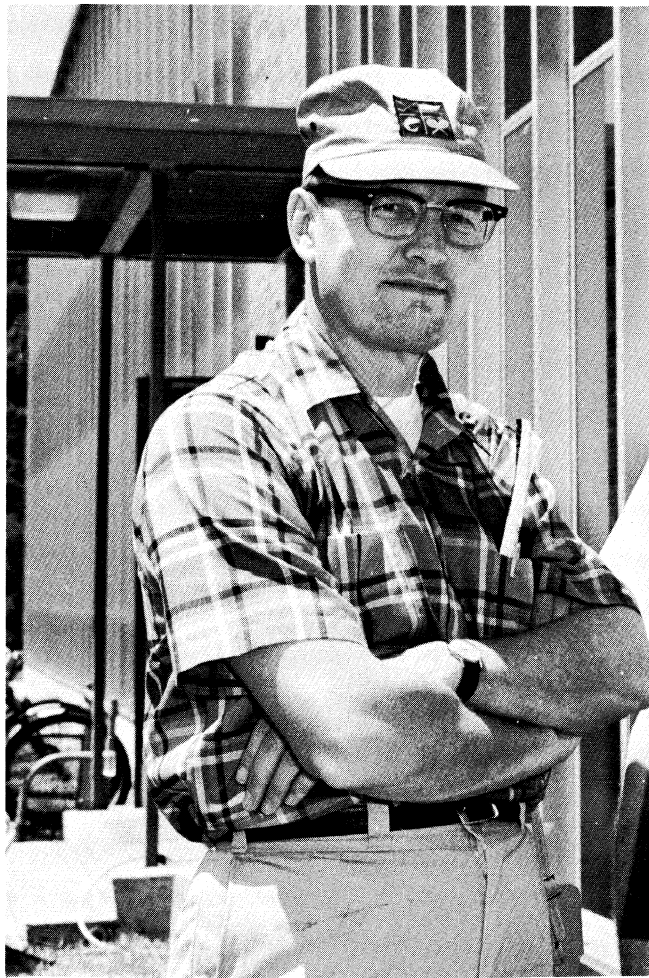
Now we're talking with Ben Philson of Racine, O. while the whistle from the BESSIE E. MERRILL is electrifying the atmosphere and between blasts Ben says Boone Weaver, the Racine yawl-maker, was too busy to take time off and come. Then Earl Anderson from the Morgantown Lock on the Monon happened by but we didn't get in much conversation as Bob McCann was testing out the whistle from the EVERGREENE. H. O. Reynolds of New Cumberland was telling us he's found a picture of the packet FRENCH when she wasn't a packet--she was a towboat, and that's news to us.

J. Randall Crow from Moundsville said he rode the GENERAL CROWDER in 1923 from Cincinnati to his home town and wondered were we aboard as clerk. Sure pop we were. Then Murray C. O'Connor from Parkersburg said he rode the BETSY ANN from New Martinsville to Parkersburg in 1925 but didn't remember us being there, which also is so, for that was just before the Great Adventure started.

While Capt. Bert Seely of McMurray, Pa. (near Cannonsburg) was blowing the VULCAN whistle we were shaking hands with Dr. W. E. Klingensmith of Beckley, W. Va. who said he had brought Murray O'Connor, who is blind. Also the good doctor had brought his wife along, and five children, sort of a full house even in the big wagon. Then we shook hands with Bill Marx from Ohio View, Pa. who had worked at Montgomery Locks long enough to get acquainted--27 years.

Bob Markle of Steubenville showed us a pencil sketch of the ANTOINETTE drawn by Capt. Jesse P. Hughes some years ago. And speaking of Jesse P. Hughes, this here Whistle Blow coincided with the 94th birthday of Captain Jesse P. or almost; he was born on June 7, 1876. Mrs. McMahan was sort of expecting him. The McMahans live above the head of Grape Island. Frank used to ship produce and such on the BETSY ANN from Independence Landing, and he worked for M&O Dredging Co. when they were shifting the main channel through Brothers Islands.

Bill Greenwood, who used to own and farm on



UPPER RIGHT: Capt. J. W. Rutter, chairman of S&D's Museum Committee.

AT RIGHT: Bob McCann (left) pauses a moment from his all-day loudspeaker announcements to talk with Capt. Bert Shearer. How many more in the background do you recognize?





From the left: Cornelia Reade and her friend Rosanne Miller of Marietta; Dick Rutter who arrived on a Honda from Oxford, Ohio; Ethel Walker and Dorothy Frye from Cincinnati.

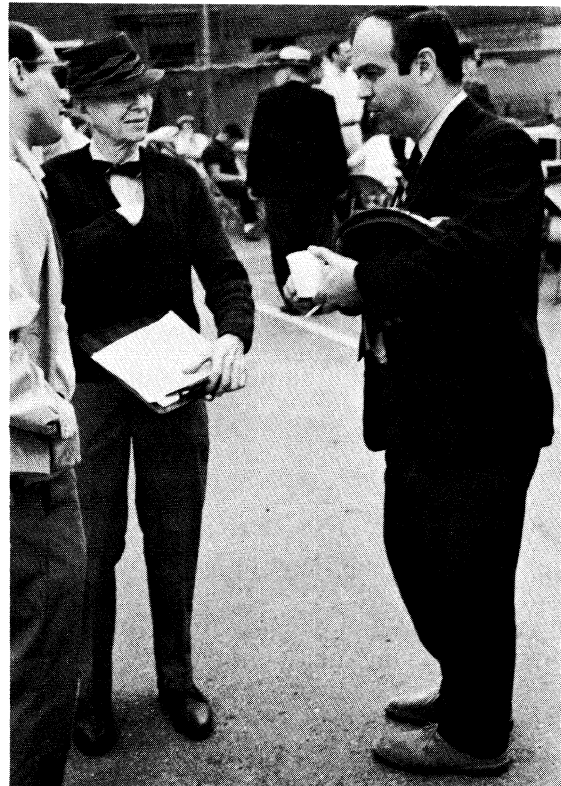
BELOW: Jerry Sutphin, left, and F. Way, Jr. conversing with CBS's Charles Kuralt.

Brothers Islands, happened along right then, but somehow we missed seeing his good wife Hazel and didn't find out she had been there until half way home next day when Lady Grace mentioned seeing her. Charles E. Williams of Little Hocking was on hand, born on a floating photo gallery run by his father Hazael C. Williams who later got his feet on dry land and ran a photo gallery at St. Marys and died in 1950. With Charlie Williams was Clyde E. Emrick, also of Little Hocking, who worked at Lock 19 for 34 years.

Mr. and Mrs. Ober Smith of Cedar Falls, Iowa introduced themselves, subscribers to The Waterways Journal, and veterans of the DELTA QUEEN (they had made the Memphis-New Orleans cruise in March) and they have a cruiser based at Guttenberg, Iowa on the Upper Miss.

Come noon and Union Carbide put on its own show by blowing the ST. LAWRENCE whistle on their plant and it sounded real good. Jim Paisley was at our elbow just then, the one-man-band of Wheeling, with his insurance office in the Hawley Building overlooking the river. Jim had been keeping tab on J. Mack Gamble at the Peterson Rest Home, Homestead Ave., Wheeling. Walter W. McCoy, chairman of the Tootenanny, dedicated this Fourth Whistle Blow in the honor of J. Mack "in respect and with admiration."

The Big Blast of the day, of course, was for Bill (William E.) Reed who for the first time saw the new "Americana River Boat Album" containing sixteen magnified 12 by 16-inch full color reproductions of his oil paintings. This splendid art

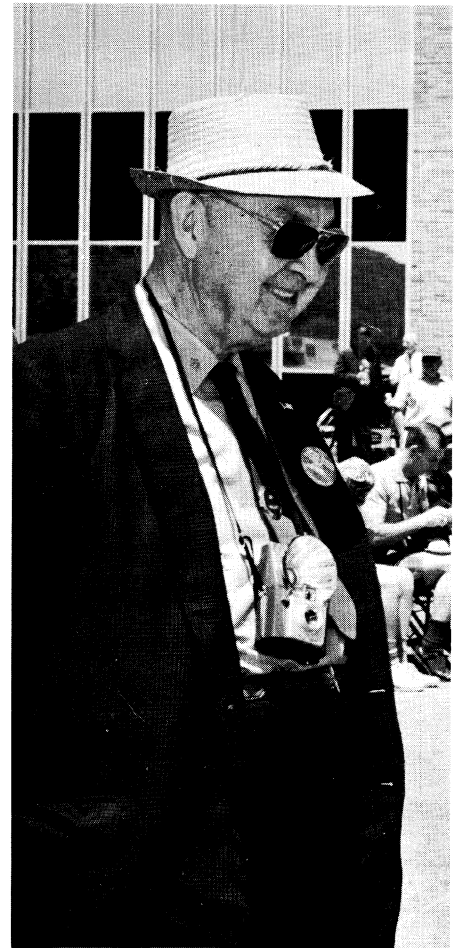


book is bound in black cover with an embossed pilotwheel on the front. It was produced by the Richardson Printing Corporation at Marietta, a labor of love sponsored by Bob Richardson and in the preparation of which Steve Hoag, Jr. participated. It retails at \$20, a steal. As it must to all printers sooner or later an unfortunate typo error gremlined its way plunk-dab on the front cover, and Bill's middle initial is given as H. Oh brother what a calamity, and one which will make this first edition a real collector's item someday. Speaking of typo errors, we saw Chuck Remley looking rather glum. He had just bought and paid for a couple of thousand wooden nickels to sell aboard the W. P. SNYDER, JR. and above the buffalo were the words UNTIED STATES OF AMERICA.

The diesel towboat QUEEN CITY was downbound at noon, blowing a whistle salute. And it was about then we saw Virginia Hatfield and Louise Stickney walking around carrying an oar looking like they had struck the Comstock lode. Well, gee, the oar had J. T. HATFIELD stenciled on it. Bill Stinson of Port Vue, Pa. had given it to them, and he got it from the IRON DUKE when he bought the boat. Bill Stinson has charge of the big coal landing at West Elizabeth, Pa. on the Monon, and there he has a River Museum worth going to see. We always think of Bill while watching Dick Cavett on TV, for Bill Stinson can out-Cavett Cavett hands down and if the river dries up Bill can run a show of his own.

We got to talking with Alex Gamble of New Eagle (up the Monon) and he has a son Regis living at Clarington, O. Just then the SPRAGUE whistle blew that conversation to smithereens and when we again opened our eyes we were talking with our

Jim Paisley of Wheeling who attended University of Cincinnati same time as F. Way, Jr.



Jim Swartzwelder (left) with Capt. Henry Gay and B. T. Parker, both of New Matamoras. Mr. Parker's family dating back to 1812 owned the property where Union Carbide now is located.

Osborne neighbors Mr. and Mrs. Bob Burtnett. On the yon side of the wire fence we caught a momentary glimpse of Ross Rogers, Jr. with a hard hat on. He was yelling something to us about an oar; oh yes, the HATFIELD oar. Boy what a sensation that oar created you'd never believe.

Jerry Sutphin had an album of original post card photos taken in the Ironton-Portsmouth area, a considerable discovery. We were about midway through this when Steve Hoag grabbed our arm and said let's get moving and take some pictures. So Steve with camera and us with notebook made the round & round with the results copiously visible in this issue of S&D REFLECTOR. Della Hoag was holding their collie Yampa, and we remember wondering how that good dog kept so calm with the SPRAGUE blasting all ears. Every time the SPRAGUE whistle blows we think of Gene Hampton.

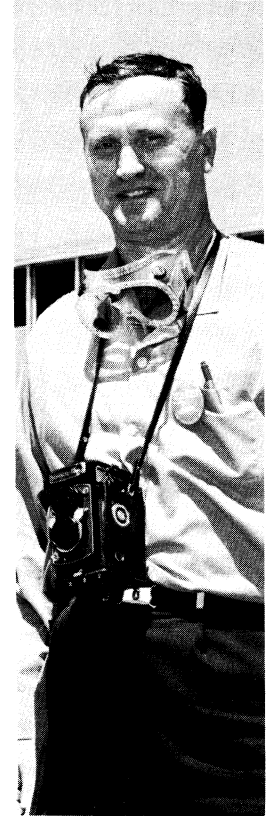
Lady Grace said it was high time to eat some lunch so we repaired to the well-served table set up by the Wells Inn management to discover J. Wells Kinkaid the proprietor, and friend of long-standing (since 1914) accompanied by Miss McDonald. Steve Hoag introduced us to Ray H. Rosenblum, general manager of WMOA radio, Marietta, and then we saw Phil Young of Coraopolis, Pa. who was toting a brass whistle hoping to identify it; we asked him about Bob Kreamalmeyer who hadn't shown up and seems Bob just couldn't make it. Bob and Phil both are active in the Greater Pittsburgh Aquatic Club based on Neville Island's back channel.

This time Slim Brandt had the ATTABOY's whistle in his hand, and we shook hands with Capt. Henry Gay and met B. T. Parker of New Matamoras whose great granddaddy had bought the property where Union Carbide is located back about the time of the War of 1812. Herschel W. Burford of St. Albans was looking very dapper and fit as a fiddle, but somehow we didn't get to converse much.

The real busy person was Catherine Remley who had a feast of pictures and books on sale at a long table. We never saw her come up for air once all day (and next day she was in bed with a mild dose of flu).



Herschel W. Burford, St. Albans, W. Va., is a noted historian of Kanawha River affairs.



Slim Brandt from Steubenville was taking pictures.



Panorama of the spectators at the Union Carbide event. Those who weren't making tapes or taking pictures were listening to whistles or renewing friendships.

Capt. Charles Young was up from Gallipolis not changed an iota since we first steambated on the EUGENE DANA SMITH together in 1919; he was a very special person then and still is.

Everett J. Longrod was down from Albion, N.Y. and we remember him as the builder of a particularly handsome model of the side-wheel TICONDEROGA which he exhibited at an S&D meeting a few years ago. Among other things he is Flywheel News Editor of the News Bulletin of WNYGSEA (translated meaning Western New York Gas & Steam Engine Association). Marion G. Hartley of Gasport, N.Y., builder of meticulously designed model steam engines, was on deck; also John Glaser of Appleton, N.Y.

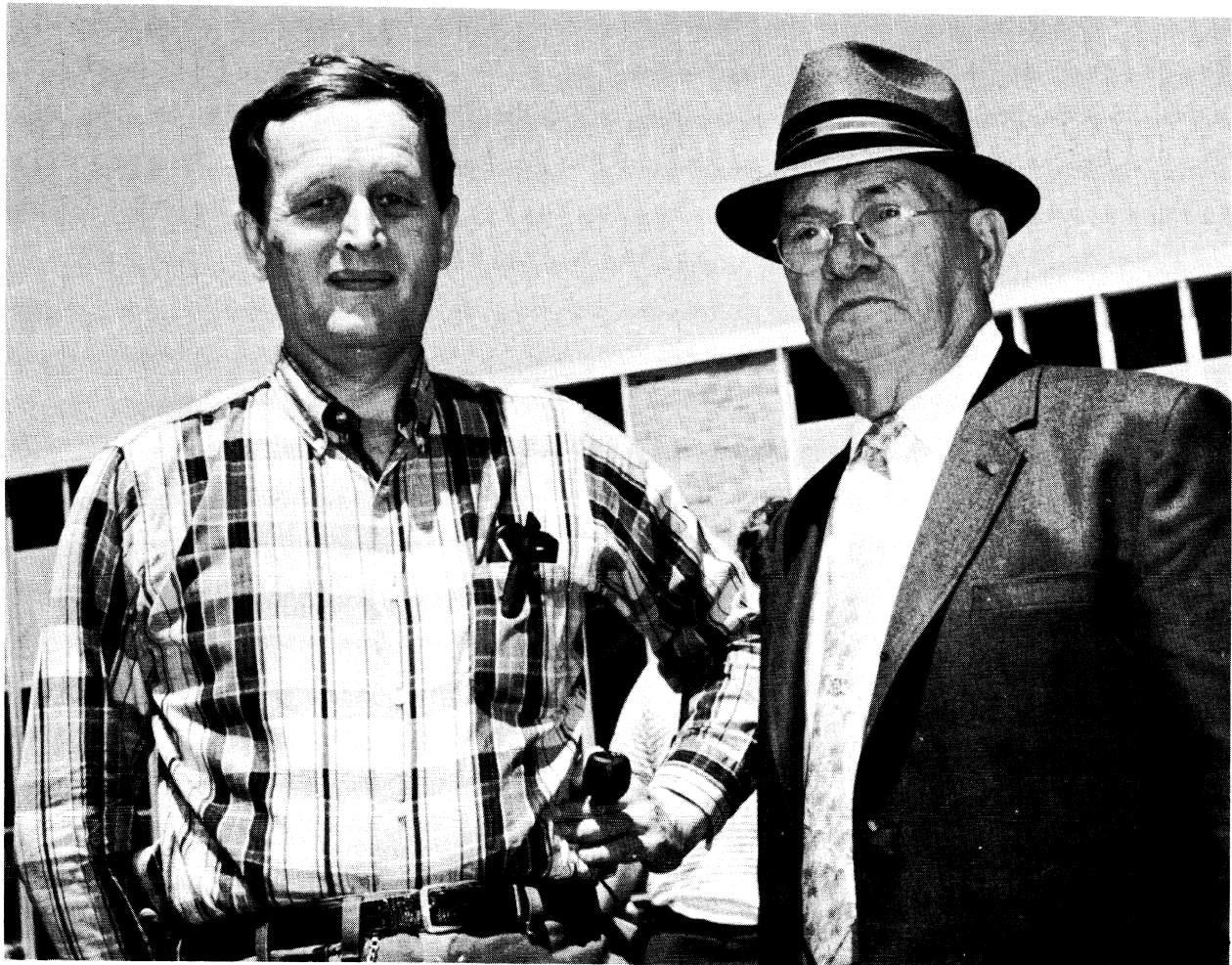
Somewhere along the line we met, and wish to mention, David Smith. He's a 10th grade student at Catlettsburg, Ky. and his dad Edward Smith is with Merdie Boggs.

Larry and Ethel Walker and Dorothy Frye were up from Cincinnati and the two girls were doing a land-office business with a DELTA QUEEN petition. When we got there they had six pages filled with signatures for their "Save the QUEEN" campaign, and when last we saw them Sunday they had corralled signatures from most of the kitchen and dining room people at the Lafayette in Marietta. Coincidental to all of this, editor E. D. Southwick of the Marietta "Times" ran a leading editorial in the Saturday evening, June 6 issue, titled "Rivers May Lose Queenly Attraction" and he did a capable job of it. "Today," he said, "many river

buffs are in this area because of the annual whistle-blow sponsored by the Sons & Daughters of Pioneer Rivermen at the Long Reach, W. Va. silicons plant of Union Carbide. Along with thoughts of steamboats past conjured up by whistle sounds, there surely will be some thinking of the immediate future of the last passenger boat carrying on a river tradition in the present. There should be more than a whistle salute to the QUEEN. There should be an effort to extend Her Majesty's active reign on the rivers."

Ethel and Dorothy were making that effort. Oh, and also in the "Times," under the editorial, was a column by Jenkin Lloyd Jones, who hails from Tulsa, Okla., titled "Long Live the DELTA QUEEN!" He allowed that knocking off the DELTA QUEEN because of a law designed for ocean liners "would be like pulling down the Tower of London because it doesn't meet city fire escape regulations for public places." That's a pithy observation. We tried out a pithy observation also on Ethel and Dorothy's petition but it came out wrong with the image reversed, like it was meant to imply to hell with the DELTA QUEEN. Those two scamps, Ethel and Dorothy, hurried back to Cincinnati and fell over two chairs getting it to Betty Blake, and she called us long distance starting out What

BELOW: Charles E. Montague, Ashland, Ky., and Capt. Charles M. Young, Gallipolis, O., (left to right) swap some yarns.



-do-you-mean-Fred-Way-by-so-and-so. We didn't mean no harm we said lamely. It had always appeared to us that petitions were rather milky-mushy until this. Henceforth we will sit up straight and pay attention.

But where were we? Well, they are blowing that charmer whistle from the SAILOR, and say what you will, it DOES sound like the BONANZA-CITY OF CIN-CINNATI-KENTUCKY-CINCINNATI. Lord how it does! And here is Capt. Howard Garland of Gallipolis Ferry, W. Va., currently on the L. FIORE of The Ohio River Company. We say "howdy" to Capt. Bill and his good wife Betty Pollock from Beaver, Pa. and Betty and Lady Grace and some more have been down to the river bank exploring aboard the NORMA-A and the CLAIRE E. Charles Kuralt ran the tape for them of our recent interview and seems like Betty got his autograph. The CBS crew are connected with the Walter Cronkite show.

It's always a pleasure to see Capt. Bert Shearer from Charleston, especially since we narrowly missed seeing him recently at Louisville. His big brother Oliver C. Shearer had a powered houseboat cruiser there at Louisville with a horn on it too big for the SPRAGUE. And speaking of powered boats, one of the proprietors of the LUCY COLES was in the middle of Whistle Blow doings, Charles E. Montague, Jr. accompanied with his son "Winky" otherwise C. E. Montague III. They hail from Ashland, Ky. We thought Charlie Jr. would be "did in" after a full day hefting whistles but that evening he got going about Capt. Chick Lucas and never did wind down. Oh, hey, we talked with Joseph H. Digby who used to be on the excursion steamer WASHINGTON, and Dan Owen was there, too, on vacation from his job as editorial assistant with The Waterways Journal. And did we see Ken Delany from East Liverpool? Sure we did.

Cornelia L. Reade, daughter of the late Capt. Lewis B. Reade whose obituary appears in this issue, was renewing friendships. Mr. and Mrs. Charles H. Fuchs of Mansfield, O. were staying at the Lafayette in Marietta. Nelson P. Gardner was up from Gallipolis. Woody Rutter and his charming wife (biased) were in the middle of things and to their surprise son Dick arrived on a Honda fresh from Oxford, O. where he is graduating from Miami University. Oh boy, Mr. and Mrs. Glenn Carpenter were up from St. Marys, and Roy Thistle from Sistersville--well, Sampson Thistle was also on the scene.

Capt. and Mrs. William Leport, Jr. of Point Pleasant were on hand, first time we had met them and right while the new recording "Towboat Man" is causing such a stir. Copies of the platter are available from Gypsy A. Woyan, 400 Pine St., Kanauga, Gallipolis, O. 45631 at \$1.

Larry Geisler was over from Duffy. Fred McCabe came from Beallsville, O. James T. Swartzwelder was there from Pittsburgh, as were the McNallys, Bill, Jennie and son Joe. We saw Bob Henderson from Sistersville. Also Fred D. McCullough from Beaver, Pa.

Right at the end of things in walked E. D. Southwick of the Marietta "Times" and the last celebrity we talked with was Union Carbide's public relations person Bob Dubrul, who still had his cool at the end of a somewhat hectic day. In ending this account, our thanks, in which all S&D members join, to Art Ryrholm of UC, the plant manager at Long Reach. S&D used up a good bit of

his steam.

Two we know and saw very little of (they were on the yon side of the wire fence most of the time) were Robert L. Stone from Mode-Art Pictures at Pittsburgh, and the other Bob, Bob Smith, our Sewickley neighbor.

As a parting wonderment, we heard later that Ruth E. Walsh was there from Metropolis, Ill., and Mrs. Artie Bottoms from Paducah.

Postscript:- This is being written on the evening of Thursday, June 11th. In the past 42 minutes Grace and I have seen the Walter Cronkite show and have answered 14 phone calls. We hand it to Charles Kuralt the way he put that Whistle Blow TV special together, strictly pro. Grace and I were amazed, too, how it kept on going and going, chewing up more TV time than the N.Y. stock market, Spiro Agnew and the wars, wars and rumors of wars. "What a relief!" exclaimed one of our callers, "something stimulating for a change!" Please to note, also, that Walter Cronkite saved it for the pie and ice cream of his broadcast, at the last, the climax. Who in his wildest dreams would have thought thirty years ago that old steamboat whistles would become prime time stars in 1970?



The famous oar stencilled STR. J. T. HATFIELD is held by Mrs. Louise Hatfield Stickney (right) as Virginia Hatfield describes to Cap'n Way the appreciation she and her sister feel toward Bill Stinson who presented it to them. See text on page 13. Thanks to William E. Reed for the photo.

Nathan Brown's First Store Boat

Since the appearance of "Meet the Man Out Of the Backwoods" detailing the career of Nathan Brown and his Chautauqua store-boats (Sept. '69 issue) our attention has been directed to an old copy of "The Early History of the Town of Ellipton, Chautauqua County, N.Y." published in book form in 1887 by Dr. Gilbert W. Hazeltine, Jamestown, N.Y. Dr. Hazeltine, an M.D., utilized manuscripts written by Nathan Brown in several of his chapters. These borrowings contain accounts of Nathan's first store-boat trips in the early and mid-1840's.

The first store-boat Nathan Brown took down the Conewango, Allegheny and Ohio was a rather crude one. "It was 60 feet long," he relates, "built mostly of hemlock, sided with no view to breaking joints." It had a ridgepole in the middle made of two basswood poles with the bark peeled off, a two-ply roof put on with carlings, and a floor made of what Nathan calls "horseboards," a word he understood--probably a lumberman's term--but not in our vocabulary. He says "Just to the right of the stud that held up the ridge pole was a board chimney" and at its base was a box of earth with a few bricks for a fireplace, and a lug pole across on which the kettle was swung. This is the first instance in which we have heard of a board chimney used on a boat, certainly a precarious-sounding arrangement and one of interest to anyone in the fire insurance policy game.

Nathan Brown decided to take this boat down the river in the spring of 1843. He called it "crude and unfinished, a bad claim." It had on board 10,000 feet of maple veneering, 50,000 pine laths, and a lot of pails, tubs and scythe snaths. He is not clear about the financial arrangements but he infers that the boat and cargo were assigned to him for a stated sum payable after the voyage was made. He relates that he was absent from home three months during the trip and that at its conclusion he was \$200 worse off than when he departed from Jamestown. A member of the firm which built and loaded the store-boat agreed to pilot it down to Franklin, an agreement which fell short on performance.

Passengers Were Accepted

At the time of this first trip Nathan was a complete novice to river navigation, but he hired a mate, Lovell Hastings, who knew his way about. As steward and cook he signed on Chilian C. Washburn of Jamestown. "Such biscuits and cornbread!" exclaimed Nathan later. "That man knew just how to fry ham and eggs."

Also, as seemed a usual custom of the region, he accepted several passengers for the trip down to Pittsburgh. These gentlemen were expected to lend an elbow or hand when such assistance was needed. Among them was a printer, J. Warren Fletcher, who brought along with him a quantity of household goods. Mr. Fletcher felt so comfortable on board that he frequently remarked of it, and wished he had brought along a bride to make a wedding trip of the excursion. But he didn't.

When on the third morning they reached Warren, they found the Allegheny quite low and the wind quite strong. Departing at 10 a.m. they floated 19 miles to the vicinity of Tidioute, laid up for the night, got an early start next morning and soon got down to White Oak Islands which then was considered one of the worst places to run. It still is---the river chopped up with four islands and the channel threading indecisively through several chutes, none of which is good, and all crooked.

Nathan says his pilot ran too far to the left, inferring that he tried to pass down through what pilots called "White Oak Chute." The store-boat grounded on a flat rock, swung to the right, and stopped. The river was falling and efforts to free the craft having failed, the only recourse was to unload the 50,000 laths out of the bow and carry them "some five rods" downstream. This task of toting cargo through ankle-deep water and over round, slippery rocks, was no picnic, but it was done. The boat was freed, and dropped downstream, where the lath cargo was again loaded and stowed, an operation which incidentally meant the restowing of most of the tubs and buckets.

The pilot who had caused this job suddenly remembered that he had better quit the boat at once and get back to his farm to plant the corn, so Nathan Brown took over---at least he could do no worse piloting than the expert.

The Sheriff Was Helpful

"We passed the bridge at Franklin just at dark, the moon not yet up and, running farther, when we tried to land on the left we ran into an old tree-top. Then pulling out and trying the right bank with no better success, we concluded to pound ahead all night," he relates. Then he tells, "We could thread the channel nicely after the moon came up. But about 2 a.m. a dense fog settled down upon us and we could not tell in which direction we were running or where the shore was; soon we ran into the head of an island where we lay until daylight."

The next encounter was at Mahoning Island, just above Templeton. Again the cargo had to be partially unloaded and transferred downstream. The sheriff of Armstrong County (Pa.), Mr. Orr, came to the rescue, providing a number of his workmen to assist. Steward Washburn took on some stores at Kittanning including eggs bought at 3¢ a dozen.

At Pittsburgh they tied alongside another store-boat containing a load of window-sash which had preceded them. The owner, Levi Barrows, suggested that Nathan "team up" with him, tie the two boats together, and float down the Ohio as a pair. "I with no reluctance accepted," says Nathan. "Schuyler Robertson was their pilot, and Charles Parker was their mate; although I retained my mate Lovell Hastings."

Then the journey continued down the Ohio.

"We ran down to East Liverpool where Capt. Barrows had a good trade and I put off part of my dead weight in the form of laths. From there we ran to Wellsville where we spent the Sabbath and were ready for business early Monday morning. I here put off 20,000 more lath and a few snaths, tubs and pails.

"We were soon at Steubenville where I put off

the balance of the laths, and was glad to see the last bundle go, as I had been familiar with it quite too long. I also sold a few snaths and pails, and canvassed the cabinet shops to exchange a lot of the veneering for furniture, as with the laths out, we had plenty of room for handling it.

"Deacon Barrows at the same time sold some sash, but put more out to his commission merchants which he continued to do all the way down.

Visits the Indian Mound at Moundsville

"We stopped at Wheeling and then at Moundsville, 12 miles below, where is an Indian mound, the largest in the United States, being 75 feet high, 11 rods long at the base, and 50 feet across the top. The owner, Mr. Tomlinson, made an excavation from one side into the center and arched it over inside, putting up an immense double door, and charged an admission fee of 25 cents. He then dug from the top down to the base where the shaft was on a level with the outside, and put up a winding staircase, building on top of the mound three platforms of graduated size, one above the other, continuing the winding staircase up through the center to the top. Each visitor was furnished with a candle and a match to light at the base of the shaft where was situated the museum, in which were two complete skeletons, one eight feet high, having on a necklace consisting of 1,500 pieces of mica the size of a dime. The smaller skeleton had a necklace of 600 beads, the same shape only thicker, probably made either of deer antlers or bone. I have a few of each of these beads.

"There also was a small Indian god of polished black stone. It was in a sitting posture, was about 10 inches high with three rows of hieroglyphics on the back. In this I was much interested. It was stolen the next year, and, although the state offered a large reward, it has never been recovered.

"The archway gradually rotted away after the death of Mr. Tomlinson, and a part of the earth fell in, carrying the staircase with it; but recently the mound has been purchased by an enterprising man who has built a fence around it 12 feet high with a view of making his investment pay.

"Just below, near the mouth of Big Grave Creek, is evidently an Indian burying ground, for as the bank washes away the bones protrude, and many a relic in the form of arrowhead and battle axe have I in my possession that I found there.

The Blennerhassett Ruins Visited

"We landed at Captine, Sunfish, Marietta and Parkersburg; a mile and a half below the latter place is Blennerhassett Island where we took the skiff and went ashore. The outlines of the residence were still apparent situated on the upper end of the island which is high, very beautiful, and is never inundated.

"Partly around the front the foundation was built of brick which had been "packed" on horseback across the mountains from Philadelphia early in this century. I brought away two of the bricks which I still have. The celebrated well is 80 feet deep, 5 feet across, the wall of cut

REMARKS ABOUT THE 1843 TRIP

Nathan Brown wrote the accompanying account in 1886 while he still was engaged in running store-boats. The sad mistake of his first voyage of 1843 was in loading up with bundles of pine laths which, although easily sold, didn't bring much revenue. On his second trip, made in 1844, Nathan stocked "an assortment of agricultural implements, tubs, buckets, a lot of half-bushel measures and 75 dozen cast-steel hoes," an investment of some \$2,000. He cleared \$700 "and returned home in better spirits than on my return the previous year."

His description of the Indian mound at Moundsville, W. Va. is well authenticated. A letter written by A. B. Tomlinson in 1846 survives and says in part: "Upon the top of the mound we have erected a three-story frame building which we call an observatory. The lower story is 32 feet in diameter, the second is 26, and the upper story 10. It is our intention to run a winding stairway from the bottom of the mound through the rotunda and observatory on the top. The observatory was built in 1837."

Mr. Tomlinson, author of the above, was a grandson of pioneer Benjamin Tomlinson who settled in the region in 1772, having previously settled on the Virginia shore near Cluster Islands where there is still a creek bearing the name of Tomlinson Run. When the elder Mr. Tomlinson first saw the Mound in 1772 a large beech tree was growing out of its top. Many dates and initials were cut in the bark, one dating 1734. Also a white oak was near the top which died about 1831 and was cut down. A cross-section was made and the rings counted, and its age was estimated at 500 years. The Tomlinsons excavated the Mound in 1838 discovering skeletons, beads and so on.

The "small Indian god" described by Nathan Brown was found, says A. B. Tomlinson, about eight miles distant. "It is human shape, sitting in a cramped position, the face and eyes projecting upwards; the nose in what is called Roman. On the crown of the head is a knot, in which the hair is concentrated and tied. The head and features particularly is a display of great workmanship and ingenuity; it is 11 inches in height, but if it were straight it would be double that height. It is generally believed to have been an idol." Mr. Tomlinson makes no mention of the "hieroglyphics" mentioned by Nathan Brown.

Nathan's account of the five graves at Cedarville prompts us to say that Cedarville was the old name for Rockland, O., now part of Belpre. Graves of early settlers killed by Indians were too plentiful in that region, and a monument still exists at the head of Newberry Island, on the Oaks' farm, along the Ohio shoreline, erected in memory of settlers killed between 1790 and 1810.

The water well on Blennerhassett Island is still there. The BETSY ANN landed passengers there in 1930 as a regular feature, and later the GORDON C. GREENE did also, allowing opportunity to drink from the bucket even as Nathan Brown did.

Forgive Nathan for transplating Pomeroy.

rock laid up in eight segments. The water is drawn up in a large bucket by a windlass. I took a refreshing draught, and have stopped there many times since to enjoy a cooling drink from the old Blennerhassett well.

"On Belpre plains at Cedarville, directly opposite the above interesting island is an ancient cemetery formerly used by the pioneer. In one corner of it, facing the river, were five graves of a mother and children who were murdered by the Indians near the close of the last century. A cedar headboard marked the spot, giving an account of the murder and the ages of the children; the letters being painted black, were protected from the weather by the paint, while the plank had worn with the corrosion of time, leaving the letters slightly projecting. Until recently it has been standing, but now nothing remains of it, as the bank has gradually washed away and carried the graves and the monuments with it.

"I next stopped at Pt. Pleasant...The intrepid Col. Lewis was killed here, and was buried on the shore where the Big Kanawha intersects the Ohio. He had rested undisturbed until the centennial anniversary of the battle when his remains were taken up with appropriate ceremonies to be placed in a monument. For a century he had slumbered on with no requiem but the ripple of the beautiful Ohio and the Kanawha and nothing to mark his resting place but a tall sycamore tree beside which he was buried.

"The next stopping place was Pomeroy, a town extending several miles along the river and as far back as you can see. Fifteen miles below Gallipolis was a colony of Germans. Capt. Barrows sold them a lot of sash and I all the furniture I had in stock, besides a few pails.

"At Portsmouth I sold all of my snaths and a part of the pails; I sold the last at Manchester.

"At New Richmond a man offered me \$25 for the boat, which had been invoiced at \$50; but after advising with Deacon Barrows I accepted his offer, transferring the remainder of my stock to his boat, and I bade farewell to the old boat on which I had done so much hard work coming down the Allegheny. I am sure the man got cheated, and have felt a little guilty ever since.

"At Cincinnati, after completing the sale of the goods, I took the first boat back to Pitts-

Speaking of islands, Nathan in another account speaks of coming up aboard the steamer FARMER when a passenger died of cholera. The boat landed "at an island just below Newport, Ohio, where a grave was hastily dug, and by the wierd light of the torches he was buried by the Negro deckhands, a feeling of gloom and sadness overspreading the entire boat."

The battle at Pt. Pleasant was fought on October 10, 1774. Among those killed was Col. Charles Lewis "about a half-mile from camp." According to Nathan Brown his body lay beside a riverbank sycamore until 1874 when his remains were transferred.

As to the colony of Germans 15 miles below Gallipolis to whom Nathan sold furniture in 1843 we have no present knowledge. If his distance is correct, he was in the vicinity of Straight Ripple and Swan Creek.

burg, first coach to Erie and stage to Jamestown, where I landed July 3, and thus ended a voyage which occurred 43 years ago, and was not altogether void of interest as being the germ of a business extending through as many years, and finding a market for a vast amount of Jamestown's products."

The Women's Propeller Club has been organized at Louisville, Ky., the first one inland. Their initial project has been a restoration of the old carriage house at the Howard Museum, Jeffersonville, Ind. Mrs. Richard Vissing of Jeff is the chairman of the restoration committee. She and her workers cleaned and scrubbed the place, a two story building back of the Howard mansion. Downstairs are two large rooms and a kitchen, which once was a stable. There are three rooms on the second floor.

According to Joan Kay, who wrote of the event in the Louisville Courier-Journal & Times, some of the finds included a potbelly stove, an old Steinway piano (which will be used if the pieces can be put together), and bits of lumber from the ROBT. E. LEE (second). The building will be used as a clubhouse.

The men-folk of the Louisville Propeller Club have been persuaded to rebuild the bell tower. The ladies held a card party and stable sale, and raised about \$1,100 for their project. Mrs. Eugene Bell of Louisville is the president of the group.



The Log of the W. P. SNYDER, JR.

Bill Porter (left) and Jack Siders went under the SNYDER's stern at Marietta and extracted a huge log which had fouled in the rudders. This was done on November 11th last in preparation for the trip to the docks described in the March, 1970 issue.

Sirs: Capt. John B. McVey died at St. Petersburg, Fla. on Saturday, May 23, 1970. He celebrated his 84th birthday last March 30. He had been ill for about nine weeks with a heart ailment. I am writing this from a funeral home in Charleston, West Va. where services will be held tomorrow, May 29. My husband and I took care of the Captain for seven years and he was like a father to us.

Mrs. Agnes Snowman,
4020 41st Ave., North,
St. Petersburg, Fla. 33714

=Captain McVey, who called himself "The Big Snake" due to Kanawha River origin, was a riverman for 55 years, most of them in the employ of Jones & Laughlin Steel Corporation. His last active command was aboard the B. F. JONES, JR. He also was an ordained minister. -Ed.

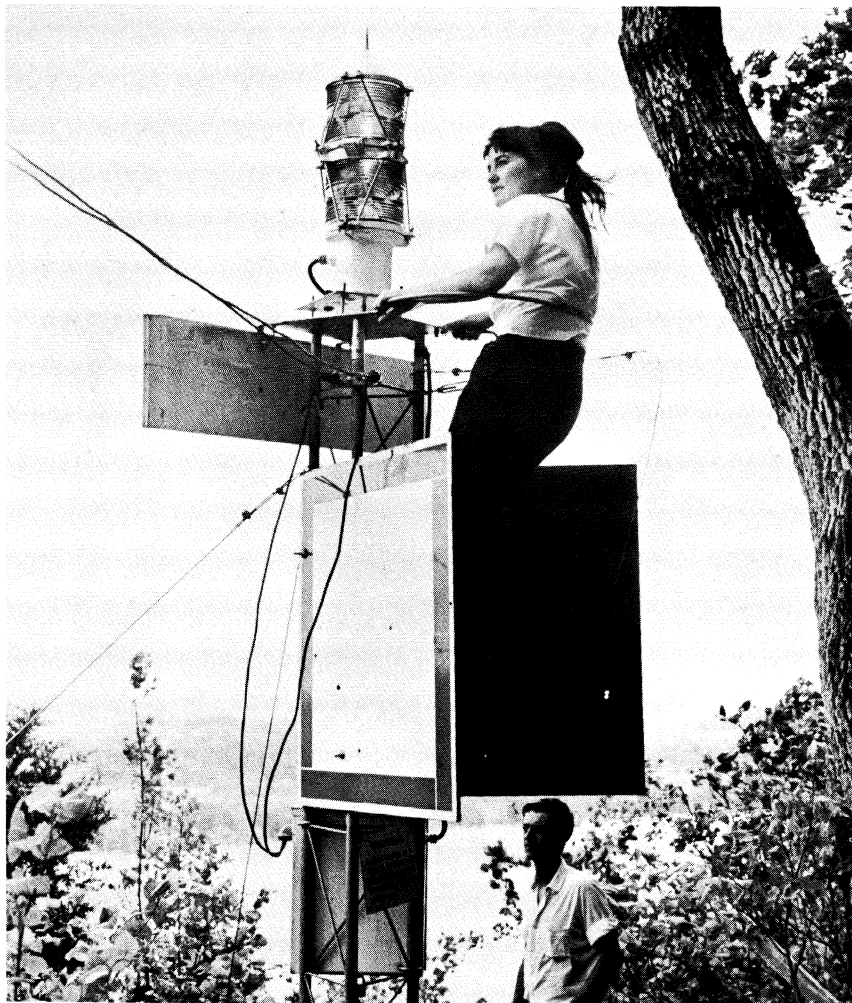
Sirs: The caption under the picture on page 31 in the June issue showing four towboats shoving an ABL tow identifies one of them as the DUNCAN BRUCE. The BRUCE never had one pilothouse on top of the other. But the GEO. T. PRICE did, and the yawl davits on the stern are the kind the PRICE had on her. So I would say it is the PRICE although I could be wrong.

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

=Right! -Ed.

Robert J. (Roddy) Hammett was issued an original U.S. Coast Guard license as mate at Louisville during June.

In the March '70 issue, page 8, mention was made of a steamboat named PEANKISHAW NO. 108. Mrs. Henrietta Krause of The State Historical Society of Missouri, says the Piankeshaws (this word is spelled various ways) were Indians near Vincennes, Ind., parcel to the Illinis (the French plural is Illinois). Many fled to Missouri during Indian wars and before the coming of the White Man. They settled in Iron County's Arcadia Valley in the Ozarks. This same region, later on, contained the Pilot Knob iron ore operations, the ore railed to Ste. Genevieve and thence barged to Pittsburgh. Our rail fan Bill Fletcher corresponded with Mrs. Krause about the above. Neither of them profess to know why the "NO. 108" was tacked on the name of the boat.



Haunted Hollow Light & Keeper
..Romance lingers with the winkin' and blinkin'.

We recalled in the June issue something of the romance of the U.S. Lighthouse Service when its oil lantern lights were tended to by neighborhood shore dwellers.

A bit of such romance remains in this mechanized age of winkin' and blinkin' electrified lights mothered by the U.S. Coast Guard.

Not so long ago Randy West of the Corydon (Ind.) Democrat went calling on the keepers of Haunted Hollow Light, Mr. and Mrs. Bill Fleace, who live at Mauckport, Ind.

"Hainted Holler" Light (so identified by citizens aroundabout Hainted Holler) is perched away up on the side of an Indiana hill at Ohio River Mile 650.8. The Holler itself is nearby. Hainted House Bar upriver a bit used to be a sticking place for loaded coal barges. How the area got "hainted" is not explained.

Older rivermen remember the oil light at Haunted Hollow on the Kentucky shore.

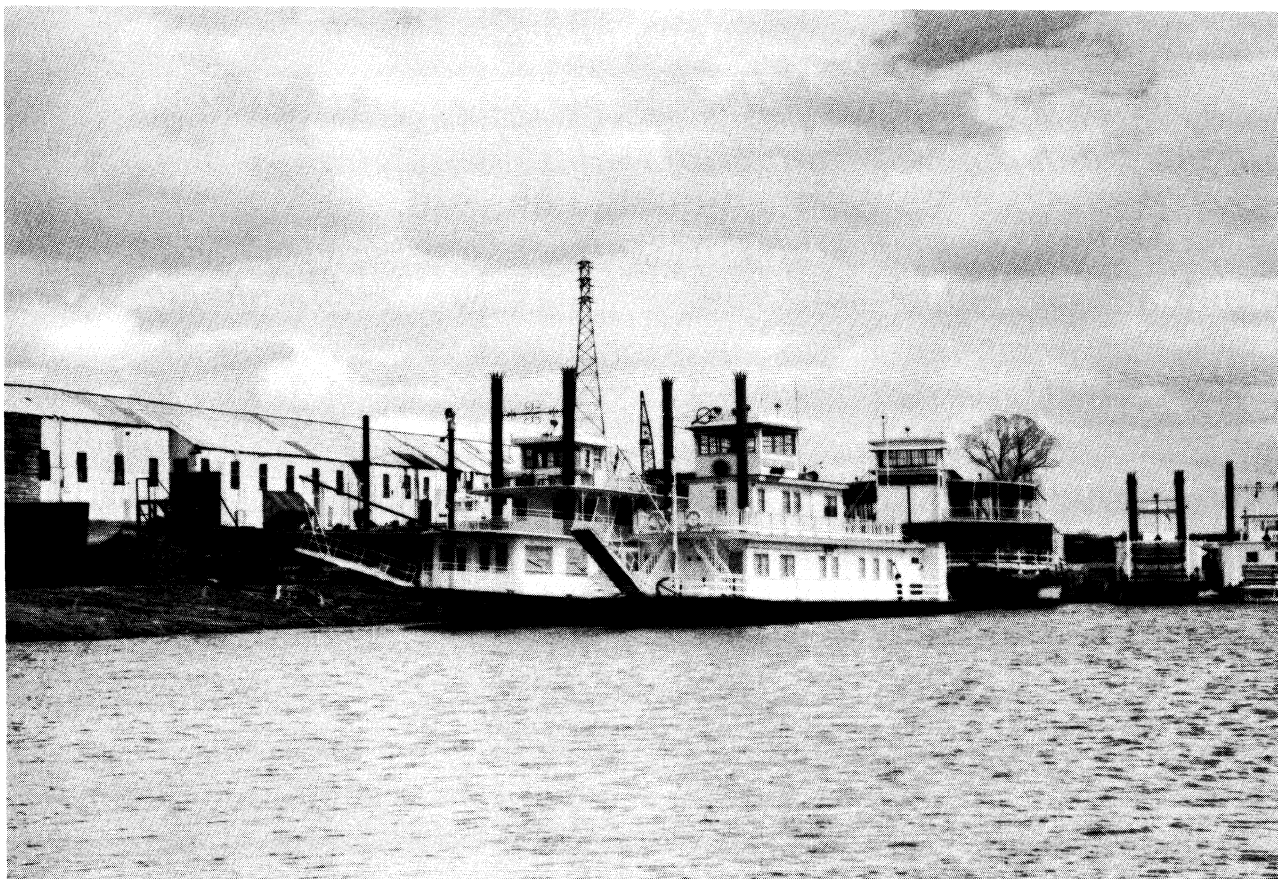
Mrs. Bill Fleace, perched on the light in the above picture, is 29, mother of three children, a brunette with a long pony tail, and she has a family line plunk back to great grandpa James Hays who tended light for the old U.S. Lighthouse Service.

Her grandpa Arthur Miller, Sr. also tended the light, and later her mother Geniva Jacobs took over. When she died in 1965 Mrs. Bill Fleace (who was Judy Jacobs) came by the job naturally.

Of course Haunted Hollow Light is electrified and does not require daily visitations as did the old-style oil lamps. When anything goes wrong the tender LANTANA is contacted at Owensboro, Ky.

Bill Fleace keeps an eye on it, and so does uncle Orville Miller. There is no handy way to get to the light, so most of the tending is from a distance.

That's Bill Fleace in the picture. He is a secretary with the M&M Construction Co.



STERNWHEEL SHORT STORY

World's largest collection was at Dubuque.

Sirs: Last week, on April 23, tied up in our fleet here at Dubuque, we believe we had the world's largest fleet of paddlewheel driven boats. Picture is enclosed.

Capt. H. B. Miller,
President,
Dubuque Boat & Boiler Co.,
302 East Third St.,
Dubuque, Iowa 52001

Sirs: I joined S&D two years ago after reading some back issues that Capt. Jesse P. Hughes sent to my grandmother Mrs. Frank S. Deshler. Am currently stationed in the Mediterranean, Fox Div., USS JOHN KING (DDG-3) FPO New York, N.Y. 09501.

Michael T. McMahan FTM-3,
Route 3,
New Matamoras, O. 45767

Sirs: Yesterday I poked my head out from under the covers to see the "Today Show" and who should be on the program--C. W. Stoll, so it was like meeting an old friend.

Richard C. Simonton,
6900 Santa Monica Blvd.,
Los Angeles, Calif. 90038

=The "Today Show" (7 til 9 EST)

Eight paddlewheel passenger boats are in this scene, three of them under construction. It was taken during this past April (see letter at left). At extreme left the hull plates are being laid for the steamboat JULIA BELLE SWAIN. Next to her on the ways is the hull construction for the DON ROBERT, ordered by Donald Klein. Also on the ways, barely visible, is the MINIPADDLE I, a 50 hp. sternwheeler powered with a Wisconsin air cooled gasoline engine (first to our knowledge since the LADY GRACE). Afloat at shore in picture's center is the JONATHAN PADELDFORD ready to leave for the St. Croix River, a 400-passenger sternwheeler. On her port side is the GOLDEN ARROW, 49-passenger sternwheeler owned in St. Louis. Behind these two is the old ferry CITY OF BATON ROUGE to become a restaurant-wharfboat at Peoria in connection with the SWAIN. Outside of her is the LADY D, 120 passenger sternwheeler. At extreme right is the LADY M, 150-passenger sternwheeler. Had the picture been taken one week later it also would have included the JULIE N. DUBUQUE II, just returned from southern waters where she spent the winter. All of the above were built by the Dubuque Boat & Boiler Co. except the CITY OF BATON ROUGE. Hank B. Miller, Dubuque's president, accomplished a 7,000 mile trip this spring and reports, "I found interest in sternwheelers at least ten to one over any other kind of propulsion."

did a special on the plight of the DELTA QUEEN taped on an up-bound trip terminating at Cincinnati on May 25th last. C. W. Stoll was featured. By coincidence the Dow-Jones average plummeted 20 points that same day. -Ed.

Sirs: CBS should show that film of the Whistle Blow every eve-

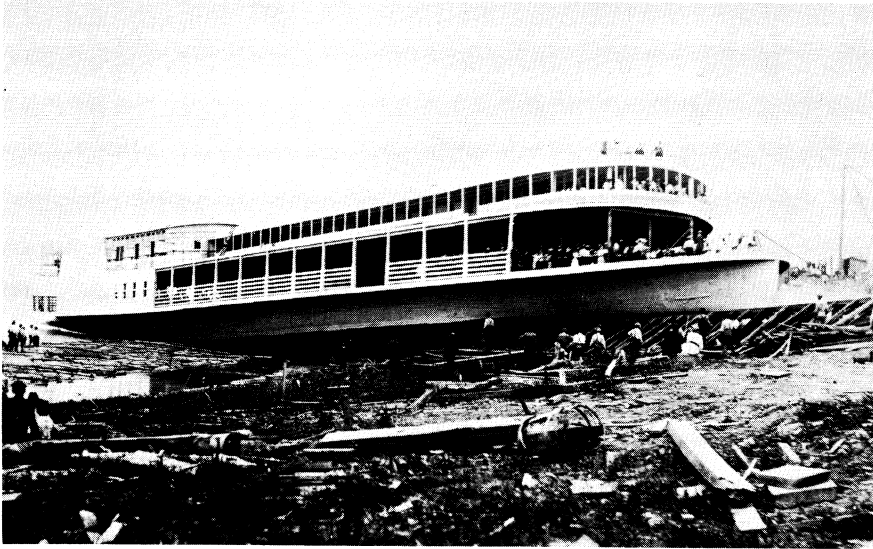
ning. That's the kind of news the country needs to hear about.

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



THE DISCOVERY COMPANY

Picture Story of the CITY OF CINCINNATI



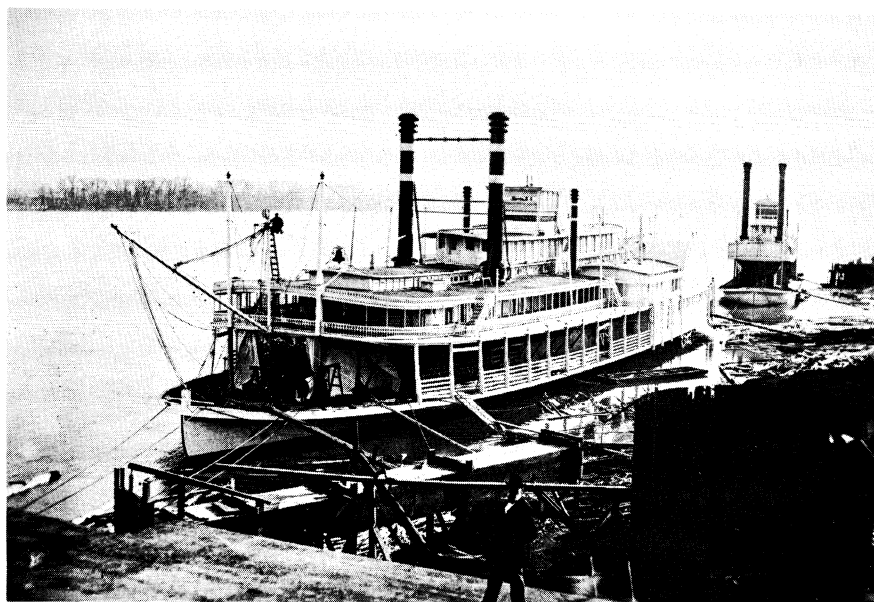
The CITY OF CINCINNATI was built at the Howard Ship Yard, Jeffersonville, Ind. in the fall of 1898. She was launched on Saturday, January 14, 1899 a trifle ahead of schedule. Advantage was taken of a rise in the Ohio River and she didn't have far to go. This picture was taken while she was in motion. Notice the many invited guests aboard. The workmen in the foreground are shirt-sleeved so the day was unusually mild. Such end-on launches subjected the hull to an unusual strain at the precise moment this view was snapped; the stern rising in the water, the forebody on the ways, and the entire deadflat mid-section unsupported. The slope of the ways had to be figured to a gnat's eye particularly for a 300-foot length hull such as this one.

This was taken as the newly launched hull was being nudged back to shore at the shipyard. The towboat is probably the FULTON or the TRANSIT both of which were on tap and looked much alike. The breeze is gently blowing on shore, a perfect situation for the job at hand. The rise in the river is apparent here, backed into the lower part of the yard. Up above the fleet is hanging away out.



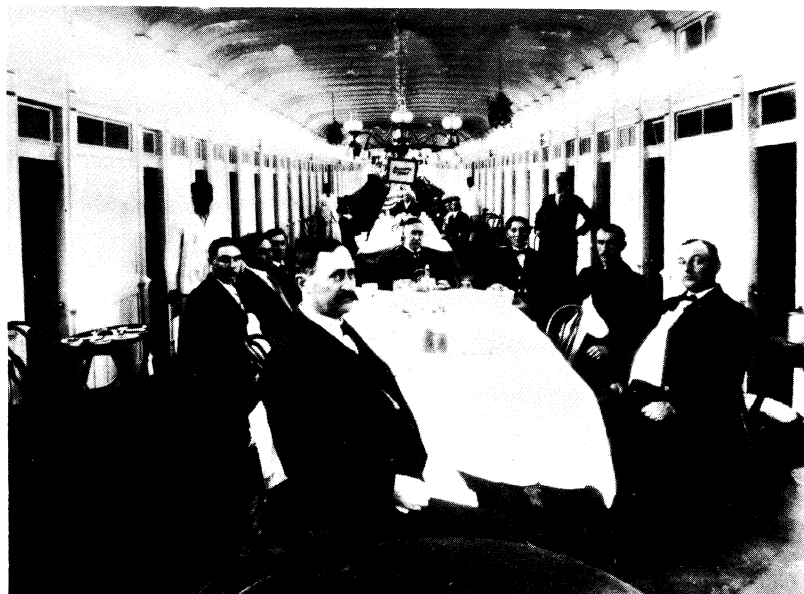
This was taken some weeks later with the boat virtually completed although the stageplank and boom have not been hung. The CITY OF CINCINNATI was built on a wood hull 300 by 38 so she was not quite as large as her companion CITY OF LOUISVILLE which had a hull 301 by 42.7. She was given second-hand engines, originally on the Anchor Line side-wheeler CITY OF HICKMAN, 26's- 9 ft. stroke, high pressure. The HICKMAN was the last side-wheeler built for the Anchor Line (in 1890) and she had sunk at Island 40, above Memphis, in 1896.

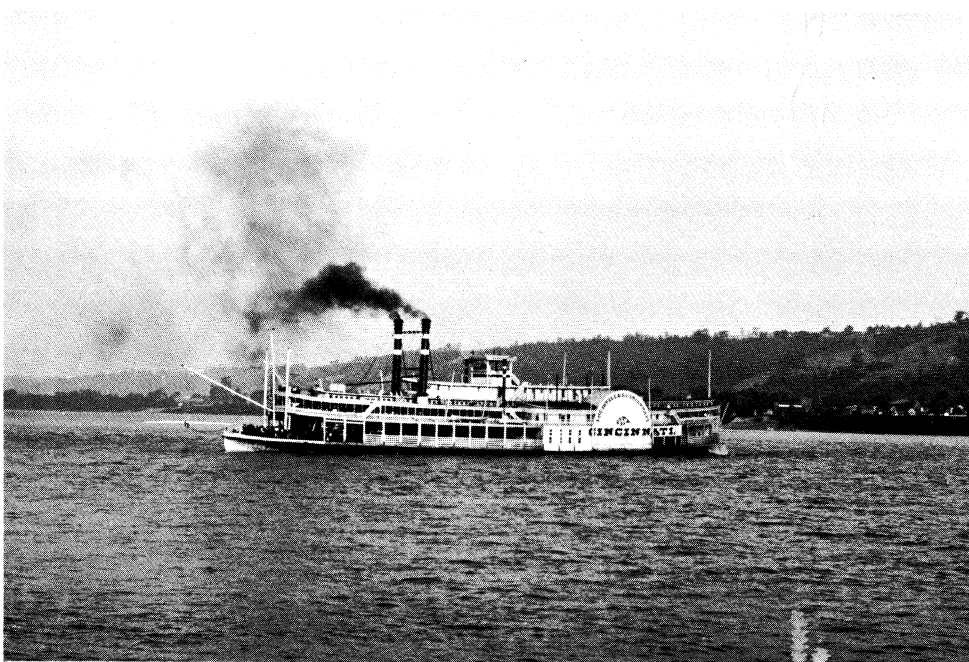
This was taken the same day as the last picture showing the stage boom being placed. The roof bell shows plainly on the forward end of the skylight, a handsome, ornate one dating back to the TELEGRAPH NO. 3 (b. 1853). The sternwheel cotton packet in the background is the MARY, just built, ready for delivery to Mobile. The MARY ran up Alabama River and was demolished by a tropical hurricane in 1906. The gentleman in the foreground who doesn't show plainly is said to be Capt. Ed J. Howard.



During her early years CITY OF CINCINNATI wore the whistle from the TELEGRAPH, last of the tribe, which was wrecked in 1897, and it shows in this picture. This was taken near or at Vevay, Ind. and apparently during scant water judging from the alert position of her spars. The superstructure of CITY OF CINCINNATI was never altered. During her second season (in 1900) she had hot competition from the side-wheel CITY OF PITTSBURG, all summer, from June 16 to August 15, passenger rates slashed on both to 25¢ and 50¢ the round trip.

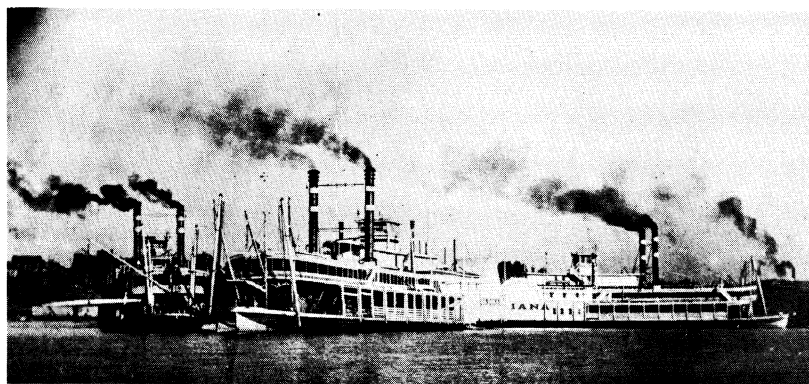
Dinner time in the cabin with Capt. Jack Lindenburn seated at the head of the officer's table (foreground). He was master of CITY OF CINCINNATI many years. At the right, going aft, are Billy Howard, Baylor Spratt and Frank (Skeeter) Carr. Standing behind is Tom Morrissy, steward. At the foot of the table is Harry Taylor, purser. Those on the left are uncertain but first one may be Charles Hundley, engineer. At the foot of the second table, barely visible, is C. C. Fuller, company superintendent at Louisville. The styling of the cabin as you may note is rather austere for the period. The overhead chandeliers doubled with oil lamps above and electric lights sprayed below.



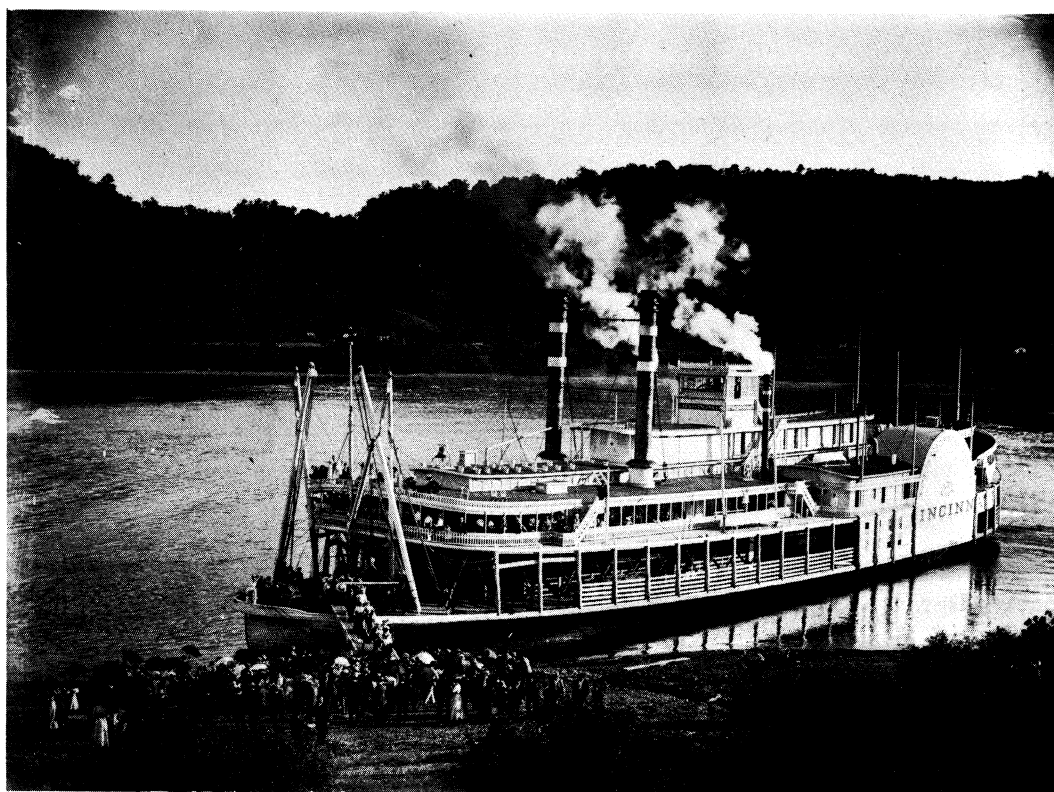


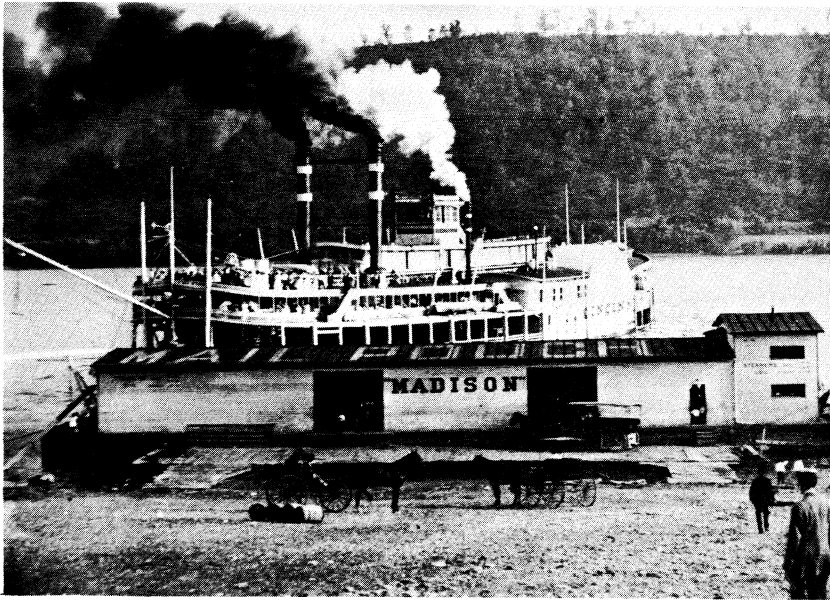
Taken at Vevay, Ind. during the period when the comings and goings of the "Mail Line" boats were household topics. Many thought the CITY OF CINCINNATI was more graceful than her larger partner CITY OF LOUISVILLE. Her fastest time, Louisville to Madison, was three hours 12½ minutes, run on May 19, 1899. The LOUISVILLE had done it in three hours 16 minutes in 1894.

CENTER PICTURE: Down to rock bottom and all three stuck at Lawrenceburg, Ind. From the left: HENRY M. STANLEY, CITY OF CINCINNATI, INDIANA. This is one of the very few known pictures of sparring--both side-wheelers are busy at it.



CITY OF CINCINNATI discharging passengers at Madison, Ind. on a Sunday "meet the boat" trip. No visible freight aboard. Here again note the tilt of the spars in "ready" position. During a flood in 1904 CITY OF CINCINNATI broke away at Cincinnati, no steam up, hit the suspension bridge, knocked down her stacks, ran the C&O bridge and was rescued by the harbor boat HERCULES CARREL before she got to the Southern bridge.



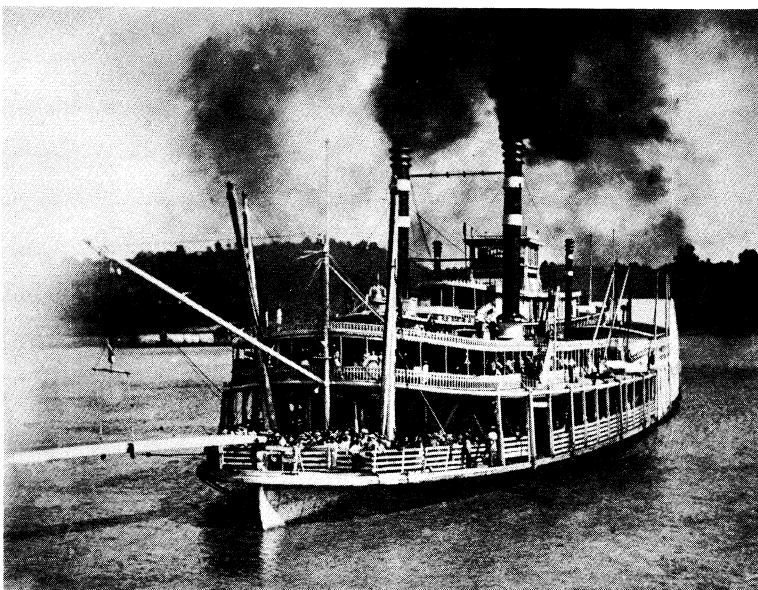


Typical scene at Madison, Ind. any Sunday (when the river was up). Most of the boys in town knew the engineroom bell signals used on these side-wheelers and could turn themselves into such a steamboat, using their arms for pitmans, mouthing "ding-a-ling" "dong-a-long" and yelling captain's orders from the roof "back slow outside!" "stop 'er sir!" wheeling their bodies around in a dusty street to majestically land up against the curb without bump enough to break an egg. This is one of the very few MAIL POUCH signs (see on the wharf-boat roof) we have seen other than on barns.

Commodore Frederick A. Laidley was 59 years old when the CITY OF CINCINNATI made her maiden voyage. He took aboard at Cincinnati the local Chamber of Commerce, guests and friends, and ran an excursion up to Coal Haven and back. The Commodore was born (1840) at Malden, West Va. and his father operated salt furnaces in the upper Kanawha River. Laidley went clerk on the ANNIE LAURIE in 1864, did well, became a pork packer at Cincinnati--bowed out when Chicago gained supremacy--and in 1884 bought into the White Collar Line, formed the Louisville & Cincinnati Packet Co., and built CITY OF LOUISVILLE, CITY OF CINCINNATI and INDIANA. He lived in Covington, Ky. (his home still stands) in an ornate mansion, and died there in 1931. He was the typical southern colonel even to his manner of speech.

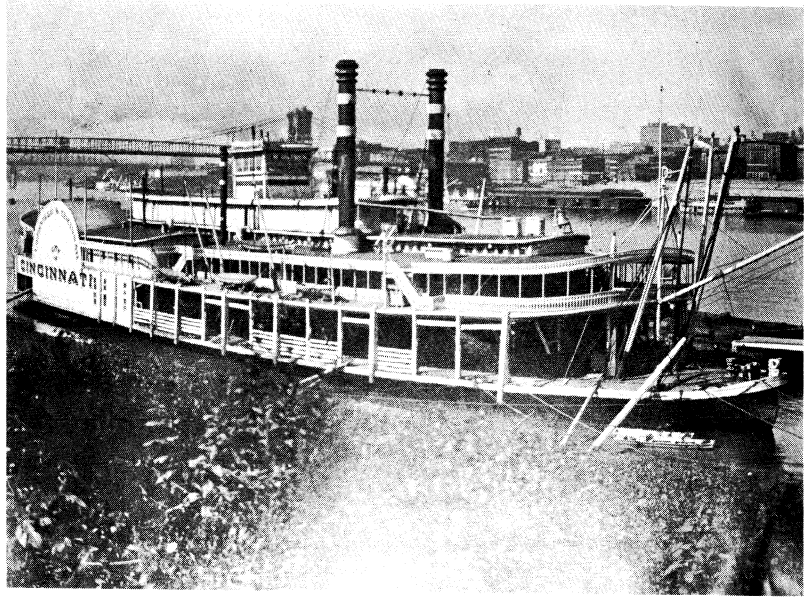


Commodore Laidley



Here again is a Sunday meet-the-boat trip with racks tied around the forecastle to keep the human cattle from getting overboard when they transfer to the other boat. In this picture CITY OF CINCINNATI is wearing the BONANZA whistle. The change was made inasmuch as the original TELEGRAPH whistle, rather high pitched, often was mistaken at Louisville for the TELL CITY. Note please the curve and swerve of the upper decks, an art not easily come by, and for which the Howard Ship Yard was noted. To imitate such design in steel or aluminum would these days cost a king's ransom.

This was taken opposite Cincinnati when the CITY OF CINCINNATI was laid up during the first World War plagued with high cost of fuel and labor shortages. If we have it straight she never raised steam again after this picture was made. Commodore Laidley was 77 by this time, but still very much in charge of L&C's destiny. His wharfboat is the large one across the river, and his office was upstairs in the upper end. One of his trusted clerks in that office was Ed H. Ojeman who still is hale and hearty.



Then came the severe ice gorges in the winter of 1917-1918. This picture is made from the Cincinnati suspension bridge looking upstream. The CITY OF CINCINNATI was tucked under the L&C wharfboat for safe-keeping but the ice got her anyhow. The CITY OF LOUISVILLE was above the wharfboat with steam up, but was mowed down also (she shows above center at right). The CORKER is still afloat (beyond the starboard stack of the CINCINNATI), the LOUCINDA is crushed across the CINCINNATI's bow, and the harbor boat HERCULES CARREL is next the buildings, her wheel and stacks visible.

So this is the end of the story, a pile of broken lumber at the site of Cincinnati's new sports stadium, and the end of the career of Commodore (the title was honorary) Laidley. He sold his holdings in L&C for a reputed quarter million to John W. Hubbard of Pittsburgh and refused to budge from his wharfboat office until he got the cash. The new owner retained the company name, put Capt. William E. Roe in charge, and placed two large sternwheel packets in the trade, the QUEEN CITY and M. A. BURKE. Later they built the last side-wheel CINCINNATI (our cover picture on March, 1970 issue).



The name of the DELTA QUEEN has been placed on the National Register of Historic Places, and we do not remember any Western boat so honored. The implication, if we correctly follow the intent, is that Capt. Ernie Wagner is elevated from "master" to "curator." In which case we may remark that Captain Ernie is the most energetic-looking curator we have met to date. The DELTA QUEEN doesn't look like she's ready for a glass case just yet, either.

In West Virginia Hillbilly, issue of June 27, 1970, there is a family story by Hope Deshler Barnhouse. She recounts some of her family beginnings.

Helen Matilda White and James Hewitt Louderback were married on Oct. 4, 1847 in Wheeling, the Rev. Mr. C. Cooke of the M.E. Church officiating.

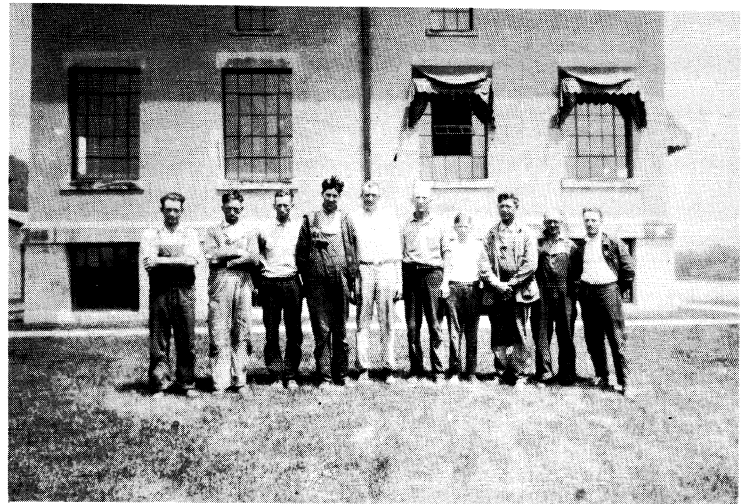
Their daughter Andrewella, born on Nov. 2, 1848, married Evan D. Hughes. There were two children of this union, Jesse P. Hughes and Lillian Dale Hughes. Jesse was born on June 7, 1876.

Helen M. White (1823-1898) was daughter of Andrew H. and Eleanor Eoff White who were married at Wheeling on Dec. 28, 1808.

James H. Louderback (1803-1884)

was born in Pennsylvania, moved to Wheeling, became a river pilot and bought property and removed to the head of Grape Island in Ohio's Washington County. After

his death his widow Helen White Louderback built a home there, in 1889, which still stands.



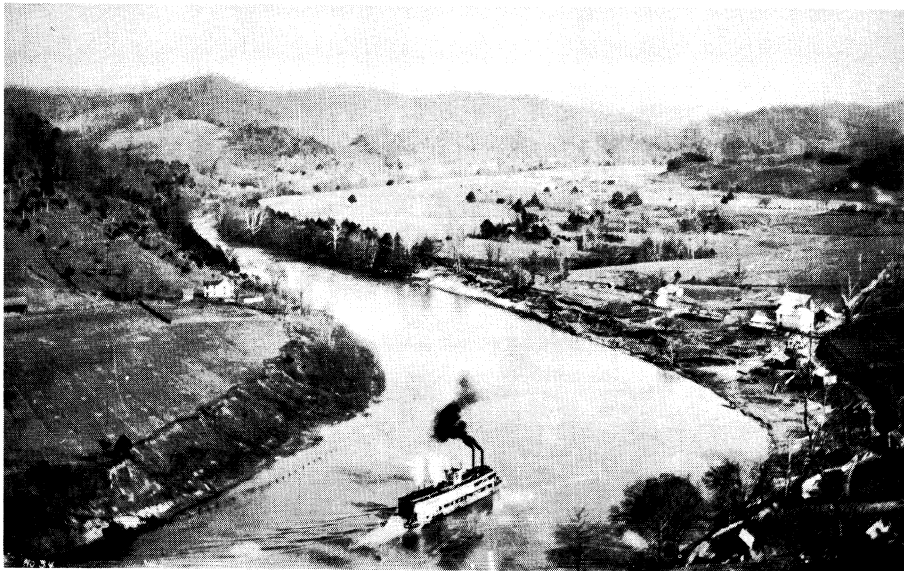
Not often does the lock crew line up for a picture. This one was taken south of the power house at Ohio River Lock and Dam 14 in 1927. From the left:- Linas Walters; Harry Saffle; Cyril McDougal; Harvey Dunn; Charles Roberts; Roy Rist, lockmaster; William Rist (son of the lockmaster, now with the U.S. Engineers in the Huntington District); Earl Erwin, engineer, Ralph Mozena and Robert Rea. Our thanks to Robert M. Smith, Sewickley, Pa.

Sirs: Is S&D doing anything to further the cause of the DELTA QUEEN? There are interested citizens here in Dayton who would like to get involved in a 'Save the QUEEN' campaign. Can you give us any assistance?

James E. Reed,
3796 Shroyer Road,
Dayton, Ohio 45429

=By the time this issue is published Congress will have adjourned. The prospect for continuation of the DQ as a tourist boat admittedly does not look good as we write these lines in mid-July. S&D took no concerted action because 1) the Board of Governors ruled some years ago that S&D take no sides on current river issues, and 2) the obvious bias of S&D prodding to 'Save the QUEEN' would merit scant attention with the Congress. Various members of S&D campaigned vigorously in the boat's behalf and we applaud their zeal. -Ed.

Thanks to Mrs. Loretta Howard S&D has a new member, Don Redmon, who in Louisville is known as "Captain Kingfish," who is building a swanky seafood restaurant along the riverfront there. When opened this fall Mrs. Howard has been invited to christen it.



An item on page 42 of the June S&D REFLECTOR about the town of Thealka, Ky. brought forth the above picture, thanks to Robert L. Hartman, Jr. of Amherst Industries, Inc., Charleston, W. Va. The caption reads:- "The elegant sternwheel steamer THEALKA in the bends of the picturesque Big Sandy near Paintsville, Ky." We'll go for the location near Paintsville, but the downbound steamboat is the CANDO built in 1899 at Ashland, Ky., and operated by the C&O Railroad. This railroad ran the CANDO and DONCA between White House and Pikeville on Levisa Fork while the track was being built to Pikeville, which was reached in 1904. Anyhow this is a most attractive picture, one of the best in the annals of steamboatin' on Big Sandy. Capt. Ross Rogers, Jr. was the intermediary getting this picture in our hands.

Sirs: In the Dec. '69 issue you ran a picture and article about the steam ferry OHIO built at Paducah, Ky. in 1924. She ran a short time in the Paducah-Brookport service and then was bought by the Mary Jo Ferry Co., Carrollton, Ky. where she ran until she burned in 1936.

Now adding to what Capt. Bert Shearer tells in the March issue, let me add another chapter. On July 4, 1937 my brother and I bought the hull of the OHIO together with the two landing docks and the Indiana landing from the Carrollton Ferry Co., Inc., C. D. (Jenks) Wilhoite, owner. Prior to this he had junked the machinery, wheel shaft and whatever else he could dispose of.

We repaired and redecked the hull, which had not been damaged too badly, and rebuilt her from the deck up. We put in a new 150 hp. Cummins diesel and had her running in time for the 1937 Carrollton Tobacco Market.

She was much faster than she had been as a steam ferry and could make the crossing in ordinary river in three minutes as timed by Mr. Glessie Cummins himself.

We operated her continuously until 1945, at which time we bought the PADUCAH from Capt. Clyde Randolph of Metropolis, Ill., 16 car capacity, four more than we could load on the OHIO.

After that we used the OHIO, after cutting her down, as a towboat handling gasoline to Clay's Ferry and Frankfort on the Kentucky River, making occasional trips to Green River with small tows.

She was dismantled in 1950 and the engine and other parts sold.

At one time when the Editor of S&D REFLECTOR was aboard the OHIO he and another young man rode across to the Indiana side with a watermelon under their arms and went up on a sandbar to eat it and take a swim probably in Mother Nature's bathing suit. Remember that?

W. R. McKay,
General Delivery,
Madison, Indiana 47250

=Yeh. That was in 1940. Capt. Tom Posey and Ye Ed were pilots on the SENATOR (ex-SAINT PAUL) which was moored at Carrollton, Ky. to take out a moonlight that night. To better improve the time deck watchman Vernon Colbert and y.t. crossed on the dieselized OHIO with Ray McKay, ate watermelon and swam in the non-contaminated beautiful Ohio. -Ed.



Diesel ferry OHIO

Ray McKay (see his letter in left column) says he and crew used to hand the above post card to out-of-state car drivers as "a good and economical way of advertising." He also says "the boy on the roof watching the wheel is my son Bill McKay who was given his operator's license at the age of 13 by Capt. J. Wylie Leek and when not in school was relief pilot for several years."

The April 1970 issue of The Palimpsest, monthly publication of the State Historical Society of Iowa, is entirely devoted to the story of "Diamond Jo" Reynolds and his upper Mississippi towboats and packets. The text is by "Steamboat Bill" Petersen, the Society's superintendent, whose father C. L. Petersen was the Dubuque agent for the Diamond Jo steamboats and barges.

The Diamond Jo Line existed into this century operating the packets DUBUQUE, SIDNEY, QUINCY and SAINT PAUL, all of which were acquired by the Streckfus Line in the spring of 1911. The first three were renamed CAPITOL, WASHINGTON and J.S., well known excursion boats.

A number of old full color post cards are reproduced, as well as a liberal display of black and white photos of early Diamond Jo steamboats.

In the 1968 edition of maps of the Lower Mississippi, the Mississippi River Commission has a full page sheet devoted to a lot of scriggle-scraggle up-and-down graph lines reminiscent of the plotting of a Grade-A earthquake. They call this the "1962-1964 Thalweg."

Harry Truman once was introduced to a Pennsylvania prothonotary and promptly asked in mild amaze-

ment, "What the hell is a prothonotary?" Bill Fletcher of Downey, Calif. was riding the DELTA QUEEN with one of these map books, saw that word "thalweg" and wrote the U.S. Engineers at St. Louis. "I asked three pilots what a thalweg was and none gave a satisfactory answer," he explained in his letter. In short, what the hell is a thalweg?

St. Louis shrugged it off on the Vicksburg District U.S.E., and the inquiry landed on the desk of George B. Davis, Acting Chief, Engineering Division.

Mr. Davis quoted Webster's New International Dictionary. A thalweg: "i.a. A line following the lowest part of a valley, whether under water or not." The M.R.C., he says, uses the word in that sense "except that it should be understood that the Mississippi River thalweg is under water at all points."

S&D's dept. of fuller explanation now quotes Webster's Universal Unabridged Dictionary. "Thalweg: A line on a topographical surface which is a natural water course, having everywhere the direction of greatest slope, and distinguished by having the lines of straight horizontal projection which cut it at right angles on the upper sides of the curves of equal elevation to which they are tangent."

Next question.

Sirs: On the front page of the June issue you wonder what the Cumberland River packet J. B. RICHARDSON is doing at St. Louis, and you guess the date as 1908.

The date is correct. It was in 1908. How do I know? Well, in mid-October that year my brother Joe, my cousin Lannie, Gabe Davis (who married my niece, Lannie's sister) and I were out fox hunting amongst the bluffs of the Tennessee River. It was on a Saturday night, the weather dry, dry, dry (hadn't rained for some time) well it was so dry that the hounds couldn't strike a scent.

About then we heard a strange steamboat whistle, so we called in the hounds and rode our mules down to Coffee Landing, about a mile.

We got there before the boat did but in about a half-hour she emerged from a light fog, and it was this Cumberland River packet J. B. RICHARDSON full of St. Louis people and freight. The St. Louis & Tennessee River Packet Co. had chartered her during this dry spell to carry on the trade. Their own boats were too heavy to heave over the sand bars.

Came leaving time but the fog had thickened, so the RICHARDSON lay there at Coffee Landing. The roustabouts foraged around nearby and found some late roasting ears. They built a fire and started the corn to roasting, and what a heavenly odor that made. Gabe went aboard the boat and got a haircut from the ship's barber.

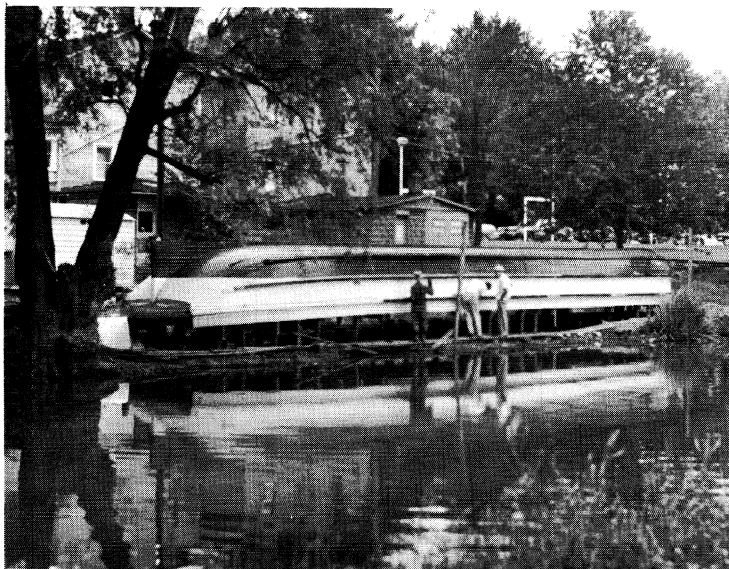
Then the fog lifted, the roof bell was "donging" and the "rousties" had to abandon their corn-roast and hop aboard and go.

Us would-be fox chasers waited about thirty minutes and ate the corn.

Yes, that fall of 1908 was the only one I remember so dry the hounds could not strike a scent, and it was the fall before I went off to school (which was in 1909) so the business of the J. B. RICHARDSON being at St. Louis in 1908 is perfectly legitimate, and she was doing low water work for the Massengale Line.

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

=As late as Nov. 10, 1908 the CITY OF SALTILLO of the St. Louis & Tennessee River Packet Co. had to cancel her sailing from St. Louis. She was loaded with passengers and freight, ready to go, when word came in that there was but 30 inches on the bars between Cairo and Paducah. -Ed.



On the Ohio and Erie Canal
This two-mule hay-burner now is operative.

A canal boat under construction is a sight calculated to attract some attention these days. The accompanying picture was taken by Woody Rutter July a year ago 1969 at Canal Fulton, O. near Akron.

Since that time it has been completed and now is in operation on a restored portion of the Ohio and Erie Canal. Its name is ST. HELENA II, a craft 60 feet long, 14 feet wide and 12 feet high.

You go aboard at Canal Fulton and are taken one mile to Lock No. 4 and back. Two mules, so we are told, supply the power.

A little later on, perhaps even now, lockages will be made at No. 4 which has been restored.

This is the first canal boat to be christened on the Ohio and Erie Canal in 57 years, and it is named for the original canal boat ST. HELENA which plied the waterway.

Sirs: Please send me available back issues; these are invaluable to me as a steamboat artist, and I love the stories. Thanks for making my membership possible in S&D as an adopted daughter.

Marion Bradford,
(Mrs. W. S.)
Box 745,
Harrisburg, Ark. 72432

=All daughters wanting adoption please write. -Ed.

Sirs: "What was the Nashville packet J. B. RICHARDSON doing at St. Louis?" Answer: She was under short-term charter running to Calhoun County during the apple season.

How do I know? During my late teens and early twenties I steered on the IDLEWILD for Capt. Selby Crader, who had previously been a "regular" on the BELLE OF CALHOUN. Selby used to talk a great deal about his days in the Calhoun County trade and mentioned that on several occasions he

stood watch on the J. B. RICHARDSON during the apple season when she was under charter usually, as I recall, to the Massengales.

This annual "apple season" was something of a major production, and every available boat was put into service bringing the fall apple harvest from upriver to St. Louis.

Over on the Ohio River we had something akin to this in the Huntington-Gallipolis area. I recall that the CHRIS GREENE and even the KIWANIS would extend their Huntington trips up to Lock 27 where the esplanade would be stacked with barrelled and bushelled apples waiting for transport to Cincinnati.

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

=See the picture and write-up of the J. B. RICHARDSON on page 36. -Ed.

DEAN CORNWELL'S PAINTING

The centennial of the ROB'T. E. LEE - NATCHEZ race last June 30 - July 4 was recalled with a four-column front page full-color reproduction of Dean Cornwell's celebrated oil painting (the original hangs in Campus Martius Museum owned by S&D) in the Marietta Daily Times on Tuesday, June 30th.

Dean Cornwell was commissioned to create the painting by the editors of True Magazine who ran the original color reproduction as a gatefold in an issue some years ago. Cornwell was particularly well suited and gifted, perhaps better than anyone, to undertake the assignment. He was born and raised in Louisville, Ky. and as a boy he got to know the crews of the local Evansville packets and often climbed aboard at departure time and rode the TELL CITY or TARASCON down to the Canal locks. His first artistic attempt was a water color of the TELL CITY. So he not only had boats in his blood but was native of the region where the ROB'T. E. LEE was built.

When Dean Cornwell got the assignment from True to "do" his version of the LEE-NATCHEZ race he wanted most of all to create authenticity. First of all he researched all available photographs and records of the two boats, made from them a set of deck lay-outs sketched large size, and by the time he arrived in Sewickley at the home of your editor, Dean was loaded with questions regarding details he didn't understand.

An artist must know how the reflection in water will look to the eye-level observer from shore, and to ascertain this elusive factor, Dean went to the River Museum, Marietta, with a camera, and we placed Bill McNally's model of the LEE on a piece of glass. This was photographed from various angles and eye-level heights principally to determine reflection distortions.

Thus after some weeks invested in such studies, and with a sound understanding of the architecture, shades, shadows and reflections, Dean was ready for the drawing board and the palette. The idea of planting a rowboat in the foreground originated during the trip to Marietta down Route 7, near Sistersville, when Dean saw some boys out riding the waves of a sternwheel towboat. He had been away from the river for years and had forgotten the familiarity of that sport. He became as excited as a schoolboy and vowed he would use this in his painting.

Every once in a while, since, we have noted paintings of river boats by other artists in which Dean Cornwell's rowboat and occupants are appropriated. Perhaps you have too.

The editors of True Magazine presented Cornwell's original oil to S&D at Cornwell's behest. The frame was selected by Dean Cornwell.

The original oil had been hanging in the River Museum but a short while when an officer of the Boatmen's National Bank, St. Louis, happened in and saw it. We're sorry we don't know the gentleman's name; anyhow he was so thrilled he went into the Museum's office, placed a phone call to New York, and commissioned Dean Cornwell to make a duplicate for his bank. Dean agreed to do this and that's how it transpires that today you may visit the Boatmen's Bank and discover the mate. Several years ago when we visited there, color post cards were available with the bank's compliments.

This spring Catherine Remley asked Bob Richard-

son of Richardson Printing Corp. in Marietta to create a large-size full color reproduction of the painting. This was done, with remarkable fidelity, a picture measuring 12 by 25 inches, no border. Over the years there has been some flaking, which was not repaired, and white spots show around the forecastle of the LEE and in the water below. We mention this inasmuch as the fault may be unjustly blamed on the printer. You may obtain one of these prints, sent to you safely rolled in a mailing tube, by sending \$2 to Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

The Richardson color separations were used by The Marietta Times in reproducing the painting in their June 30th issue. Lorraine Staats also wrote a good story of the celebrated race which was run front page in the Times.

L. GLENN SEEVERS

Glenn Seevers, 68, died at Marietta, O. during the night of July 8-9, 1970. He had visited aboard the W. P. SNYDER, JR. on the 8th and that night retired to his apartment at the Pettit-Seevers Printing plant near Campus Martius Museum and his body was found next day. Recently he and his wife Catherine Stout Seevers had taken up residence at St. James City, Florida, but Glenn continued dividing his time due to demands of his Marietta print-shop.

Glenn was born at Lauckport, West Va. on Sept. 23, 1901, son of Sam and Virginia Wigal Seevers. He spent his boyhood in Parkersburg and learned the printing trade with the Globe Printing Co. there. He developed an early liking for the river and made an excursion aboard the JOE FOWLER from Parkersburg to Blennerhassett Island selling a booklet about the island's story printed by the Globe firm. Later he flew early airplanes on "barnstorm" trips. He set up his own printing concern in Marietta and was widely noted for high quality full color work.

When the W. P. SNYDER, JR. was brought to Marietta in 1955 Glenn and Clarence R. Smith accepted the responsibility of supervision and maintenance for the Ohio Historical Society. Both continued aboard until retirement age. Glenn is remembered for this and also by S&D's for his assistance in preparing the annual "noon luncheons" at the Marietta Boat Club. He is truly missed by all those who knew him.

Other than his wife he is survived by a brother Verne, of San Antonio, Texas. Services were held at the Leavitt Funeral Home, Parkersburg, and burial was in the Mount Olivet Cemetery there.

The packet ENVOY, built at West Elizabeth, Pa. in 1852 went to the Upper Mississippi. She came in collision with the JANE FRANKLIN that fall, sank, was raised, and was repaired. The owners piled up a good bit of debt. The U.S. Marshal appeared at Burlington to attach her but the crew was too quick; they backed out without bothering to let go the head line. When she ran out of fuel she slipped into wood yards by night and appropriated cord wood. At Dubuque the law caught up, unbolted the cylinder heads, and took them up the hill. That night the carpenter built two wooden ones and she was off again. Finally the side-wheel MILWAUKEE ran her down in Coon Slough.

Mention was made in our March issue, page 39, of the salvage of an ancient side-wheeler in Manitoba, the ASSINIBOINE QUEEN.

Soon as this was read by Michael G. Kaiser at Wheeling he determined to go have a look.

Here is how it turned out:

"On my recent trip to Canada," he relates, "I was fortunate in making contact with Roy Brown, the man responsible for finding the remains of the ASSINIBOINE QUEEN. Mr. Brown is an amazing man connected with the Brandon Chamber of Commerce in Manitoba. He also is a musician with many popular songs to his credit and among his friends are top-notch musicians of both Canada and the U.S."

The recently rediscovered boat was built 1908-1909, originally named EMPRESS OF IRELAND, intended for excursions on the Souris River. Her builder had a name as impressive as that of his boat, Hunt Johnston Rolston Large. He did a make-do job, using planks from an old CPR box car for the hull and lumber from a demolished house for the cabin. At that time she was a gasboat with international status, running between Napinka and Scotia, North Dakota.

Looking for greener fields, Commodore Large loaded the EMPRESS on a flat car and sailed her on rails to the Assiniboine. He took off the gas engine and put in two boilers and two Sawyer Massey steam engines. Now she had two smokestacks (originally she had one). He blew the whistle and ran excursions out of Brandon.

Her gay life was short. While laid up during the winter 1911-1912 she caught fire and burned.

It was then she was renamed ASSINIBOINE QUEEN, rebuilt into a menial towboat. She hauled coal to a spot a couple of miles east of Brandon where the Grand Trunk RR. was building a bridge. The abutments were placed but due to a change of plans the bridge did not come about.

Early the following spring, in 1913, the ASSINIBOINE QUEEN, ne EMPRESS OF IRELAND, went glug in a flood.

Mike Kaiser, our correspondent and sleuth of Wheeling, with offices in the Hawley Building, is connected with the Great-West Life Assurance Co. of Winnipeg. He says: "S&D members may wish to know that Brandon is celebrating its centennial this year and as a souvenir of the occasion they have prepared a dollar with a steamboat impressed on it. These are available from the Brandon

Chamber of Commerce, Brandon, Manitoba, Canada, priced \$1 each. Act quickly, as Sept. 15 is the deadline.



PADDLEWHEELS AND SHAFT

Retrieved from the ASSINIBOINE QUEEN in 1969. Roy Brown of the Brandon Chamber of Commerce is standing by.

Henry Miller Shreve, introduced in our last issue ridding out the Red River Raft, never had a sitting, which is to say he never held still long enough to have his likeness captured by photography. Nor, we are reliably informed, did Shreve ever permit an artist to do his portrait in oils.

How then, we may reasonably ask, do we know what he looked like? We posed this inquiry to the artist who just did him, Lloyd Hawthorne.

Quite a story developed. Once in the 1840s when Shreve was in his 50-60 age range, George d'Almaine, an English artist, persuaded Shreve to hold still long enough to create a chalk and charcoal sketch. The purpose of this was to have an engraving made for the "Democratic Review," a British sheet now long deceased

which did not survive the 1850s.

Apparently the engraving never was made, but the sketch managed to survive. Not long since the National Portrait Gallery in Washington, D.C. bought it from the Kennedy Galleries in New York City.

But ah ha! said we. Reproductions of an oil painting of H. M. Shreve have been used, and if you'll turn to Ethel Leahy's "An Ohio River Anthology" you'll find such a picture facing page 355.

But oh ho! we now learn that the artist who made that painting did it from the chalk and charcoal sketch mentioned above. The original of this oil is credited in some sources as being in the Cabildo at New Orleans. And now the plot thickens--for the Cabildo people when asked about it recently shrugged shoulders and knew nothing about it.

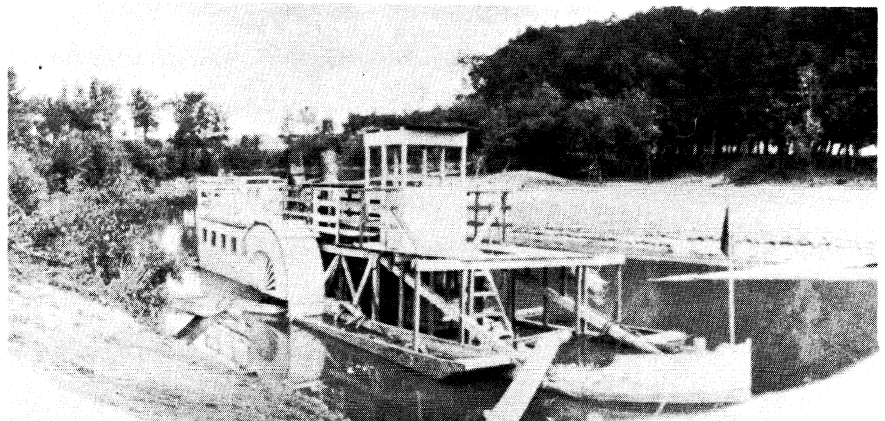
In 1929 or thereabouts Louise Snead, a North Carolina artist, again used the original chalk and charcoal to create the oil painting of Shreve which today hangs in the Shreve Memorial Library at Shreveport, La.

So anytime you look at Shreve in oils, or in print, you are looking at him through the eyes of Britisher artist George d'Almaine's chalk and charcoal delineation.

Anybody knowing the whereabouts of the alleged Cabildo painting please write.

Sirs: Fort Mitchell and Lakeside Park where I live once was the farm owned by the Leathers family.

James A. Haley,
33 Belle Monte Ave.,
Fort Mitchell, Ky. 41017



ASSINIBOINE QUEEN

As she looked after being rebuilt following the fire. Photo made spring of 1912. Read the article in the left column.

Bob McCann looked at the cover of the June issue and read about the BELLE OF CALHOUN loading for Illinois River. "Why," said he, "the BELLE OF CALHOUN did not run on the Illinois River!"

"She specialized in handling Calhoun County Illinois people and freight, didn't she?" we said with the voice of authority.

"Sure she did," agreed Bob, "but look at a map--Calhoun County borders the Mississippi River from the mouth of the Illinois clear up to about opposite Clarksville, Missouri, which is in Pike County, Missouri, and the original name of the company that owned the BELLE OF CALHOUN was the St. Louis and Clarksville Packet Co."

"But Bob Calhoun County also borders the Illinois River's west shore from the mouth up about thirty six miles to above Kampsville--"

"But the BELLE OF CALHOUN did not run to Kampsville on the Illinois River, or to any other place on the Illinois River. She went right past the mouth of the Illinois River and on up the Mississippi River and got to Calhoun County's west side that way."

"You mean Bob that the BELLE OF CALHOUN never ran in the Illinois River?"

"I mean I don't think she ever made one trip in the Illinois River, as far as I know about."

Well shame on the BELLE OF CALHOUN for not going up the Illinois River.

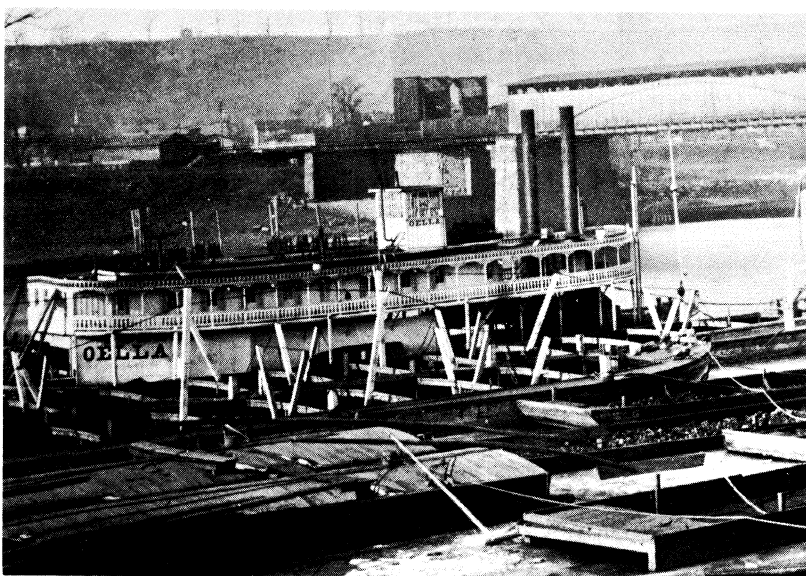
The disappearance of Mr. Walker noted on the back cover of our June issue sent Clyde Swift scurrying through his copious notes of Muskingum River history.

The upshot is that Mr. Walker did indeed disappear, but not like we told it.

The McConnelsville "Herald" in its April 4, 1912 issue reports that "Capt. F. M. Walker was towing his lumber fleet down the river from Dresden to Zanesville about a week ago. His fleet went over a dam. He lost the lumber and nearly lost his life. He returned to Dresden and soon disappeared."

This happened about two years after the date of the picture in the June issue showing Walker's primitive steamboat.

Clyde Swift deduces that the accident happened at Ellis Dam, same one shown in the picture. What happened to F. M. Walker after he returned to Dresden and "disappeared" is a minor mystery yet to be cleared up, if anybody ever knew.



OELLA at Marietta

Photo taken in mouth of the Muskingum showing original covered bridge connecting Harmar and Marietta.

Jerry Devol has done a biography of the packet OELLA, a small-fry steamboat operated with Big League ideas. In the fall of 1875 she was moored in the canal at Zanesville accepting freight for New Orleans and all way points, a good bit of audacity for a craft with a hull 110 by 20 feet. Most of her staterooms had been jerked out to convert the cabin into a glorified country store with shelves, counters and tables laden with samples of the 22 or more products of the Muskingum Valley she was peddling.

Cargo filled her decks, including potatoes, grindstones, hogs, butter and onions, and a small barge towed alongside was similarly laden.

The mental vision of this project reminds us of the time the Big Sandy bat-wing MAXIE YOST loaded out at Catlettsburg with a groaning cargo of tobacco and other stuff destined to the Deep South. She was so flat in the river she had to run slow bell to keep from doing a nose dive. So she got to Cincinnati and executed a painful round-to so's not to

spill anything overboard. All of this tremendous cargo was to be reshipped on the great side-wheel NEW SOUTH.

"Ahoy there!" called the high skipper of the MAXIE YOST.

"What'ya want?" bellowed the mate of the NEW SOUTH.

"We have a capacity cargo consigned to Louisville, Evansville, Memphis and other places to load aboard your vessel! Where do you want it stowed?"

"Oh hell," worried the mate, scratching his stomach, "Well, here, throw it under the front steps."

Whether the OELLA & barge did o.k. on her jaunt to New Orleans we have no record. Jerry Devol indicates that no second attempt was made. Fact is, Jerry says after her return to Marietta in the spring of 1876 the country store cabin was overhauled and the staterooms put back. She advertised thereafter as a regular McConnelsville-Parkersburg packet three times a week "with close connection with trains at Parkersburg and with the MINK at McConnelsville."

One week after S&D's Whistle Blow there were reverberations in the Ohio hills near Lisbon. The local members of the Tri-State Historical Steam Engine Association, Northwestern Pennsylvania Steam Engine and Old Equipment Association and the Stumptown Thrashers Association put on a Tootenanny.

The team came from an H. K. Porter locomotive owned by Earl

Hamilton on whose farm the event was held.

The largest one blown came from the old water works at Cadiz. A reporter from the East Liverpool "Evening Review," Lucille Huston, says "the faces of the participants lit up with joy when they combined two or three for 'blended tones.'"

Our thanks to Ernest C. Smith, East Liverpool S&D member, for an account of the proceedings.

According to a UPI report dated July 21 originating in London, the Cunard Steam Ship Company has taken over the two 17,000 ton cruise ships which originally were contracted by Overseas National Airways, owners of the DELTA QUEEN.

One of these ships is under construction at Rotterdam, Holland, scheduled to enter cruise service about May 1971. The second one is under contract in another Dutch shipyard of the Rhine Schelde group which also owns the Rotterdam Dockyard Company where the first is being built.

Overseas National Airways and Cunard issued an announcement on May 4th last saying the two ships would be jointly operated. Sir Basil Smallpiece, chairman of Cunard, and Steedman Hinckley, president of Overseas, proposed that the 700-passenger liners would fly the British flag and handle tourists scheduled by ONA.

The reason for the Cunard takeover was not elaborated in the July 21 dispatch. ONA's stock, listed on the New York Curb, has seriously depreciated within the past two years.

ONA recently decided not to replace the DELTA QUEEN with a new river cruise boat.

Sirs: Now I'm going to display my ignorance and lack of earlier observation. What is the purpose and the name of the small gazebo structure on the hurricane roof of the BRILLIANT aft of the paddlewheels? There is also one aft of the starboard chimney of the LILY, and one near the stern of the MANDAN--all in the June issue.

I especially enjoyed the FANNY BULLITT story in the June issue.

Earl F. Olson,
Norris, Tennessee 37828

=No gazeboes those; they are chicken coops. In days before refrigeration Sunday dinner candidates were free-loaded on the hoof, on the roof. -Ed.

Sirs: On Thursday last, June 11, my wife and I were watching the Walter Cronkite news-cast. Much to my surprise Fred Way appeared and identified steamboat whistles. Imagine seeing whistles without steamboats beneath them! But it was nice to see an old friend and shipmate of the Arkansas River.

With the exceptions of Al Winholt and Gale Chapman I've lost touch with the rivers--and it's a pity. But with old friends like

Merton Hatfield, Donald Wright, Aubrey Haynes, Red Schletker, Oscar Lane and others gone, it would all seem strange.

Charles W. Thomas,
4 Vine Street,
Peterboro, N.H. 03458

=Rear Admiral Thomas USCG was in charge of the Second CG District, based at St. Louis, when we explored the Arkansas River together, Fort Smith to Pine Bluff, in two rowboats. Presently he is teaching earth sciences (including astronomy and oceanography) at Hawthorne College, Antrim, New Hampshire. -Ed.

Sirs: On February 1, 1918 the pilothouse and Texas of the PRINCESS passed Madison in the ice. Was this the same boat originally named FRANCIS J. TORRANCE?

I sure did enjoy the story of "The Unreconstructed Rebel."

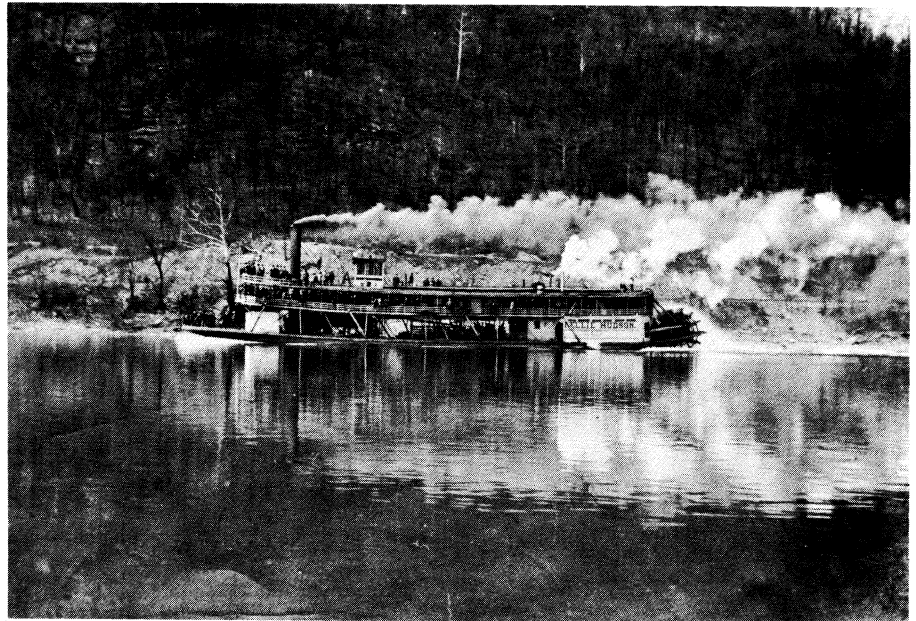
Alene Stottlebower,
614 West Second,
Madison, Indiana 47250

=Yes. -Ed.

Vernon L. Colbert tells us he was raised at Equality, Ill. in Gallatin County, on the non-navigable Saline River. "But a boat came there once," he says, "while the 1937 Flood was going on." This meant a trip of about 15-20 miles up.

Speaking of non-navigable rivers, the PARK BLUFF was taken up the Iowa River in 1889 to Toolsboro by her owner, Capt. Thomas Peel. There she was loaded with wheat, oats and pork which was brought to Keithsburg and reshipped to St. Louis. Steamboats have been higher up than that; about 1882-1883 the MAGGIE RANEY also operated by Capt. Peel, was within five miles of Wapello, Iowa. The W. D. SMITH, built at Keithsburg in 1862, is said to have made frequent trips to Wapello.

A son, Kevin Andrew Dill, their firstborn, arrived at the home of S&D members F. H. (Rick) and Mandy Dill, Putnam Valley, N.Y. on April 28, 1970, weighing in at six pounds.



Thanks to Lou Seshar, North Charleroi, Pa., some engaging details concerning the above picture are available. This is the packet NELLIE HUDSON (third of the name) upbound on the Allegheny River at Parker, Pa., Mile 85 above Pittsburgh. It was taken in the early spring of 1905 by a cameraman of the Borland Studio, Parker, probably from the window of his shop. The excursionists are being taken upriver to Foxburg (Mile 87.8) and to Emlenton (Mile 91.6). Other excursions were advertised from Parker to West Monterey and East Brady. An original of this view was loaned by the Corso Food Market, Parker, and appeared in the Jan. 22, 1969 edition of "Progress News" there, accompanied with a write-up by John Snyder. Lou Seshar sent this to us, a rare glimpse of a real passenger-and-freight packet taken in 1905 when there was but one lock-and-dam operative on that stream, near Pittsburgh. Slackwater never did reach Parker, West Monterey, Foxburg and Emlenton.

Sirs: When Charles Kuralt with his "On the Road" program came on TV with the Whistle Blow I nearly fell out of my chair. Those river boat whistles sounded so good after all this time.

Except for occasional visits to Pittsburgh over the years I have seen very little of the river and I didn't know I missed it so much. We have lived in Winston-Salem for 25 years. Before that we lived in and out of Pittsburgh mostly in the mid-west. My husband is regional director of NLRB for both North and South Carolina. My son is an attorney for the Appellate Division of the Justice Department in Washington. His wife is also a lawyer. My oldest daughter has two sons and lives in Tennessee. Her husband is industrial relations manager for Beaunit Fibers. My middle daughter is an artist at the University of North Carolina.

What ever became of Capt. W. C. Dugan, William S. Pollock, etc.? On the TV I would not have recognized Bob McCann except that he talks the same way he always did.

Pauline Barton Johnston,
(Mrs. Reed Johnston, Sr.)
814 West End Boulevard,
Winston-Salem, N.C. 27104

=Pauline Barton Johnston is the daughter of the late John Barton, who once was manager of the Ohio River Transportation Co. operating the QUEEN CITY and SENATOR CORDILL between Pittsburgh and Cincinnati. -Ed.

Sirs: Those pictures of the H. M. HOXIE make me think back. I was one of the crew of the HELEN WHITE at the time of the explosion and we were also upbound, about 24 hours behind her. I am home from the hospital where I enjoyed an operation on my "port light" and the doctor says it is coming along fine and my sight is coming back in good shape. Excuse the typing, but I have a legal excuse for errors, being 89.

Jack H. Reed,
Box 391,
Elizabeth, Pa. 15037

=Jack Reed was lockmaster at Monongahela River Lock 3 when we first met. -Ed.

Sirs: My copy of the June issue just arrived, in fine shape, and I want to tell you how pleased I am with the publication, and for the excellent play about the Captain Shreve painting. I wish I had known about S&D REFLECTOR years ago, with its jam-packed

pages of information, for I would have applied for membership long, long ago.

In a prior letter I ventured a guess as to what S&D stands for because I really didn't know, my guess being Steam & Diesel. This came about from thinking the magazine published a mixture of historic and current topics. But now I know (a bit red-faced) and it comes with delight to learn how far amiss the guess was.

It was of interest to me to read the selected article by Mr. Dewey A. Somdal of Shreveport. While I do not know Mr. Somdal personally, I have known of him for several years. I do know that he is a friend of Mr. Richard Norton, and that the architectural firm with which he is a member built the R. W. Norton Art Gallery in Shreveport. In fact, they designed the special area in which the Shreve painting was exhibited during the Holiday in Dixie festivities.

If you should get any criticism from any of your readers regarding the Shreve painting, I would appreciate hearing about it.

Lloyd Hawthorne,
Box 1000,
Pineville, Louisiana 71360

=Lloyd Hawthorne is the capable artist who created the Henry M. Shreve painting shown in the June issue. -Ed.

Sirs: I was sorry to hear that Lewis B. Reade made that long crossing. Lew, to me, had a fine sense of humor and a very artful way of expressing it. I used to tell him that he was the Arthur Godfrey of Channel 4. I hope you have unpublished letters from him that may keep showing up in future issues.

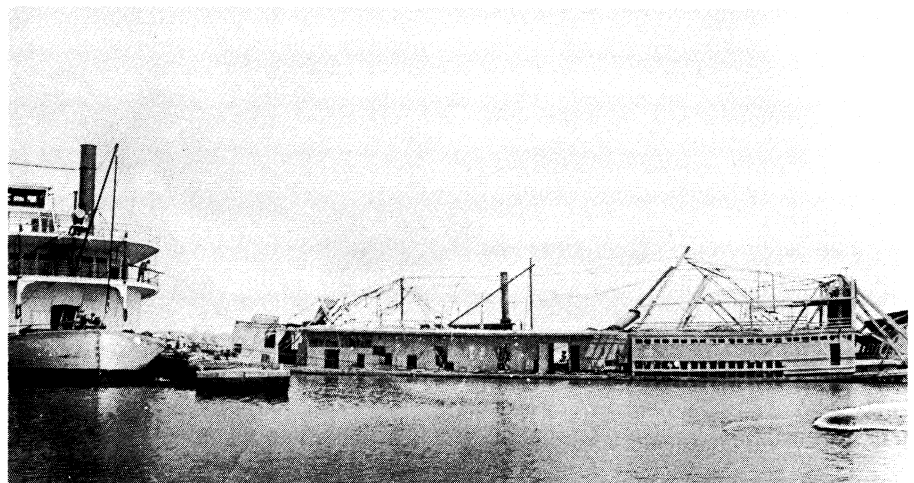
Thomas E. Kenny,
Wisconsin Barge Lines,
Route 2,
Godfrey, Illinois 62035

=Lew Reade's last letter (he didn't live to read it) was in the June issue. -Ed.

Sirs: When Walter Cronkite said at the start of his news broadcast on June 11 that a story of Sistersville, W. Va. was coming, I thought we'd be getting another special on Appalachia. But when we learned the topic and saw Bob McCann, we knew what we were in for. I grabbed my camera and got a picture of Der Kapitan as he appeared on our screen here in Alaska.

William S. Hanable,
1026 West 25th, Apt. 4,
Anchorage, Alaska 99503

=Der Kapitan, your editor, looked a bit fuzzy on Alaskan TV. -Ed.



TRANSPORTER After Tornado

The picture of the TRANSPORTER in the June issue has brought in the view above. Charles M. Oshel, 3564 Route 75, Shoals, W. Va. 25562 sent this to us for identification. No doubt at all, this is the TRANSPORTER following the bout she had with the tornado near Joppa, Ill. on the Ohio River, May 9, 1927. As you see, she was stripped of cabin, pilothouse, and smokestacks. The picture is taken at Paducah, Ky. where she was brought for rebuilding. On the left is the U.S. steamer MISSISSIPPI which also was at Paducah that spring getting a new hull.

Sirs: Mention in the June issue about my model of the VALLEY BELLE going to the Smithsonian bring to mind a few events of its history.

I built the model in 1952 to $\frac{1}{4}$ scale (4"=1') using plans prepared by Alan L. Bates. Originally there was a battery powered electric motor in her operating the paddlewheel, radio controlled.

She made her debut at the Washington Navy Yard where SSHSA held a chapter meeting. There she did her stuff afloat in a 6-foot long mop sink, the only water available.

In the summer of 1953 she was briefly exhibited at the Smithsonian in Washington. Then in 1964 she had a ride aboard the BELLE OF LOUISVILLE during which we tied up at Six Mile Island for the most horrendous thunderstorm in my experience, but all turned out well.

In 1966 she was again at Louisville and had the honor of floating around in a bathtub at the residence of Capt. and Mrs. C. W. Stoll, piloted by Bub Crain.

Also she was displayed once for a short time at Oscar's Place in Gallipolis, O. at the behest of bartender Panzo Bastiani.

Panzo told Capt. Billy Bryant about the VALLEY BELLE's visit to his place, and about a year later I received a card which said:

"Kind friend:- We are show people and travel around a lot. While in Gallipolis recently Panzo told me you had built a model of our old towboat. I hope someday we can get to see it. Sincerely, Capt. Billy Bryant."

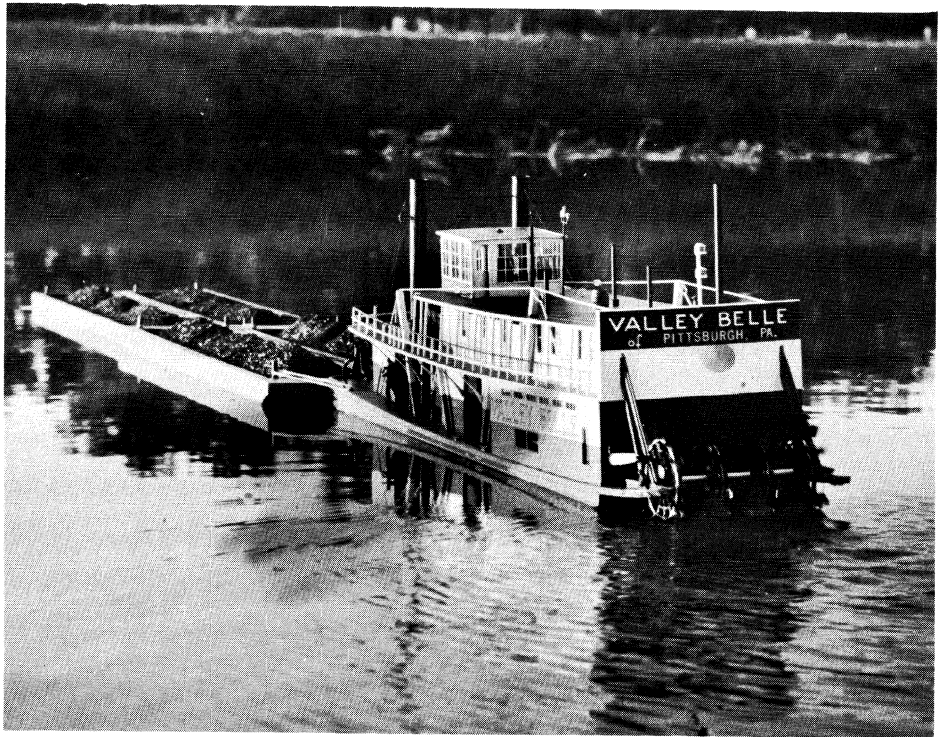
The machinery was removed from the model in 1955, after which she reposed in a glass case until 1969.

Dr. Melvin H. Jackson of the Smithsonian's division of transportation saw the model and expressed interest in it. We worked out a deal, and today (and hopefully forever) she may be seen in the Merchant Marine Hall, Museum of History and Technology, Washington, D.C.

No, Capt. Billy Bryant did not get to see the model, nor did I ever have the opportunity to meet him--that's how it worked out, sorry to say.

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

Sirs: Recently I again sampled the delights of New York City and there found at Saks Fifth Ave. a



Model of VALLEY BELLE

Capt. Charlie Duncan hitched the tow...

Model of the VALLEY BELLE as a towboat built by John L. Fryant. This picture was taken at Cameron Station, Alexandria, Va., a military post where John spent three years in Army service. The barges were built of styrofoam plastic, covered with brown wrapping paper and varnished. The coal they carry is plastic---same as used in model railroad set-ups. The barges were wired into tow in accordance with a diagram drawn by Capt. Charles Y. Duncan of Louisville, Ky. Rubber bands were used for the wires. The barges later were scrapped but the VALLEY BELLE is a permanent exhibit of the Smithsonian Institution in Washington, D.C. (See letter at the left.)

gorgeous steamboat motif scarf complete with rum barrels and cotton bales loaded aboard a colorful steamboat. It was a mark-down of a Paris design seemingly just there waiting for me, in plain view, spread out on the counter.

Jean Hess,
2308 Scholl Road,
University Heights, Ohio
44118

On board the DELTA QUEEN leaving Cincinnati last May 6 was S&D member Gene Grate round-tripping to New Orleans. The Citizens National Bank of Middleport, with which Gene has been associated for 29 years, presented him with the vacation as the climax of their annual Christmas party.

Sirs: It is quite possible that we are related distantly. My family as far as I can ascertain came from Monroe County, Ohio,

near a place called Crooked Tree.

Ferris E. Way,
3946 Larkspur Drive,
Dayton, Ohio 45406

=Mr. Way, a professional photographer, has joined S&D. He has built a model of the BETSY ANN on small scale. -Ed.

Sirs: The picture taken at Knoxville, Tenn. in the last issue is particularly interesting to my wife and me. Our first apartment was in a converted schoolhouse at the south end of the Gay Street bridge. It's plainly discernable in the photograph. By coincidence the apartment was the class room in which my wife Eleanor's mother had been the teacher thirty years earlier.

Ernest I. Miller,
The Public Library,
Eighth and Vine,
Cincinnati, Ohio 45202

Sirs: Sometime ago The Waterways Journal asked its readers to assist in determining the last steamboat to clear Zanesville on the Muskingum. I answered, suggesting the RICHLAND which was there in September, 1934. Capt. Leon Ash replied, saying he had the IROQUOIS there but he did not remember the date.

Captain Ash recalled that the RICHLAND never was above Philo, a statement I challenged. I was on my way to High School on a September morn in 1934 when I heard a familiar sound--a steamboat whistle, a sound I had not heard for five years. My plane geometry taught that the shortest distance between two points is a straight line--to the river. I got there in time to see the RICHLAND waiting for the bridge to turn.

That evening the Zanesville "Signal" carried a two-column story of the event including an interview with the RICHLAND's Capt. "Bucky" Jones. She docked at Jefferson Street and did not go through Lock 10. Next day she departed with a covered barge loaded with cement.

Norris Schneider, the "Signal" historian, later climbed to the attic of the Court House to check the newspaper files and verify the date.

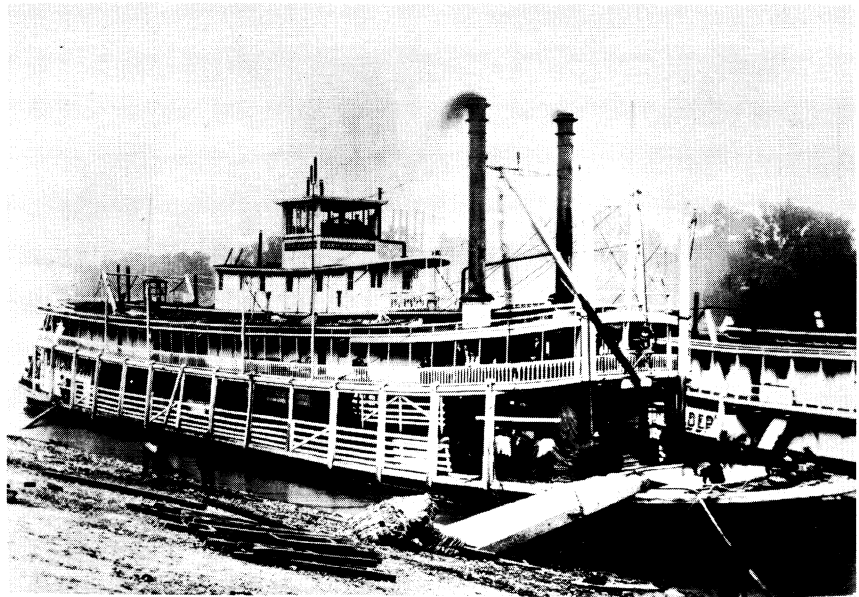
However, the "Signal" story did not mention the IROQUOIS having been to Zanesville prior to that time. For this reason I assume that Capt. Leon Ash made his trip with the IROQUOIS later on, and was correct in asserting that his boat was the last to Zanesville. He recounted that the IROQUOIS was taken through Lock 10 and mentioned crowds taking pictures from the Y-Bridge.

Hence there remains no doubt in my mind. The IROQUOIS was the last steamboat to Zanesville.

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

=Maybe one of those pictures taken from the Y-Bridge will show up one of these days with a positive date attached, we hope. -Ed.

Donald Grot and Maria Elena Clark Grot were married at Lodi, California, on July fifth, 1970. Don Grot, raised at Ottawa, Ill., has frequently contributed to S&D REFLECTOR and once was Illinois River correspondent to The Waterways Journal. He attended the last S&D meeting at Marietta, his first.



J. B. RICHARDSON

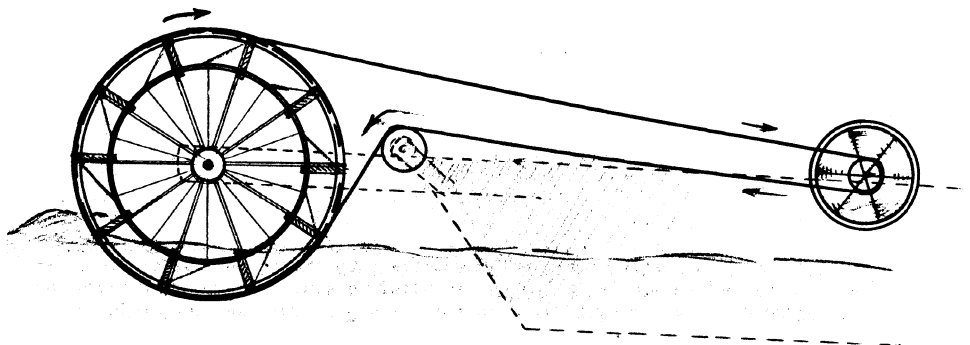
Two whistles and a chicken coop...

This is the J. B. RICHARDSON which appeared on the front page of our June issue nestled between the LILY and BELLE OF CALHOUN, and which is the subject of two letters in this issue written by Frank L. Teuton and C. W. Stoll (see page 29). The boat was built at the Howard Yard, Jeffersonville, Ind. in 1898 with a hull 165 by 29. Her crew in March, 1900 in the Nashville-Evansville trade: Capt. W. S. Bowman, master; H. L. Kendle, purser; James Cook, clerk; Mike Martin, mate; Lafayette Spillers and Harry Wills, pilots. This picture was taken at the Nashville wharf. Note the whistle alongside the pilothouse and also one between the stacks. Earl Olson also should take a look at the chicken coop aft of the texas. The boat was named for a prominent Nashville shoe merchant. She burned at Paducah, moored at "Dogtown," now Barkley Park, below the wharf. Capt. and Mrs. Tom Ryman were aboard but all got ashore safely. John Dozier, chief engineer, lost his box of tools. At the time of the fire, Nov. 18, 1913, the boat was owned by the Cumberland River Steamboat Co. headed by W. W. Parminter and T. G. Ryman, Jr. who had acquired her from the older Ryman Line in 1910. We can't figure out the identity of the boat at the right.

Sirs: I offer a solution concerning the weird little steamboat appearing on the back cover of the June issue, not that I am a mechanical genius, hardly. See the attached sketch. In the picture the big sprocket seems to be dead-center of the paddlewheel, its perimeter being flush with the outer edges of the buckets.

In studying that rig, I wonder if it's chain at all, but rather a thick rope running in grooves, using an idler-wheel to take up slack. At any rate it's understandable why "boat and crew disappeared."

Lloyd Hawthorne,
Box 1000,
Pineville, La. 71360



Included in the many benefactions Steve Hoag has bestowed on S&D is an annual subscription to the Marietta "Times" which comes daily to our desk. Sometimes it contains shockers. We scanned the June 9 issue to learn of the death of Sampson L. Hickman at Belpre, O. The incredible part was not that Samp Hickman died, we all do that, but that he had been living all these years. The last time we saw Samp must be 40 years ago. He was 91 when he passed away following a brief illness on Monday morning, June 8th, 1970. When we knew him those years ago he managed the wharf-boat at Parkersburg, W. Va. and before that he had clerked on the LOUISE in Little Kanawha River. He was buried at Leachtown, W.Va. where he was born and raised, and he left a widow, six sons, five daughters, 28 grandchildren and 11 great grandchildren.

The new edition of "The Ohio River Handbook and Picture Album" has been released by Young & Klein, lithographers, 1351 Spring Lawn Avenue, Cincinnati, O. 45223 updating previous issues and including much new material. This 450 page hardbound book, a pot-pourri of everything from Christopher Gist to the McAlpine Locks and Dam, is the labor of Benjamin F. Klein. Ben took a canoe trip down the Ohio when he was a kid and never has been the same since glory be. He became an offset printer. Hence all of the photographs, maps, drawings, text and all are sharp and beautiful. Pick up your copy at Campus Martius Museum, aboard the W. P. SNYDER, JR., or in the DELTA QUEEN's gift shop.

Sirs: I'll wager there was an idler sprocket in Walker's boat (back cover of the June issue) under the lower slack side of the chain. This looks like a single reduction. Boats of this type I've seen (admittedly not many) used double reduction; flat belt from the engine take-off to an aft jackshaft, then link chain to the paddlewheel sprocket. Such double reduction kept pulley and sprocket sizes within reason. Some I've seen had the paddlewheel shaft sprocket centered on the shaft, thus requiring two paddlewheels; but not, obviously, in Walker's boat.

William W. Willock, Jr.,
Route 1, Box 196-A,
Chestertown, Md. 21620

Sirs: In the March issue you quote Earl Olson (page 22) saying "I sure did not want to miss the S&D meeting and the Whistle Blow last year but things didn't work out that way."

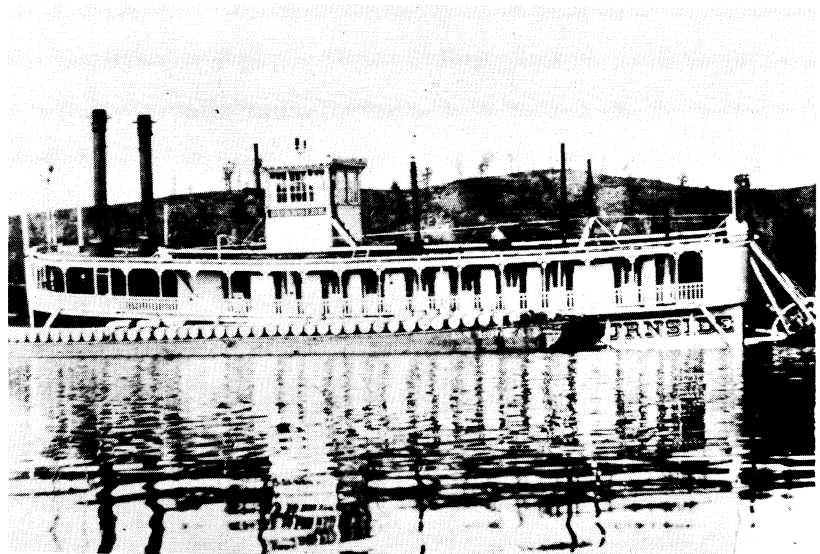
In the June issue (page 30) you say "On dead pool conditions such a performance would not be quite so unlikely."

I guess that makes you and him even.

Cobb L. Stonelevy,
On the Erie Canal.

=On the river we call it "putting 'live steam in the big cylinder."
-Ed.

The only known photograph taken of the ROBT. E. LEE during her race with the NATCHEZ a century ago, snapped at Carondelet just prior to arrival at St. Louis on July 4th, 1870, was reproduced in The Waterways Journal lately. Our sleuth Dewey Somdal quotes a contemporary account of it:- "Mr. R. Benecke, photographer, south-east corner of Fourth and Market, St. Louis, has got out a picture of the steamer ROBT. E. LEE as she appeared running on her late trip between New Orleans and St. Louis. The picture is intended for stereoscope viewing, and is a good representation of the boat."



Sunk on the Muskingum
The BURNSIDE ended up below the lock at Lowell.

Marietta Register, Tuesday, May 8, 1888:- The steamer BURNSIDE which plies between this city and Beverly was detained here Saturday, not leaving at her usual hour of 2 p.m. but at midnight, loading 1000 barrels of cement to take up the Muskingum, to be used on Government improvements. She left here towing a lighter which contained 700 bbls, the remaining 300 bbls being on the boat. Reached Lowell about 3 a.m. Sunday, she put the barge into the lock and dropped down below, tied up in order to get another barge ready to put into the lock. While there the engineer gave the danger alarm and before anything could be done the boat sank, there being about three feet of water on the lower deck. The cement was damaged but very little. The passengers, about 20, were aroused and went to shore. The boat is resting on sand bottom and will be raised at once. She is not in the channel and will not interfere with navigation.

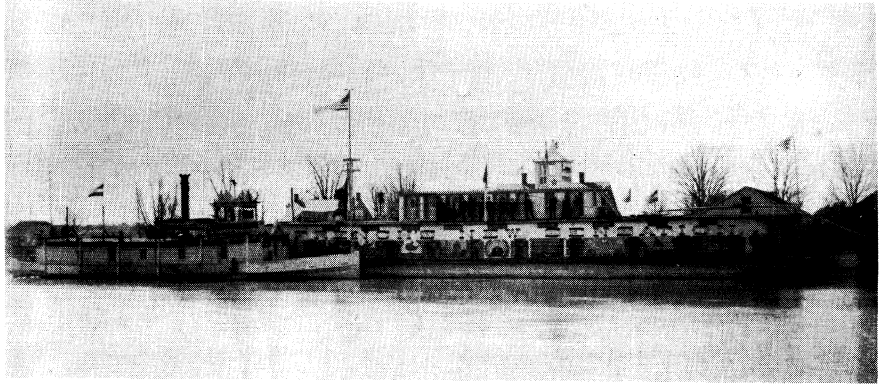
For the above account we are indebted to Clyde K. Swift, our Muskingum expert. The fate of the BURNSIDE has long been debated. The records in the National Archives state she was dismantled at Wheeling. Much more credible is the news of her sinking at Lowell, O. A later dispatch, dated May 25, 1888 said: "Owners of the BURNSIDE having failed to raise her turned her over to the Underwriters. Insurance \$4,000. A broken plank caused her sinking."

Why was a packet named BURNSIDE plying the Muskingum? She was named G. W. THOMPSON when built at Harmar, O. in 1882 but was sold to Cumberland River and renamed BURNSIDE for Burnside, Ky. Then Capt. O. J. Stowe of Marietta brought her back for Muskingum service.

Sirs: What was the last Anchor Line side-wheeler to make a round trip carrying freight and passengers between St. Louis and New Orleans? Can you give the date and circumstances?

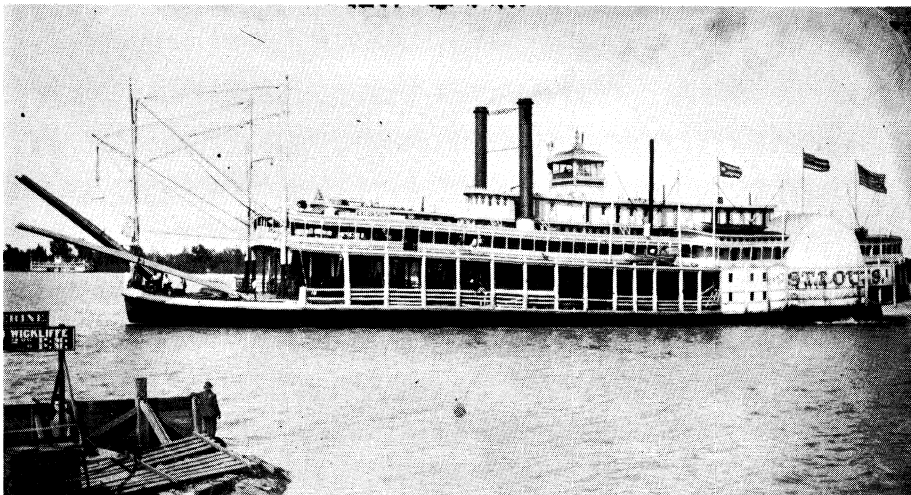
Sam B. Jeffries,
Jefferson City, Mo.

=Yes, the CITY OF ST. LOUIS. She made the trip in the fall of 1903 although not then owned or operated by the Anchor Line. It was an unsuccessful voyage. Upbound from New Orleans she had mishaps at Natchez and Vicksburg causing lengthy delays for repairs. Her skipper was Capt. L. A. Mehaffy and one of her principal owners at the time was George Clifton of Greeneville, Tenn. When she got back to St. Louis on Oct. 23 she was hauled out on the marine ways at Carondelet. At 10 p.m. on Oct. 30 she caught fire and was destroyed. Prior to this adventure she had been running excursions under several ownerships. No boats had been operating in the St. Louis-New Orleans trade for several years prior to 1903.
-Ed.



CO Towing French's Showboat

The picture story in our March '70 issue about the Longworth family and their steamboat CO reminded Ruth Ferris of the view above. This one, from her collection, shows the CO (left) alongside the showboat FRENCH'S NEW SENSATION. Capt. Augustus Byron French and his wife Callie Leach French bought the CO from the Longworths and towed their showboat with it. The high bulwarks around the forecandle were there during the Longworth ownership. This picture looks like it was taken in the bayou country west of New Orleans. This is the first picture we have seen, also, of this FRENCH showboat complete with texas and pilothouse. It may be the one built at Leavenworth, Ind. in 1892 as it originally looked.



CITY OF ST. LOUIS

The last dying gasp..

This picture of CITY OF ST. LOUIS was taken at Cairo, Ill. in the summer of 1903 by Capt. Jesse P. Hughes. The big side-wheeler (hull 300 ft. long) was running excursions. She lasted only several months after this picture was snapped. (See letter above). Her final fling was a round trip St. Louis-New Orleans, the trade for which she was built in 1883 at Jeffersnville, Ind. It proved to be the last dying gasp of the once-lucrative Anchor Line era.

Our summertime mail is enlivened by colorful post cards of the "having a fine time wish you were here" type. One came today from Dale Flick datelined Moscow, Russia, July 14th bearing the biggest postage stamp we ever saw, 1¼ by two inches, marked 25 which includes Air Mail (Par Avion). Also in Russia were C. W. and son

Charles Stoll, and Richard C. Simonton. Moscow papers please copy.

Our So What Division hands us this bulletin: There were 49 photographs in our 48-page June issue, and there are 64 photographs in this September 40-page issue.

WITH THE NAVY ON THE PACIFIC

Sirs: I grew up in, on, and alongside of the Ohio River at Rea's Run, or Wade, as the location is known on modern maps. Our house sits on the hillside overlooking Grape Island. In my younger days (am now 32) I loved to watch the sternwheel towboats CHARLES T. CAMPBELL, JOHN W. HUBBARD, TITAN and others. As long as I can remember I used to be awakened by the bright searchlights of the boats coming up around Grape Island. Those big carbon arc lights can really light up a room on a dark night.

Am serving aboard a Navy ship and am stationed at Yokosuka, Japan. Have lots of time on my hands and each copy of the S&D REFLECTOR fills a few days' time.

Charles D. McMahan FTMC,
USS STERETT (DLG-31),
FPO, San Francisco, Calif.
96601

=Capt. Jesse P. Hughes is his grandmother's cousin. -Ed.

Last issue mention was made of La Barge Light on the Missouri River. It was named for Capt. Joseph La Barge, famed Missouri River packet operator a century ago. Lately, through the good offices of Ruth Ferris, Paul J. Fuchs of St. Louis joined S&D. great grandson of Cap'n Joe.

FRANCES PARKINSON KEYES

Frances Parkinson Keyes, internationally-known author and widow of a New Hampshire governor and U.S. senator, died at her home in New Orleans after a long illness, on Friday, July third, 1970.

Mrs. Keyes wrote more than 50 books, many of them best-sellers, including "Dinner at Antiones" and "Steamboat Gothic." It was during the preparation of the latter that she became well known to river people. Chapters in "Steamboat Gothic" recount the journey aboard steamboats from Pittsburgh to New Orleans in the immediate post-Civil War period. The trip down the Mississippi is staged aboard the side-wheel RICHMOND, built and operated by Capt. J. Stut Neal 1867-1869.

To capture facts and flavor, Mrs. Keyes journeyed the route, visiting in Pittsburgh and at Marietta, and then as a guest of Ashland Oil she boarded a towboat to New Orleans. Most of the river chapters of "Steamboat Gothic" were written in her home at New Orleans, Beauregard House. She consulted with river buffs for accuracy of detail and was entertained aboard the DELTA QUEEN at a formal dinner following a cocktail party held in Room 240.

When "Steamboat Gothic" made its debut, a publishers party was given in the Sulgrave Club, Washington, D.C., with Mrs. Keyes presiding, and among her Pittsburgh guests was John W. "Sandbar" Zenn. Garnett Laidlaw Eskew, author of "The Pageant of the Packets" was among the guests.

Mrs. Keyes was associate editor of Good Housekeeping magazine from 1923 to 1935 and editor of the National Historical Magazine from 1937 to 1939. Her husband, Henry Wylder Keyes, was governor of New Hampshire from 1917 to 1919 and served three terms in the U.S. Senate. He died in 1938.

CAPT. LEWIS B. READE

Sympathy of all S&D members is extended to Cornelia Louise Reade whose father, Capt. Lewis B. Reade, died at home, 222 Caro Lane, Marietta, O., on Thursday, May fourteenth, 1970. The June issue of this magazine contained a lengthy interesting letter, the last he ever wrote for print.

Captain Reade was born at Dayton, Ohio, on July 25, 1902, son of the Reverend Charles G. and Nora Boltin Reade. The family removed to Winton Place in Cincinnati where they resided in the rectory of Saint Stephen's Church (Episcopal). Lew received his schooling there. He went on the river as a fireman on the U.S. towboat CAYUGA then commanded by Capt. Roy Hughes.

His ambition was to become a pilot, and several years of his apprenticeship were served aboard the BETSY ANN under the tutelage of Capt. Charles H. Ellsworth and Elmer Fancher. He went with the American Barge Line and, at one time or other was on about every boat they operated. He was an active member of Harbor 25, Masters, Mates & Pilots Association. Later he worked for the United States Steel Corporation, usually on their towboats bringing coal to Pittsburgh from the Huntington area.

Lew and his wife, the former Lorine A. O'Connor, lived for a number of years in an attractive hillside home above New Matamoras, O. facing the Ohio River at Mill Creek (Mile 141) but were obliged to vacate when a new highway was built. At that time they bought a home in Marietta. Mrs. Reade died on November 5, 1964.

The S&D REFLECTOR is the only publication to

which Lew Reade contributed. His talent as an author was apparent to all who read his recollections. He was a good pilot and a good writer.

Funeral services were held at Marietta and burial was in the Matamoras Cemetery.

HIRAM A. CARPENTER

Hiram A. Carpenter, 89, died on Wednesday, April 29, 1970 at his home in St. Marys, West Virginia. "Hi" became a member of S&D in our early beginnings and attended nearly every meeting, often bringing along guests. At the last meeting of the Ohio Valley Improvement Association in Cincinnati he was introduced and applauded as the oldest member of that group, having attended the first OVIA meeting. Had he lived until December 3rd he would have celebrated his ninetieth birthday.

Hi Carpenter never retired. Some of his most useful work was accomplished after he passed the mystic 65th year when, according to most corporation rules, executives become useless. He projected his activities almost a quarter-century beyond that mark. This in itself may be truly said to be his greatest accomplishment in a lifetime studded with accomplishments.

This generation remembers Hi as the man who built the highly controversial St. Marys bridge which bore his name. Before that time he operated a flourishing ferry service at the same location.

The S&D REFLECTOR has been publishing articles about early trading boats and produce boats as though they were ancient history. Hi got a smile out of that as he recounted how he had loaded a boat with Pleasants County apples and floated it out to Cincinnati. His idea was to go south with it, but after some dickering he sold the whole load to the Krogers, pocketed the money, sold the boat, pocketed that cash, and went back home. He said he never repeated the enterprise inasmuch as he got frozen in for a week at Pt. Pleasant and risked losing the whole cargo by freezing and spoilage. "I guess I was the last of the trading boat commodores," he said.

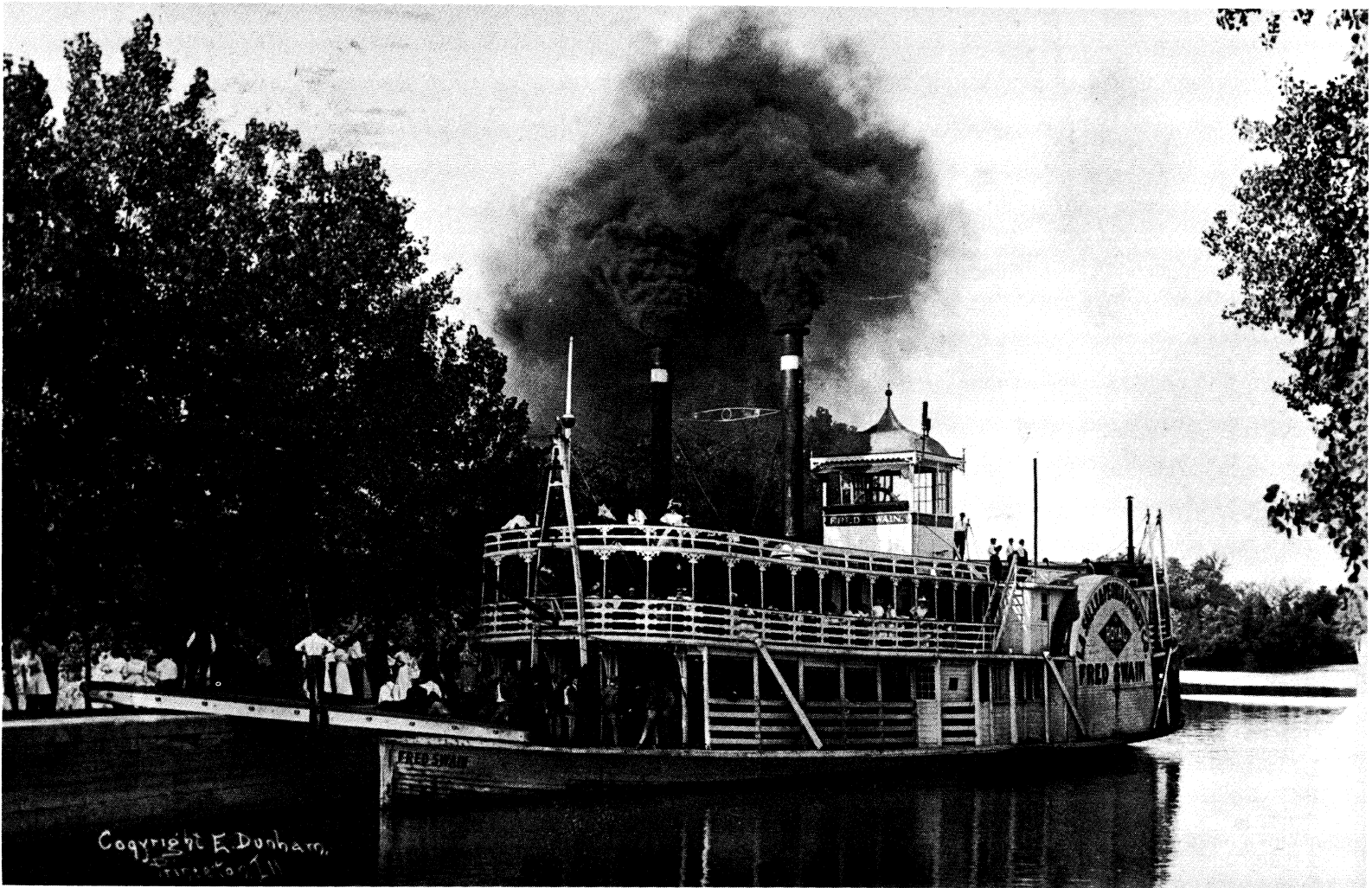
His last towboats were the DAWN and CHE-MON, both sternwheelers. Both burned about two and a half years ago. Hi remarked later that the 1968 edition of Inland River Record was the first with no inclusion of his name as a boat owner. Which is so.

One of the first, and in respects a leading river book was "Transportation In the Ohio Valley" by Charles H. Ambler, published in 1932. A little known fact is that Hi Carpenter underwrote the costs of publication. His wife was Mary Ambler. She and Hi were married in 1912 and Mary preceded him in death in 1956.

Three sons and three daughters survive; Hiram A. Carpenter, Jr. of Coraopolis, Pa., J. Franklin and Walter S. Carpenter, both of St. Marys, Mrs. Rebecca Runnels of Newark, Del., Mrs. Helen Hewitt of Georgetown, Del. and Mrs. Barbara Topper of Salem, Va. There are twelve grandchildren.

Four sisters and one brother survive; Mrs. Nellie Flowers and Mrs. Bernice Richardson, both of Marietta, Mrs. Letha Skaggs of St. Marys, Mrs. Mabel Wagner of Parkersburg and William Glenn Carpenter of St. Marys, with nieces and nephews.

Services were held in the St. Marys United Methodist Church and burial was in the IOOF Cemetery, St. Marys.



Our thanks to David E. Dewey of Henry, Ill. for this unusual picture taken at the old Henry Lock on the Illinois River (Mile 196.1 from Grafton). Dave says this print is made from an old post card he recently acquired "from a second cousin of my Dad's who lives in Tuscon, Ariz."

The FRED SWAIN that's making all the smoke was built at Stillwater, Minn. in 1900, hull 142 by 28.3. The lettering on the paddlebox says LA SALLE & PEORIA PACKET CO. and the diamond emblem (which was red with white lettering) says "The Royal Route." The old lock at Henry was about midway between these two towns. The FRED SWAIN ran this 61.5-mile trade, up and down, from the time she was built until she burned in the fall of 1909.

The photographer who copyrighted this picture, and who signed it E. Dunham, lived due north of Henry at Princeton, Ill. We hope of course that we are not infringing on Mr. Dunham's legal right at this late date, a remote possibility these 61 years later, maybe more. In any event we salute the gentleman for a steamboat picture so beautifully composed and strategically taken that it will never in a million years lose the initial impact of the occasion.

Of course there is timely interest in this region of the Illinois. The new steamboat JULIA BELLE SWAIN will be operating there this fall, out of Peoria. But about the fire:- the FRED SWAIN was upbound from Peoria on one of her regular trips one August day in 1909, having departed Peoria about 20 minutes before, when the blaze

broke out. Capt. Verne Swain and his crew handled things nicely, got the boat ashore, and landed her 25 passengers unharmed.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110

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