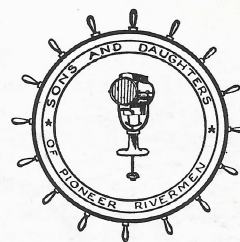


# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 7, No. 4

Marietta, Ohio

December, 1970



Members of the crew of the BELLE OF LOUISVILLE lined up aft of the pilothouse this summer, the boat moored at Cox Park, Louisville, while Lin Caufield took this picture. These twelve disciples of steam, plus Capt. Harris D. Underwood who was on leave, extend best wishes and good cheer to all members of S&D for the coming holiday season.

To this we warmly reciprocate in behalf of S&D, and our congratulations to this group conducting so worthy an enterprise. The BELLE has had a successful season carrying excursions based at Louisville and with interesting forays to Vevay, Madison, and even to Cincinnati. All but four of

the above persons, if our count is correct, have graduated to the BELLE from the DELTA QUEEN.

To enumerate from the left, top row:- Charles F. Deitz, engineer; Capt. Thomas H. Utter, pilot; Capt. C. W. Stoll, relief pilot; Chester Foster, engineer; Stephen Zimmer, purser, and Robert Hammett, mate.

Bottom row, seated:- David Crecelius, chief engineer; Mary Lou Brasher, hostess; Capt. Charles H. Brasher, director of operations and alternate master; Capt. Clarke C. Hawley, alternate master and sometime-pilot; Shirley Burwinkle, calliope player, and Joseph LeBoeuf, mate.

Read the biographical sketches on page 42.

## MERRY CHRISTMAS

The first of the following two letters was penned on Christmas day, 1838 as a German gentleman undertook to journey from St. Louis to Connecticut by the existing rapid transit facilities. The second one reveals how he fared. The originals of these two epistles are quite lengthy with inclusion of personal matters. We have deleted all of that in the interest of brevity. Our thanks to William L. Talbot of Keokuk for bringing this correspondence to our notice.

Mississippi River 75 miles below St. Louis on board the steamer MAJESTIC frozen in the ice and where she has lain for the past twelve days.  
December 25<sup>th</sup>, 1838

My Dear Cook:-

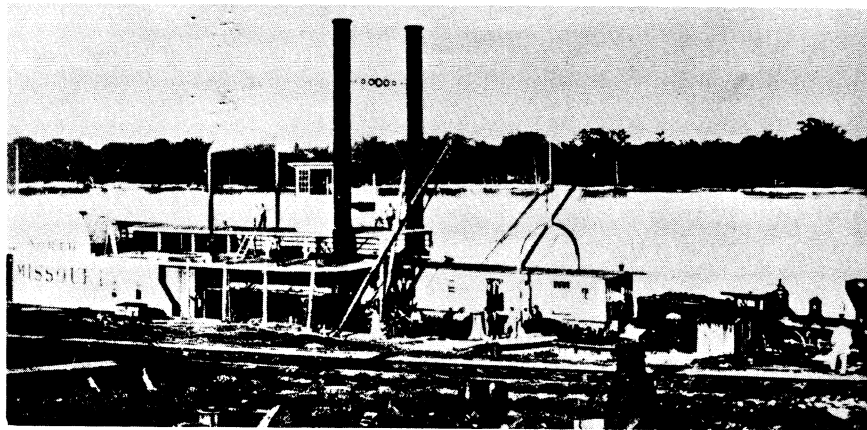
By the caption above you will learn of my present whereabouts. I left St. Louis nearly two weeks ago on the steamer MAJESTIC, got down as far as Chester which lies immediately opposite our boat and we froze in fast and tight in the middle of the Mississippi with no probability of the steamer getting off until spring.

We have on board some 50 passengers, all anxious to push along. I have made an engagement with a man who has two mules to take our baggage down to the mouth of the Ohio for \$10 each a distance of something over one hundred miles and we to walk. We shall see him started and then put out ourselves.

I think we can be able to walk say fifteen miles per day through the snow.

Our lot of passengers is made up of all sorts and sizes, nations, and colors. Some sad, some pleasant. Some playing cards, some backgammon, some fiddling some dance tunes. There is a plan to give a ball on board and invite the Chester and Kaskaskia ladies, whom we are told are quite fond of dancing.

Navigation on all these longer streams is very dangerous. You cannot now find over four and a half to five feet of water in the channel. Within ten miles of where we now lie no less than eight or nine steamers have been snagged within almost as many days. Between twenty five and thirty have been lost on the Mis-



RR. Transfer NORTH MISSOURI  
Howard Ship Yard says she was the first in the West.

There is a notation in one of the early ledgers kept at the Howard Ship Yard, Jeffersonville, Ind.; "The NORTH MISSOURI, launched here Nov. 11, 1865, is the first railroad transfer steamer in the West." The 160 by 30 side-wheeler had a single track. She was built for the North Missouri Railway for service across the Missouri River at St. Charles, Mo. to make possible their service between St. Louis, Kansas City and St. Joseph. The early schedules of the North Missouri RR. advertised that connections were made at St. Charles with "steamers to Nebraska" and at St. Joseph "with the Missouri River Packet Company's new and splendid steamers." In 1868 Palace Sleeping Cars were provided on all night trains. Your Editor is wondering if the Howard Ship Yard claim is valid---was the NORTH MISSOURI the first railroad transfer boat in the West? For the present we'll let it stand. The North Missouri RR. ultimately became a part of the Wabash RR. and more recently an acquisition of the Norfolk & Western, their western outlet from St. Louis to Kansas City and Omaha. If this old picture looks a bit beat-up it's because it was taken 102 years ago, in 1868. If the Howard claim holds water, this is the picture of the first RR. transfer on Western streams. And that's quite something now.

Mississippi alone this season.

Your true friend,  
J. V. Randyer.

PS: I have had a bad cold all winter and it is none the better now.

Miss Sarah E. Cook,  
Berlin, Connecticut.

Sunday evening,  
January 13<sup>th</sup>, 1839  
Steamer PEKIN

My dear Sarah:

Near Chester in Illinois I blotted out a large sheet giving you my tale of travel thus far. It may be interesting to you to hear how I walked 120 miles thro the snow to the mouth of the Ohio, how I lay there four days; how I was gorged up at the Iron Banks 12 miles below for five days more--you shall when I get home.

I am now on my way to New Orleans tied up to an island in the

Mississippi on account of fog half way between Helena and Vicksburg.

It is now twenty-nine days since I left St. Louis, and will take at least one week more before I can arrive at New Orleans. I took passage at the mouth of the Ohio on the steamer CZAR on board of which are some gentlemen who are going to New York with me.

The passage to New York I think will take a month. You cannot therefore expect me until about the first of March. The Ohio is not navigable, and as for staging it from Memphis to New York I will not do it. I have had fatigue enough already this winter. I shall take the easiest way home altho the longer.

Your ever friend,  
J. V. Randyer.

PS: My cold which has been exceedingly troublesome to me ever since I left Pittsburgh is cured.



## Queen Loses Battle

Ah, somewhere in this favored land the sun is shining bright,

The band is playing somewhere, and somewhere hearts are light;

And somewhere men are laughing, and somewhere children shout....

But there is no joy on our rivers--

The DELTA QUEEN's ruled out.

Lloyd Ostendorf, skipper of the ABE LINCOLN, holds a sign SAVE THE DELTA QUEEN and everybody is smiling. Last October 11<sup>th</sup>, eleven days after the failure of the Congress to do just that, we witnessed this musical and dancing troupe in action and learned what adversity really is. Vic Tooker (with the banjo) and his gang were advertised to do a show in the DQ's diningroom promptly at 3 p.m. Of the 194 aboard only 25 came.

There were plentiful reasons: the boat was coming down through the Cincinnati harbor; the sun was shining after a lengthy rainy spell; many were packing suitcases for the 5 p.m. arrival.

Yet the show went on with all the verve and enthusiasm so contagious when playing to a packed house.

We were there out of sheer curiosity, for we had never seen Vic and his gang do their stuff. And there they were, all of them, cracking jokes, playing tunes, the girls doing exhibition dance sketches like they were happy to be alive. While Vic was singing a song four of the 25 in the audience got up and left--and let us be charitable; they probably had to.

Permit us to introduce these good people. At the drums is 12-year-old Keith Robinson. To the left and right of Lloyd Ostendorf are Mr. and Mrs. Guy Tooker, Vic's parents (his mother's name is Alice) and Guy Tooker years ago played with French's New Sensation Showboat. Lloyd's wife Rita is in the long white dress, then Vic, and on the right is Roxanne Ostendorf.

Somehow this whole thing about cracked us up; the DQ was blowing her last landing whistle for Ragtown (and Ernie Wagner was doing the blowing) and downstairs the show was going on, and behind all the smiles in the picture were tears.

I am poured out like water, and all my bones

are out of joint; my heart is like wax...so spoke David.

Capt. Ernie looked down at me. "What're you fixin' to do?"

"I'm ready to leave--waiting for a taxi."

"Oh no you don't; I'm taking you uptown in the VW; anywhere you need to go--get in it."

I always thought I would turn around for a last look when the time came, but couldn't.

## Keeping Up...

Turn to

5-8....The S&D Meeting in Photography

9-15...Confederate Mail Packet NATCHEZ

16-17..The Illinois State Navy

21-22..Thomas Dunbar

25.....James Howard

26-28..David Clark's Diary

30-31..The Zubik Navy

32-33..The S&D Meeting Reviewed

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42.....Crew of the BELLE OF LOUISVILLE

46.....Portrait of the CITY OF LOUISVILLE

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 7, No. 4

MARIETTA, OHIO

DECEMBER, 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.

On Tuesday, Oct. 13<sup>th</sup> at 4:30 a.m. the DELTA QUEEN slipped into Louisville in the predawn blackness. She was bound from Cincinnati to St. Paul. Abreast of the BELLE OF LOUISVILLE, which was asleep at Cox Park, pilot Harry Hamilton blew a short salute. Capt. Clarke (Doc) Hawley crawled out of bed, watched the DQ slide by, then heard her blow a landing whistle. On impulse Doc got dressed, jumped in his car, and drove to Second Street. The DQ was moored there putting off garbage.

Bryan Woolley, staff writer-photographer for the Louisville Courier-Journal, arrived about the same time. He and Doc went aboard.

"You think the DQ is still a good boat?" the reporter asked Capt. Ernie Wagner.

"See that acorn on that mast? That symbolizes security. In all my 40 years on the river, I've never seen a boat that deserved it more." Capt. Wagner was pointing aloft to a gold-leafed and red-podded wooden acorn lathe-turned by Bob M. Kreamalmeyer of Neville Island, Pa. several years ago.

"I've come to take that acorn home with me," Doc announced jokingly.

"Sure, over my dead body," Capt. Wagner replied.

"Well, how about the grand piano, then?"

"Over my dead body."

Capt. Wagner called to the watchman and pointed out the B/L skipper.

"Search this man before he goes ashore," he said. "He may have a piano on him."

"Yessir, I was planning to search him anyway. I know him."

Then they walked aft to the crew's diningroom for country ham and eggs-over-light and lots of coffee and goodbye.

At 6:30 a.m. the QUEEN backed away and turned downstream. Her calliope was playing an off-key "Auld Lang Syne" to the still dark, still sleep-

ing city.

Doc stood ashore and watched the DQ head into the Louisville Canal. He had spent a little better than nine seasons on her.

"If Don Sanders stays aboard as watchman, and if ONA decides to retire the old gal, I think I'll end up getting my acorn back," he mused.

What Doc apparently didn't know then was that the built-in security symbolized by an acorn was only a part of it. Capt. Ernie Wagner would dearly love to keep that acorn himself. But he and "Little Doc" have side-kicked around too long for such as that.

"He's going to get it back, of course," said Capt. Ernie privately. "If it comes to a showdown, I mean. I'll see to it that Doc gets it."

At least it won't become enshrined in the Los Angeles office of Muzak.

Thanks to Carl Vitz, librarian emeritus of the Public Library, Cincinnati, our notice has been directed to a new book published by Scribners titled "The River Men" by Robert Carse. We procured the volume on loan from the Library with unalloyed anticipation inasmuch as Carse is the author of "The Twilight of Sailing Ships," quite a book.

Maybe our mistake was in reading the last chapter first. This came about when we discovered that "The River Men" was not about rivermen per se, but overwhelmingly about early Indians and Lewis & Clark and John J. Audubon. The last chapter tells of the voyage of the original Ohio and Mississippi steamboat NEW ORLEANS from Pittsburgh to New Orleans in 1811.

Author Carse's rendition of that epic journey is earth-shaking, much worse than the New Madrid earthquake. Mr. Carse relates that Henderson, Ky. was transplanted to somewhere between New Madrid and Natchez, along the Mississippi presumably--yes, certainly so, for "a tall and sun-brown man with shoulder-long hair dived from the town wharf" and swam with great ease beneath the NEW ORLEANS and came up splashing and laughing on the outboard side. The author identifies the swimmer as Audubon, the naturalist. This takes place at Henderson AFTER the boat left New Madrid and BEFORE she got to Natchez.

We have our "doots" that even the most severe of recorded U.S. earthquakes (which this one was) would move a city so far. We also have our just "doots" that the captain of the NEW ORLEANS was Henry Miller Shreve like author Carse says.

Our bewilderment is not that author Carse made such astonishing blunders, for he is decidedly not a "River Man" himself, but that a reputable publishing firm, such as Scribners is, did not catch these Grade School bloopers in the shop. Even one of the typesetters, or a proof-reader, or somebody--anybody could have yelled in time. Mr. Carse could have gone to the nearest filling station for a map of the U.S. and prevented his transplanting of cities. What he's come up with here is a No. 12 on the Mercalli Earthquake Intensity Scale of 1931 Abridged staged on paper. --And Henry Miller Shreve was quite a person, but he decidedly was not aboard the NEW ORLEANS.

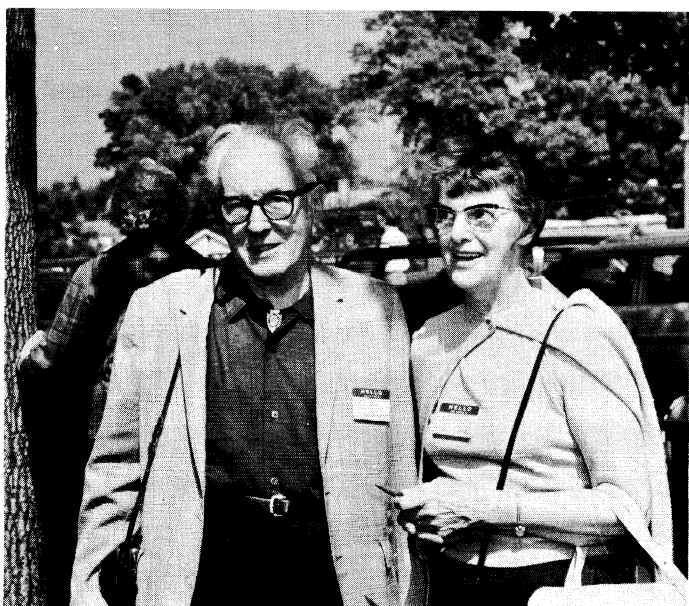
After that bit of jolting about we shipped the book back to Carl Vitz with the suggestion that the Cincinnati Library will do well to hide it on a back shelf out of reach of our unsuspecting River Men.

# Camera

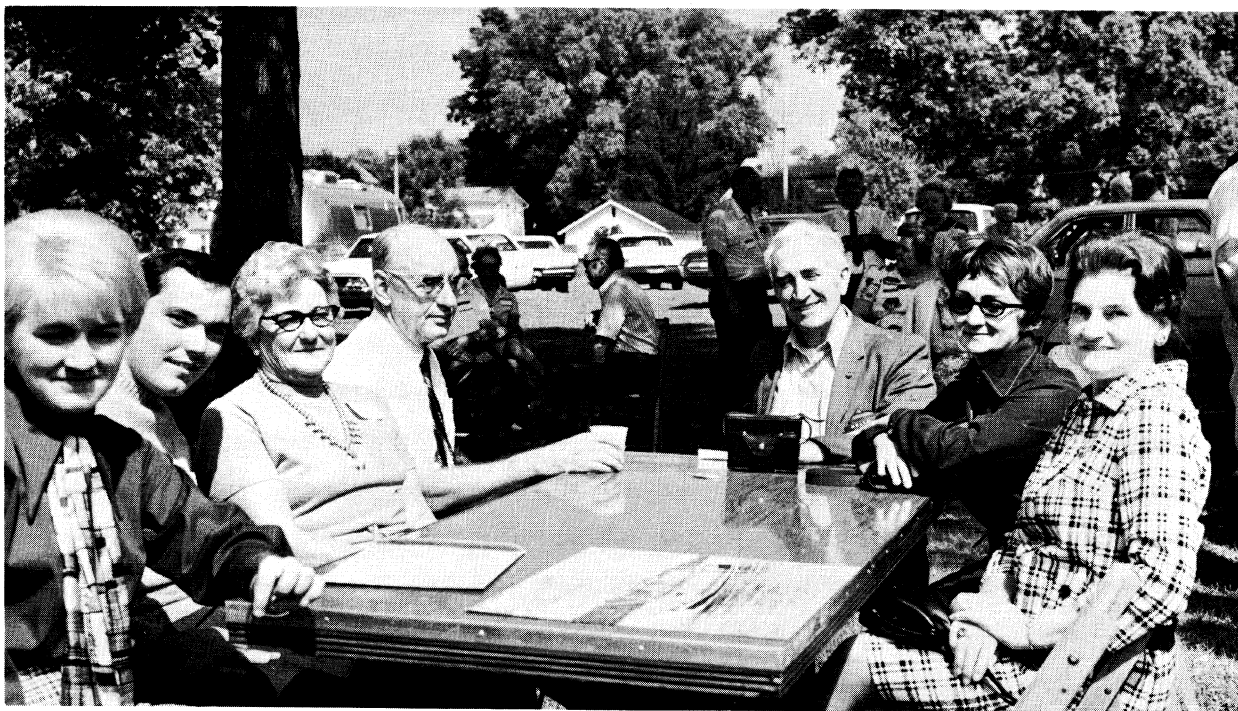
## Tour at The Big Jamboree



Date: Saturday, September 19, 1970. Subject: Annual meeting of the Sons and Daughters of Pioneer Rivermen. Photographer: S. Durward Hoag. There was about as much lack of system taking these pictures as a goose cropping endive in the moonlight but it worked. On the left are Robert and Louise Barr, Charleston, W. Va., parents of "Steamboat Bill" Barr who spoke that evening. Between them is Lady Grace Way and peeking in is Margaret Putnam. In the center is Spencer K. Creel, S&D's distinguished statesman of West Virginia. Then Capt. C. W. Stoll of Louisville and on the right is Bob Niemeyer of St. Paul, Minn.



Jim Wilson, ex-president of the Steamship Historical Society of America and his lovely wife Alice S. Wilson, secretary of the society, came from their home at Staten Island, N.Y. These two have accomplished much toward the success of the quarterly "Steamboat Bill," of which Jim Wilson is an associate editor. That magazine now is closing its 27<sup>th</sup> year and has a circulation about double of ours.



This looks a bit like a director's meeting, but actually is on the lawn of the Marietta Boat Club where S&D's noon luncheon was held. At the head of the table is Capt. Thomas E. Kenny, river transportation manager for Wisconsin Barge Line, whose model of the KATE ADAMS graces the River Museum. To the right of him is Kay Kenny, his good wife, and at extreme right is Mabel Reed, wife of artist William E. Reed. To the left of Tom Kenny is Capt. E. Clare Carpenter of Union Barge Line, in company with Barbara Payton, Philip T. Payton and on extreme left is Mrs. Philip T. Payton.



On the extreme right of this one is Robert G. Gintz of New Philadelphia, O. whose son Alan is the Tuscarawas-Muskingum explorer recently noted in our columns, and next to him is Carl Schnepf of Indianapolis. Over at the left edge is Laurel Schnepf, and with her are Earla and Bob Kershaw of Cape Codd, Miss.

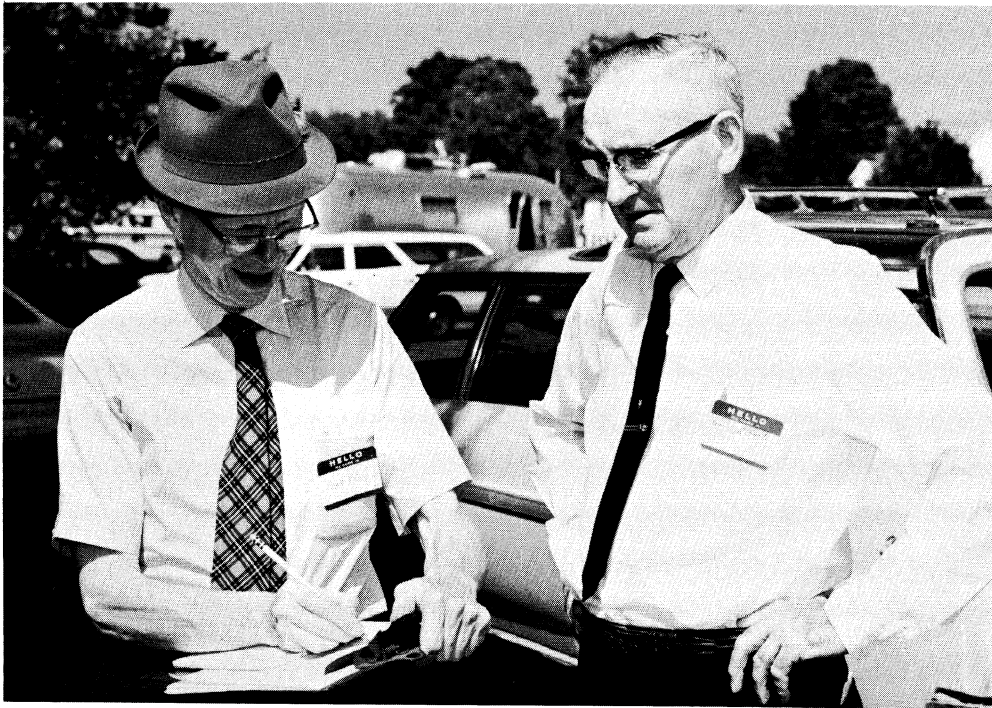


From the left: John L. Fryant, Alexandria, Va., whose model of the GORDON C. GREENE (he rebuilt an old model from the hull up) was temporarily exhibited at the River Museum prior to its final journey to the Cincinnati Public Library. Also John built the VALLEY BELLE model pictured and described in our September issue. Next, hidden behind the dark glasses, is Genny Beckett and the gentleman with the pipe is Bob Beckett. Catherine Remley at the head of the table looks a bit puzzled. On the right is "Steamboat Bill" Barr, Charleston, W. Va., attending Marietta College, and one of the featured speakers on the evening dinner program. His head almost conceals (unfortunately) a view of Sara Beckett, and blocks a look at Charlie Pratt of the Ohio Historical Society.

Helen Crayden, Corydon, Ind., who spent her girlhood in Mauckport, Ind., is one of the Ballards who were identified with river traffic on the lower Ohio and Mississippi several generations. In this issue she tells the legend of Haunted Hollow.

Capt. C. W. Stoll of Louisville is relief pilot on the excursion boat BELLE OF LOUISVILLE and a member of her operating board. Another BELLE operating board member, Neil H. Whitehead, Jr. also attended the meeting but didn't get in the way of the round-&-round camera.

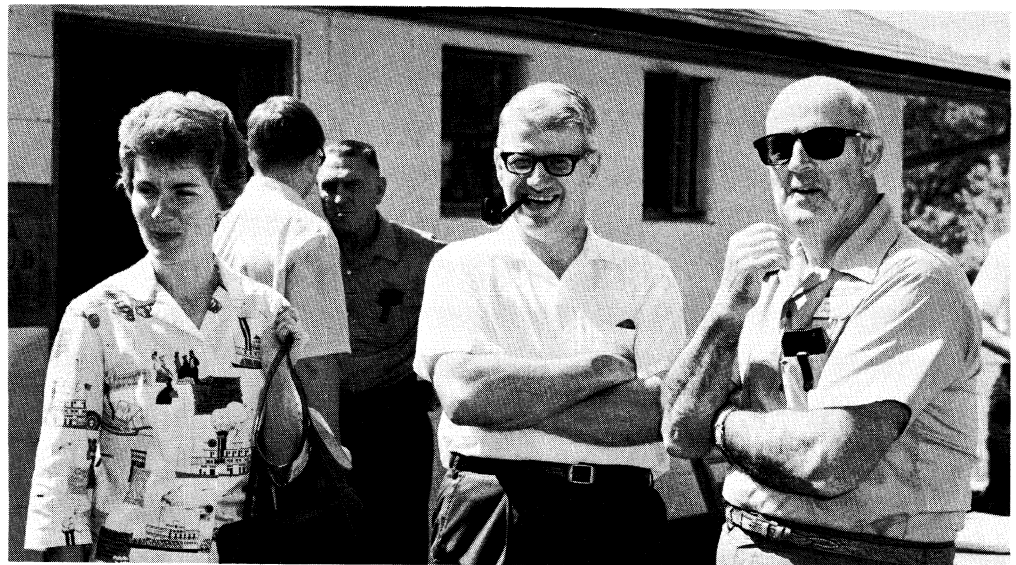




Capt. H. L. Righter (right) is president of the Wirt County Bank, Elizabeth, W.Va. on the Little Kanawha. The Righter family was identified prominently with the operation of boats on that stream when slackwater existed. One of their best was the DOVE, in the Parkersburg--Creston trade in the 1920s.

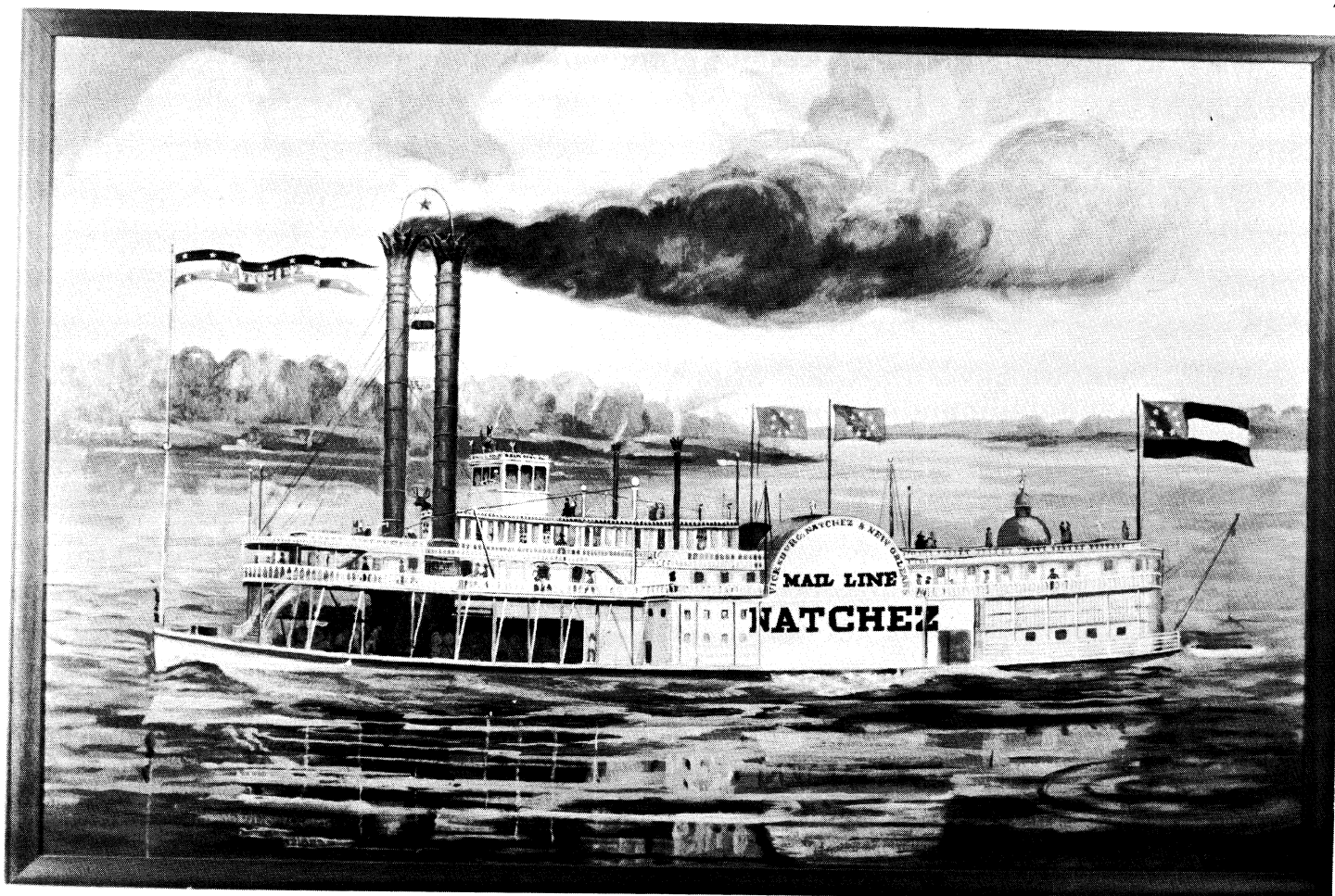
The reporter on the left is Ye Ed.

Nel and Bob Hamilton of Whiting, Ind. are inveterate DELTA QUEEN fans and have been attending S&D meetings for a good long time. On the right is Nelson Gardner whose family operated boats out of Pt. Pleasant and Gallipolis and ran the Gardner Docks at the former location. In the background we see Louis Eros, first mate of the W. P. SNYDER, JR. talking with an unidentified gentleman.



The Sprague family of Cincinnati illustrate the age range of S&D. Bill Sprague has little Miss Lisa Sprague in the sling on his back, and little Miss Laura Sprague stands in front of her mother. To the left are R. D. Rusk and Sarah E. Rusk of McConnelsville, and at extreme right we see Lenore (Lee to her friends) Sutphin of Huntington, wife of Jerry who's with the U.S. Engineers there.



NATCHEZ (5<sup>th</sup>)

-Painting by Louis Sicard.

Built at Cincinnati in 1860 on a hull 288 by 44; high pressure engines 34's-10 ft. stroke; eight boilers 40" dia. by 34 ft. long; owned by Capt. Thomas P. Leathers. The above picture is made from an oil painting executed in faithful detail from an original lithograph print which was issued in Civil War days by Corson & Armstrong, stationers, 69 Camp St., New Orleans. The original litho portrayed the boat flying the Confederate flag on her stern verge staff same as shown here. Note the "dome" on the skylight aft of the texas; also the deer head and antlers on the forward end. The semi-circular iron rod sprouting from the stack tops, with a suspended star between, also is depicted on the original litho. This NATCHEZ preceded the "racer" built in 1869.

## Confederate States Mail Packet

by Dewey A. Somdal

Dewey A. Somdal contributed the story in our June, 1970 issue, recounting the vicissitudes of Capt. Thomas P. Leathers during the Civil War. Now in this issue author Somdal goes back a step. This chapter deals with the NATCHEZ (5<sup>th</sup>) owned and operated by Cap'n Leathers before and during the first years of the war, detailing the convulsions which happened to the cotton planters and the tragedies which overtook most of the packets of the South operating under Confederate registry. Most of this chapter has never before been told. -Ed.

Rouge and at New Orleans with the result that Louisiana became the sixth to secede. A convention then was held at Montgomery, Ala. and the Confederate States of America became a reality.

At New Orleans the organized militia had been called up. The Crescent City Rifles, Second Company Chasseurs-a-pied, the New Orleans Cadets, the Louisiana Guards, the Sarsfield Guards--in gay uniforms and holiday spirit--marched down Canal Street for a two a.m. departure aboard the side-wheel NATIONAL "for a secret destination." Despite the early hour cheering crowds saw the boys off. The next day the Federal forces at the Baton Rouge arsenal surrendered to superior Louisiana forces. In the days that followed crowds at New Orleans witnessed the departure of similar expeditions to take over Forts St. Philip and Jackson below the city.

**S**OUTH CAROLINA SECEDED from the Union in December, 1860. Early in 1861 she was joined by Mississippi, Florida, Alabama and Georgia. In late January, 1861 conventions were held at Baton

Despite the rumbles of war New Orleans was in a holiday spirit, for it was Mardi Gras time. Spalding and Rogers' Museum on St. Charles Street was featuring the two-headed girl, Christine Milly. George Christy's Minstrels and a burlesque

called "Madame Pate de Foie Gras" was at the Academy of Music. Vannuchi's Museum, opposite the St. Charles Hotel, exhibited 250 wax-work figures "life size--most celebrated subjects in history--the greater part of the figures moving by machinery." Sample exhibits at Vannuchi's emporium: The Birth of Christ in the Manger at Bethlehem; The Last Supper; The Trial of Christ; Old John Brown and His Associate Murderers of Harper's Ferry Notoriety; and The Conference Between Louis Napoleon, Victor Emmanuel and Garibaldi. The sparkling new Opera House on Bourbon Street was featuring the sensational 'teen-age soprano Adelina Patti, the Italian coloratura, just in from engagements at Baton Rouge, Natchez and Vicksburg.

On Fat Tuesday the Mystick Krewe of Comus paraded through the French Quarter to the ball at the Varieties Theatre. The new flag of Louisiana was unfurled at the City Hall, a yellow star on a red field with alternate blue, white and red stripes thirteen in number. The Washington Artillery marked the flag-raising with a twenty-one gun salute, and a hundred Negroes paraded bearing Lincoln's effigy riding a rail.

The river trade was booming. The Vicksburg packets were bringing down a bumper crop of cotton. In these early spring months of 1861 John W. Cannon and T. P. Leathers, the principals in the Vicksburg side-wheelers, were maintaining contract obligations with the U.S. Post Office Department, a \$40,000 annual contract to handle the mail three round trips a week delivery.

Even so, strains were apparent. Many rivermen held no hard 'North' or 'South' attitudes; with them, particularly the owners of boats, the question was one of expediency. Many, such as Cannon and Leathers, hailed from the North. Both of these gentlemen professed Southern leaning nevertheless, a profession tainted by their Kentucky backgrounds. Before this long hot summer of 1861 was to be concluded, both were in trouble; Cannon was accused publicly of Northern sympathy, and Leathers later on was to be accused and arrested as a Yankee spy.

#### ..Dome was a status symbol

It is a pity that no photograph is available of the side-wheel NATCHEZ (5<sup>th</sup>) which Captain Leathers had built at Cincinnati in 1859, and which he entered in the New Orleans-Vicksburg trade in the fall of 1860. This 290-foot creation was visible evidence of the ante-bellum ascendancy of the Southern planter and his slave system, and of the commercial domination of New Orleans (second largest U.S. port). This NATCHEZ had built into her an architectural novelty worth a moment's pause to talk about, an obvious status symbol.

Over the ladies' cabin, rising aft of the Texas deck, was a 19-foot high dome or cupola patterned after the style of the U.S. capitol building in Washington. Those standing on the plush carpet in the ladies' cabin could gaze upward into the heights of this dome which was described "as a real work of art." "Flower pieces and filagree work of harmoniously blended and beautifully tinted shades of lake, amber and purple, are relieved by gold bordering." The windows in the dome (for it was built for added light and ventilation) "are of flowered stained glass."

A reporter from the New Orleans "Delta" had a

few objections. "We don't like the barberous manner in which this dome has been painted. The artist would have done well to have come South before entering upon his work to have seen firsthand the blooms in Carrollton Gardens, or in any of the private gardens of the Fourth District."

We have it on the authority of a reporter from the Natchez "Free Trader" that a flagstaff surmounted the dome, and suspended inside was "a magnificent chandelier lighting up brilliantly the entire cabin."

The oddity of this dome, the like of which had never before been seen on the river, sort of fogged the fact that the cabin of this NATCHEZ was splendid, 220 feet long, 18 feet wide, and 13 feet high. "The ceiling and sides are panelled and pillared in the Roman-Elizabethian style, profusely ornamented with exquisitely carved mouldings which appear still richer and more elegant from the plain coat of pure zinc white with which they are painted."

#### ..Warriors, braves and squaws

Cap'n Leathers was a great one for Indians, and the stateroom transoms were of flowered ground glass, pictured with warriors, braves and squaws. Another blurb mentions that the paddlewheels were named Jessie and Fannie, but fails to mention how they were designated. Probably, and this is a guess, the names were on the pitmans. Such custom carried down even to the KATE ADAMS whose pitmans were named Mutt and Jeff. "A distinctive gold cotton bale" was slung between the stacks.

Captain Cannon's boat in the Vicksburg trade was the GEN. CUITMAN, named for the popular war hero and democratic senator of Mississippi whose oil portrait was displayed aboard, and whose likeness, carved of wood in heroic proportion, surmounted the pilothouse. The QUITMAN was about the same size as the NATCHEZ, built at New Albany, Ind. in 1859. Her cabin furniture was entirely of rosewood.

The city of New Orleans, enjoying unprecedented prosperity at the commencement of the war, paved some of its streets. From Canal Street to Tivoli Circle (now Lee Circle) square granite blocks were laid down doing away with the "miserable mud." The traditional river steamboat landing extending from Canal Street to Jackson Avenue, was improved with new levee platforming. A reverse current at the foot of Canal Street was causing the shore to build out in the river, so that such extension of the platforming was mandatory.

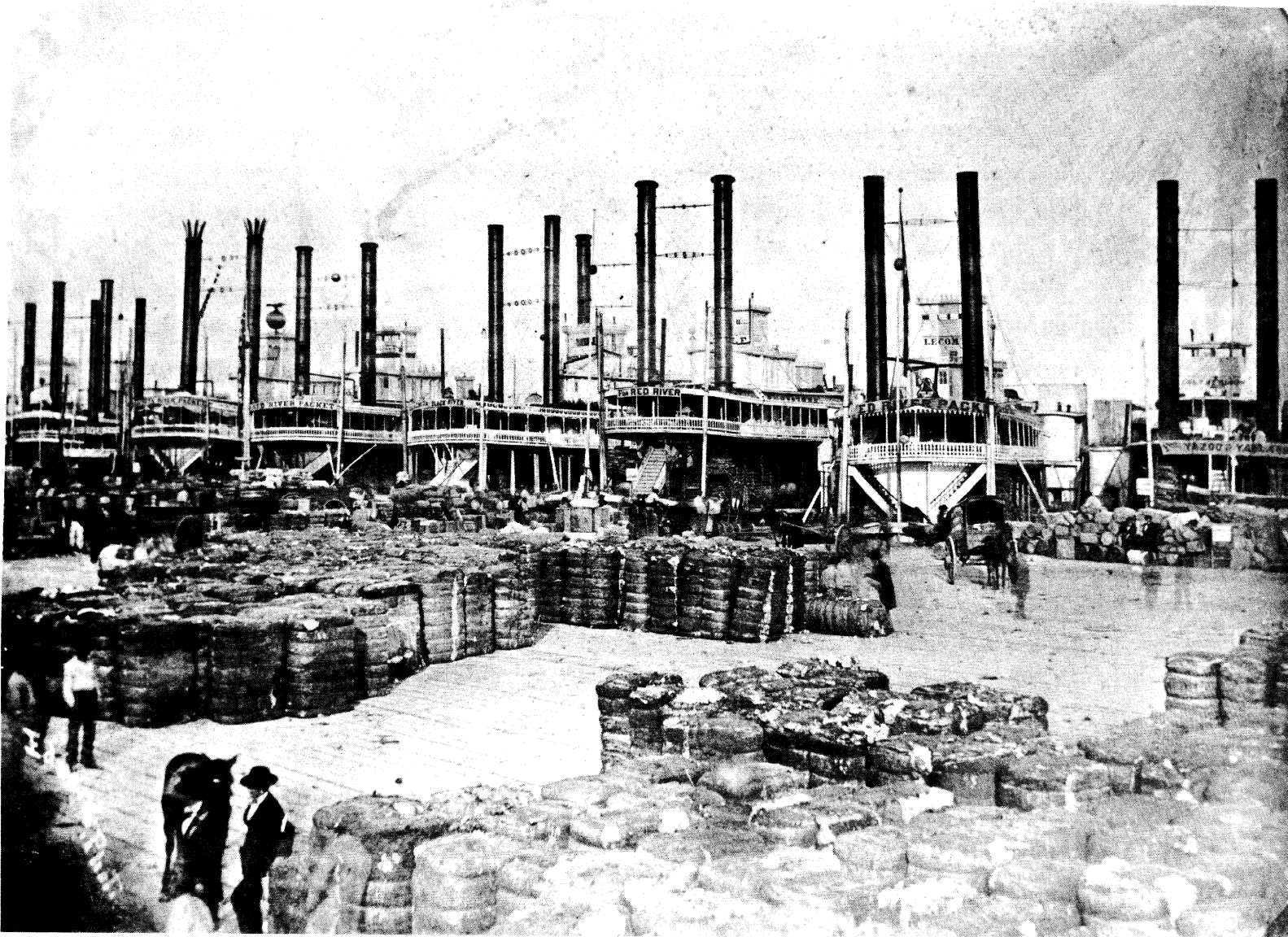
Washington's Birthday in 1861 was celebrated at New Orleans, a gala holiday. Thirty companies of Infantry, Riflemen, Artillery and Cavalry marched through crowded streets to the Fairgrounds. Flag draped portraits of Washington hung in downtown streets. Banners proclaimed "We stand by the South," "Louisiana will do her duty," and "United we stand, divided we fall." This would be the last of great national holidays for New Orleans for some time to come.

Boats bound for St. Louis, Louisville and Nashville had to receive special clearance, paying fees established by new Custom House regulations. The side-wheel A. O. TYLER, Capt. Collier, was halted at Vicksburg by a cannon shot across her bows. A new Louisiana State law required in-

spection of passengers and cargo of all steamboats bound above that port. A fort was established above the Vicksburg wharfboats.

By mid-April many of the larger packets were retiring to summer quarters, much earlier than had been the case. The boats arriving at New Or-

leans from the Ouachita and the Red were bringing in more troops than freight. On a late-April trip the NATCHEZ brought down but 600 bales, a sparse trip for that season. By July, the leading cotton factors were forced to notify cotton planters to keep their crops on their plantations until the blockade could be lifted.



#### WHARF AT NEW ORLEANS 111 YEARS AGO

When Captain Leathers built the NATCHEZ (5<sup>th</sup>) the daily scene at the levee was a lot like this one. The easiest way to identify the boats is to start at the right; they are:- COL. T. H. JUDSON, LE COMPTE, MILTON RELF, DR. BUFFINGTON, STARLIGHT and MESSENGER plus others at the left unidentified. The JUDSON is loading for Yazoo River; the LE COMPTE and MILTON RELF for Red River; the DR. BUFFINGTON for the Ouachita and Black; the STARLIGHT for Red River, and the MESSENGER for the Ouachita. There were no freight sheds those days; all business exposed to weather. The docks were enormous wooden platforms. The cotton bales shown here are both domestic and "compress" weighing about 500 pounds each bound in bagging and tethered for the most part with rope, although strap-iron "cotton ties" were just coming in. The original of this photo was not dated but has to be close to 1859. There is lettering at the lower left, "Edwards, Photo." The MESSENGER with the fancy-feathered stacks and gold ball on her pilothouse-top was built at Jeffersonville by the Howards in 1852 and left there uncompleted. She lodged at Wave Rock on the Falls, the river continued to fall and left her high-&-dry. Howards built a ways there 150 feet long to get her afloat and completed her moored at Whirlpool Point there at the Falls. She burned at Bayou Sara on Aug. 30, 1859, a fact which has considerable bearing on the proper date of this picture.

The Civil War was on. Lincoln called for troops on April 15, 1861, and Robert E. Lee was made full General of the Confederacy on June 14. Nevertheless, the officially enrolled steamboats in the Confederacy moved without hindrance between New Orleans and Memphis. There was much travelling of passengers and military personnel. The NATCHEZ and GEN. QUITMAN and others plied in this territory.

..Reb rivermen classified

A self-styled group calling themselves "Permanent Citizens of the South" attempted to sort the river sheep from the goats. High on the list of Yankee sympathizers, they found, were Capt. John W. Cannon and his officers of the GEN. QUITMAN, particularly the engineer and the mate. Also on the list of suspects was Capt. Weaver of the side wheel D. A. JANUARY. Such business of labelling rivermen occupied a good bit of time for some zealous Rebs. A group of New Orleans businessmen, intent upon manning Reb river gunboats with true-gray talent, and headed by one Thomas Shields, offered opinions:

William H. Leonard--a good pilot---considered doubtful, unreliable.

J. H. Burk--was running a steamboat from New Orleans to St. Louis--his employers when in St. Louis were Black Republicans.

Wm. M. Lamb--nothing known of him except that he was a resident of St. Louis.

Geo. M. Phillips--perfectly sound in all respects.

Henry Hurst--St. Louis, inexperienced and very young.

J. C. Delaney--a good pilot, but very little energy.

Jim Smith--pilot from Louisville---never had charge of a steamboat in his life.

J. D. McCoy--considered good--identified with New Orleans.

J. E. Montgomery--no confidence or reliance to be placed in him--his brothers Sam and Jim both Black Republicans, and Sam in command of a Lincoln gunboat.

Prior to the war Capt. J. Ed Montgomery had been skipper of the "Railroad Line" side-wheeler CITY OF MEMPHIS, one of the best. He hailed from Carrollton, Ky. Regardless of the report quoted above he was placed in charge of the Reb gunboat operations. The New Orleans businessmen were of the same opinion still; that Montgomery had surrounded himself with "men from the up-country, many of despicable character, to the exclusion of men from the South." It is interesting to note that these same businessmen listed Capt. T. P. Leathers, Capt. Truman Holmes and Capt. John W. Cannon as "loyal and able" but noted that Cannon was "nervous."

Captain Cannon was properly outraged when he learned that the "Permanent Citizens of the South" had labelled him as a Yank sympathizer. He wrote a blistering reply for the public print, calling attention to the fact that he had registered his steamer GEN. QUITMAN in Confederate Customs, and had publicly advertised her as a "Confederate States' Mail Packet." He reminded his detractors that he had sponsored and outfitted the "Cannon Guards," presently on active duty.

The NATCHEZ was retired all summer and did not resume operations between New Orleans and Memphis

until September 20, 1861. The upbound tonnage of freight proved plentiful, but on downbound trips offerings were scant. The cotton crop, and a great one it was, was lacking. The bales were stowed in sheds, cotton houses and barns because of the Federal blockade of the Jetties. On one trip to New Orleans in January, 1862, the NATCHEZ brought in 1,890 bales, "the greater part from Texas, Rodney and Grand Gulf, under special permission and is intended to be shipped forthwith from some trans-Atlantic port." Within a day or so the Federals captured the steamship CALHOUN below New Orleans with the bulk of this cotton.

..New Orleans a pall of fire and smoke

The Yanks were coming. Fort Henry fell to them Feb. 6; Fort Donelson Feb. 16; New Madrid was captured March 14; Island 10 fell April 7. On April 24 Farragut's fleet ran past Forts Jackson and St. Philip --- New Orleans was captured without bloodshed. The crescent bend at New Orleans the following day was a pall of fire and smoke. Steamboats, barges, baled cotton, hogsheds of sugar and other stores had been put to the torch by the vanquished Rebs.

As late as April 12 the NATCHEZ had arrived in New Orleans from Memphis, bringing in a token cargo, a mere 103 bales of cotton, 162 hogsheds of sugar and 599 barrels of molasses. Captain Leathers started her back up the Mississippi.

From Vicksburg Captain Leathers sent a telegram to his wife in New Orleans: THE NATCHEZ AND CREW ARE IMPRESSED BY THE GOVT AND ORDERED TO WHITE RIVER & MEMPHIS. MR. GREEN WILL TAKE CARE OF MY BOOKS AND PAPERS AND SEE YOU WHEN HE RETURNS TO THE CITY. -T. P. LEATHERS.

..Capt. Leathers writes to his wife

This telegram was followed by a letter which has been preserved, also dated April 15, 1862 and penned at Vicksburg. It was delivered to Mrs. Leathers by clerk Green.

We are ordered to Des Arc, on the White River, there to report to General Van Dorn. I will write to you as I may have the opportunity, and would like to hear from you at Memphis, care of Larry Harmstead. I will take the best care of the Boat, and shall hope to be with you again soon. Mr. Green will go down tomorrow on the cars, taking with him the books and papers and valuables of the Boat, and will also carry to you a check for fifteen hundred dollars and other papers which he will tell you about. I'll send by him a check for fifty two hundred dollars which I wish used in payment of my notes given for the lots recently purchased opposite our residence.

You can call on Mr. Green for any information you may wish relative to the business of the NATCHEZ and I am authorized by him to say that in case of any accident to me you and my children can command him, and his services, in the settlement of my affairs, or in any other respect where it is in his power to serve you. In case it becomes necessary to leave New Orleans for safety or health, there is a desirable residence large enough for you and the children--and your father's family--in Wilkinson County, near Penckneyville, back of Fort Adams--belonging to the Estate of W. W. Rowan, and in the hands of Mrs. Rowan and her attor-

neys Messrs. Dillingham & Van Eaton, Woodville, Miss., which can be rented, and you can get your father to go see it, and if necessary rent it until the clouds which have gathered around us so dark and threatening are dispersed and sunshine again smiles upon us. I propose this in case the city should be attacked and captured, and that I can reach you in safety.

Mr. Green will more fully explain everything when he sees you.

I write in haste and must close.

God bless you and our children.

from affectionately your husband

T. P. Leathers.

#### ..NATCHEZ (5<sup>th</sup>) up White River in Reb service

The NATCHEZ, Capt. Leathers commanding, proceeded to Memphis, took aboard 124 cords of wood, turned back down the Mississippi, entered the White, and ascended that tributary to bring out the troops of General Van Doren. Surviving accounts do not specifically state that she went to Des Arc, Ark., but she surely was to Clarendon and possibly above there. This expedition and the several repeats which followed were highly unusual--that of taking a 290-foot side-wheeler so far up that narrow, sharp-bended stream. The crew under Capt. Leathers' command is listed to include pilots Carter and Youngblood, chief engineer John Cristy, and clerks Grice and Humphries. The natives of Clarendon and elsewhere, if permitted aboard for sightseeing, must have told their grandchildren they were aboard the Taj Mahal steamboat of the Mississippi with her floral painted skylight dome rising 19 feet above the ceiling of the ladies' cabin, and with sky-piercing smokestacks crowned with iron feathers with a golden cotton bale between. The grandchildren probably smiled and thought grandpa was slightly unwired.

It was during the progress of this mission of transferring Van Dorn's troops to Memphis that Farragut entered New Orleans. The NATCHEZ completed her assignment on April 28, 1862 and retreated down the Mississippi to the Vicksburg area. Memphis fell in June. The Yanks were pushing up the Mississippi from below and the mouth of Red River was under their scrutiny.

#### ..Rebs hide steamboats up the Yazoo

Such vile blows and buffets left no recourse. The Yazoo and its tributaries, due to immoderate rains, were at a high stage. Most of the major steamboats of the South, under Confederate registry, were taken up there to go into hiding. Thus if you sought the COTTON PLANT, her address was on Lake George up Sunflower River, where the Feds found her in 1863 with only the smokestacks above water. The HARTFORD CITY, an old towboat which operated out of Hartford City in Pomeroy Bend, was up the Tallahatchie. Also on the Tallahatchie, six miles above its mouth (it merges into the Yazoo) was the 1172-ton ocean steamship STAR OF THE WEST, built New York City 1852, which had attempted to store Fort Sumter, causing the first gunfire of the war. The Rebs captured her off of Galveston and now had her secreted in the heartland of the state of Mississippi. In the Yalabusha was the 238-foot side-wheeler FRED KENNETT, brand new from St. Louis. Also the EDW. J. GAY--not the later one known to most--an early edition built at St. Louis 1859 but impressive nonetheless being 267 feet long. Also the 176-foot side-

wheel ACADIA built at Jeffersonville 1860 and a popular New Orleans-Bayou Sara packet. The MARY E. KEENE, 235-foot side-wheeler lately in the New Orleans-Memphis trade, was on the Yazoo below Greenwood. Her principal owner, Capt. W. T. Corkery, there bid her goodbye. Eight years later, reduced in circumstances, Captain Corkery was a steward on the NATCHEZ (6<sup>th</sup>) during her race with the ROBT. E. LEE.

The SCOTLAND, built 1855 for the Nashville-New Orleans trade, a 230-foot side-wheeler, was nested at Browning's Bar below Greenwood along with the GOLDEN AGE, a side-wheeler long in the lower trade between New Orleans and Fort Adams. Also there was the 265-foot side-wheel R. J. LACKLAND, recently in the Cincinnati-New Orleans trade owned and commanded by Capt. Wm. B. Miller who later built the GUIDING STAR. Biggest at Browning's Bar was the side-wheel JOHN WALSH, 275-foot hull, built Cincinnati 1858 and most recently engaged moving troops from White River to Memphis along with the NATCHEZ. Her original skipper, Capt. John Malloy, was decapitated by a cannon ball during the progress of the war.

Above Yazoo City at the Eureka plantation lay the 268-foot side-wheel PEYTONA, New Albany-built in 1858, pride of Capt. John F. Leyden, who ran her Louisville-New Orleans. The PRINCE OF WALES was nearby, 248-foot sidewheeler built Cincinnati in 1860, lately sold by Capt. James Lee (founder later of the Lee Line) to Preston Lodwick of New Orleans. She had been making 10-day round trips between Cairo and New Orleans, Capt. James Keniston (who steambated in his older years on the VINT SHINKLE). Also there was the J. FRANK PAR-

#### THEY CARRY THE U. S. MAIL

The clerk is in the office  
Handing out the keys,  
The cook is in the kitchen  
And the barber is at his ease;  
The pilot scans the river  
And tromps the pilotwheel,  
The steward is in the pantry  
Whippin' up a splendid meal.

The chambermaid is patten' pillows  
While making up a bed,  
The pantryman is asking  
How many must be fed;  
The bar-keep jingles glasses  
In most congenial mood  
As his customers come rushing  
For bottled cooling fluid.

The flunkies rattle dishes  
And the rousters jostle freight  
(Some are jiggling coon-shine  
Despite the irate mate);  
There's a crap game on the afterdeck,  
A waiter shakes a cloth;  
The fireman's bizzy firin',  
Black smoke up-wafts aloft.

The captain puffs a big seegar  
One shoe on the hurricane rail;  
His crew are bloomin' aristocrats  
FOR THEY CARRY THE U. S. MAIL.

THEY CARRY THE U. S. MAIL  
They do!  
They carry the U. S. Mail.

GOUD, 219-foot side-wheeler built Jeffersonville in 1860 for Capt. John Tobin and others for the New Orleans-Ouachita River trade. The MAGENTA, just new from New Albany, 265-foot side-wheeler, lately in the New Orleans-Vicksburg trade owned by Capt. Richard Holmes and Capt. William C. Wilson, was chocking a cottonwood, as was the MAGNOLIA, all 285 feet of her, the great "freight" packet (no passenger staterooms) also owned jointly by Holmes and Wilson.

Farther down the Yazoo was the REPUBLIC, considered quite a floating palace, built at New Albany in 1854, 249 feet long. Samuel Clemens had stood watches on her as cub pilot, and Capt. J. Ed Montgomery had been her master. The 222-foot side-wheel ALONZO CHILD was nearby, champion of the Missouri (once came down from Kansas City to St. Louis between sunup and sundown), now owned by Capt. David DeHaven. The CAPITOL, which had just towed the Confed ram ARKANSAS from Memphis to Yazoo City for completion, was moored in the Yazoo. It is said her engines were appropriated for the completion of the ram. The 280-foot ED HOWARD, also, which was converted to a Reb gunboat (6 guns) and renamed GENERAL POLK.

The NATCHEZ of the vaulted dome fame joined this array, but not for long. In early 1863 she was impressed into the C.S.N. by Commander Brown, and detailed to Fort Pemberton on the Tallahatchie six miles above the Yazoo.

#### ..Destroyed by fire in Confed service

The Natchez "Daily Courier" of March 25, 1863 tells this story:

We regret to learn by a letter from Yazoo City of the destruction of the magnificent packet, steamer NATCHEZ, by fire which occurred on the Yazoo on the afternoon of the 13<sup>th</sup>. The boat left Yazoo City on the 12<sup>th</sup> inst., bound up, having on board 43 persons, crew and passengers, including three ladies, and freighted with 1300 bales of cotton. Owing to the large size of the boat, and the smallness of the stream, she was compelled to lay up at night. On the afternoon of the 13<sup>th</sup>, just after landing a lady, the cry of 'fire' was heard, and then occurred one of those scenes which can only be realized by one who has witnessed similar accidents.

The flames gained so rapidly that the passengers and crew had barely time to gain the boiler deck and leap overboard. Through the exertions of the pilot, Capt. Seaburg, the boat was backed into the swamp as far as she could go, the whole country being overflowed. As soon as it was found the boat could go no further, all on board leaped overboard. The water was dotted with their forms. Capt. Christy was the last to leave the boat.

A member of the Second Texas Regiment, after reaching a place of safety, heard the screams of Mrs. Eddy who, with her husband, was within but a few feet of the burning wreck. He plunged in and rescued her. Another member of the same regiment, who had fought the blaze until his buckskin jacket was burned to a crisp, and who had a disabled arm due to a Yankee bullet, swam to the assistance of a drowning Negro and rescued him.

Chief engineer Bounds was drowned, as also were two passengers. Six Negroes are missing. Captain Eddy, a volunteer pilot, was accompan-

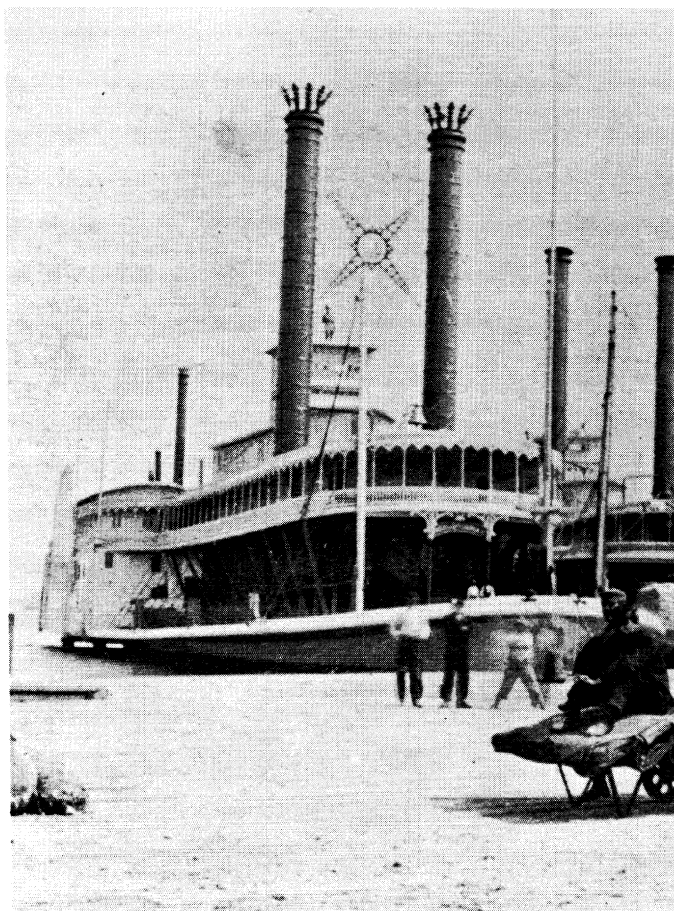
ied by his wife aboard. Both were saved but were badly burned.

The unfortunate destruction of the NATCHEZ on the Yazoo completed the score. All of the boats enumerated above were destroyed during the progress of the war as they lay dormant on the Yazoo, Tallahatchie, Sunflower and other streams. Some were burned to prevent capture; others were burned by Yank expeditions. Apparently Capt. Thomas P. Leathers was not on board the NATCHEZ at the time of her loss.

..GEN. QUITMAN was the sole survivor

Of all of the larger class southern boats, the GEN. QUITMAN was the sole survivor. Capt. John W. Cannon gambled on a different hide-out. After the fall of New Orleans he took his boat into the Big Black River, thirty miles below Vicksburg at Grand Gulf. Soon he had second-thoughts, abruptly raised steam, and managed to get her into the Red River (which was fortunately at a high stage) and went on to Shreveport with her. Ignace Szymanske was Assistant Adjutant General there, and on occasion commanded the QUITMAN carrying Federal prisoners out of Red River.

At the war's end, the GEN. QUITMAN was still at Shreveport intact. Szymanske had labelled Cannon a "damn Yankee, not to be trusted." But just the same, the "damn Yankee" arrived in New Orleans in command of his boat, a little worn, on June 3, 1865, and was back in business.



GEN. QUITMAN

This picture was taken at New Orleans after the war. Note the heroic statue of General Quitman on top of the pilothouse.

The loss of the NATCHEZ (5<sup>th</sup>) was a thunderclap of such consequence that it was plainly heard in St. Louis, and in Washington, D.C. The reverberations and rumblings continued for sixteen years. The U.S. Treasury contracted with the Missouri Wrecking Co. to clear out obstructions in the Yazoo River and tributaries after the Civil War. They dispatched the wrecking boat SUBMARINE NO. 14 to the scene and, among other duties, tore out the NATCHEZ after recovering the engines, boilers and old iron. Capt. James B. Eads, later of Eads Bridge and Jetties fame, was one of the principals of Missouri Wrecking.

#### ..Leathers threatens to shoot Buchanan

William Buchanan, president of Missouri Wrecking, personally supervised the Yazoo work. Some years later he recalled: "I have an indistinct recollection of having received an exceedingly ridiculous note from Captain Leathers, that he intended to shoot me on sight if I attempted to wreck the NATCHEZ. I took the liberty of laughing at the idea at the time and I remarked that I was acting under orders of an agent of the U.S. Treasury who was with us all the time superintending it, and that I didn't think Mr. Leathers would scare me worth a cent."

Needless to state Mr. Buchanan didn't get shot, nor was he shot at. But Leathers didn't forget. In September, 1872, the Federal Court of Jackson, Miss. ordered the seizure of a wrecking boat named SALVOR NO. 14 then moored at Vicksburg. The plaintiff was one Capt. T. P. Leathers seeking \$20,000 redress for the engines of the NATCHEZ which he had seen taken away at Vicksburg, and for the boilers of the same which he had seen at St. Louis and recognized because of the "unusual construction from others, the heads of the boilers being concave."

It turns out that the SALVOR NO. 14 was the same old SUBMARINE NO. 14 with a new name on her, and owned now by the Salvor Wrecking and Transportation Co. of St. Louis. These changes had been made in 1867, and the new owners pled that they knew nothing of the salvage operations concerning the NATCHEZ.

The squabble got into the St. Louis courts and in Feb. 1874 Captain Leathers got judgment for \$20,000. Salvor Wrecking appealed to the Circuit Court where new evidence was introduced. Confederate records on tap at the War Department in Washington proved that Leathers had received \$225,000 from the Confederate government in full compensation for the loss of the NATCHEZ, and that the wreck, therefor, was not his property. Consequently the Circuit Court reversed the decision and found for the defendants.

During the testimony Captain Leathers stated that he had indeed received \$200,000 in Confederate bonds. He argued that the sum was not near enough due to the depreciated currency and the inflation of Confederate funds during the war, saying that the amount in bonds rightfully should have been in amount of \$600,000 as just compensation for his boat and services. He reminded his peers that board at a hotel then was priced \$50 a day in Confederate currency.

The Circuit Court was not impressed with this line of reasoning. The Salvor company was found free of any obligation in the matter.

#### ..Case goes to the U.S. Supreme Court

Leathers, still enraged, appealed to the U. S. Supreme Court. This august body weighed the evidence. In October, 1878, they pronounced their decision. The lower court was sustained. Case dismissed and Leathers was defeated.

In respects Leathers then focused his attention on Capt. James B. Eads, considering him a damn Yankee connected with the NATCHEZ destruction on the Yazoo. Eads and Leathers frequently locked horns before Senate and House committees as how properly to "tame the Mississippi." Still later Leathers became an advocate and an interested investor in a proposed diversion canal below New Orleans. Again he met defeat when the plan was rejected by the U.S. Engineers.

But maybe Leathers won in the end. Of late years this ancient plan was resurrected by the U.S. Engineers, and the canal was built.

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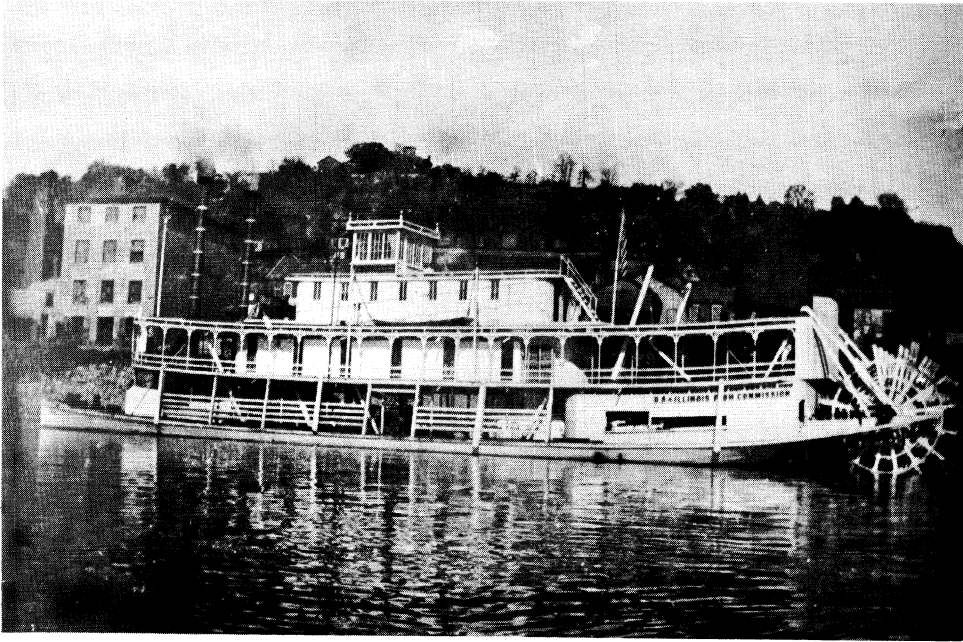
In mid-October Alan L. Bates and Bert Fenn went to Nebraska to consult with officials regarding the recently excavated packet BERTRAND (Dec. '69 issue, pages 5-6) which sank in 1865, over a century ago.

On Saturday, Oct. 17 our S&D pair visited the dig site, the display museum, and the hard-good storage room.

"Here is where the public can see the restored artifacts," writes Alan. "This is a goodish sized building with boxes and bales and bottles in huge shelf-bins, tons of them. Hostetter's Bitters abound here.

"Those people have dredged out the derndest assortment of artifacts you ever saw. It includes about everything people could use. There is almost every imaginable alcoholic drink, much champagne, case after case of stomach bitters, bottled whiskey, brandied cherries and peaches in brandy. Ketchup and mustard, chutney and salaratus, pickles, peppers, canned vegetables galore. There is a set of child's building blocks with doors and windows printed on them. Miners boots and baby shoes, women's fancy slippers. Picks, axes, hinges, locks, screws, and nails. Clothing, shirts, pants, silk dresses, woolen shirts and trousers, hall runners, fur and felt hats, cotton goods, weaves, everything. There was even mutton that only putrified after they removed the dirt from over it. Plows and pitchforks. A hand truck. Lead from the St. Louis shot tower. Kegs of black powder. Cartridges. Handcuffs. Pocket knives that only needed a drop of oil to make them operative. Bone and rubber combs. Lamps and chimneys and chamber pots.

"Wood parts are stowed either on shelves or in a huge lumber rick in a parking lot outdoors. The dig site is several miles from the museum. The boat is presently under about twelve feet of water, outlined by some sash cord tied to stakes. The idea is to prevent damage to the hull by air drying. There was a whisper of a vague rumor that the BERTRAND's bell just barely might have made it to the town hall in Fort Calhoun, Neb., so we went a-sleuthing for it. We found the town firehouse and it had a steel tower nearby with an iron bell hanging under the siren platform. No lettering or anything, so maybe and maybe not. Nice ride, though, over the only hills in Nebraska."



## Illinois Had a Navy

The ILLINOIS at Alton, Ill. while owned by the Illinois Fish Commission. She was built on a wood hull 125 by 23 at the Eagle Point yard above Dubuque.

The state of Illinois once had a Navy Department and this is no Civil War story either. The western borders were protected during the first World War by a war vessel acting under orders of the U.S. Navy. She carried five guns; four one-pounders and one three-pounder. Her skipper was Capt. William V. McKinley who became Lieutenant McKinley of the United States Navy during the hostilities.

No shots were fired that were heard around the world, or otherwise. During the emergency the ILLINOIS was back-and-forth a good bit between Alton and St. Louis. Once a prisoner was held aboard. Captain McKinley made a record as a recruiter. Also he carried on board many distinguished passengers and, being a proficient barber as well as a river Navy man McKinley's razor de-whiskered such notables as "Uncle Joe" Cannon, the Danville, Ill. lawyer who during the first World War was speaker of the House for the Republicans in Washington.

When the ILLINOIS was relieved of her responsibilities by an Act of the Illinois legislature in the 53rd General Assembly, summer of 1923, she had rounded out quite a career. A good bit of it had to do with Illinois politics. She was long operated by the Illinois Fish Commission, during which term she collected the Illinois fish exhibited at the St. Louis World's Fair, 1904. During the Flood of 1913 she not only succored the Illinois inhabitants of Shawneetown but extended aid to Kentucky refugees. In the 1922 Flood on the Illinois River she patrolled that stream, carried provisions and sand bags, and was under loan to the Red Cross.

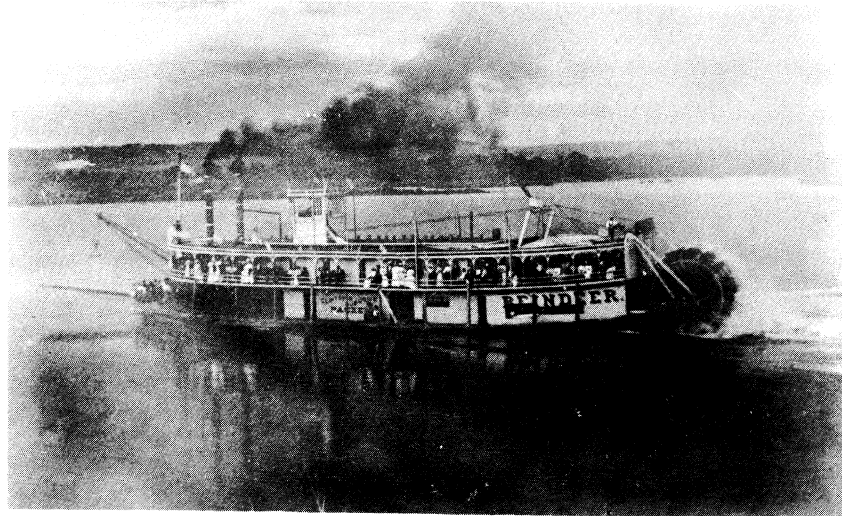
The ILLINOIS was detached from the Illinois State Fish Commission after the 1913 Flood on orders from state governor Dunn. The word had gotten around that certain convivial politicians and their no less convivial ladies had abused the uses for which the boat had been intended. At that time she was turned over to the Alton Division of the Naval Reserves. That's how she was made a Navy boat in World War I.

It's a long story, mates, and Capt. William V. McKinley was on deck for most of it. Also his father before him, who was first cousin to U.S. president William McKinley. The state of Illi-

nois got in the river business when they bought the sternwheeler CITY OF HAVANA. This boat had been built at Havana, Ill. (Illinois River Mile 120.1) in 1884. The Illinois Fish Commission renamed her LOTUS. She served for a while, and then the raftboat REINDEER was bought, at which time the LOTUS was sold to Louisville, Ky. where she became a steam pleasure boat.

The REINDEER was rebuilt at Quincy, Ill. in 1901 and renamed ILLINOIS. She dated back under the original name to 1888 when she was built at Dubuque. Most of her early career was as a raftboat, but she also had been a tri-weekly packet in the Dubuque-Clinton trade. The McKinleys, first the father and then the son, served for the Fish Commission on the LOTUS, REINDEER and ILLINOIS. The son, Lieut. W. V. McKinley, was still in charge of the ILLINOIS when the state legislature sold the boat in 1923, rounding out 30 years service state and Navy.

But the ILLINOIS still carried forth her un-

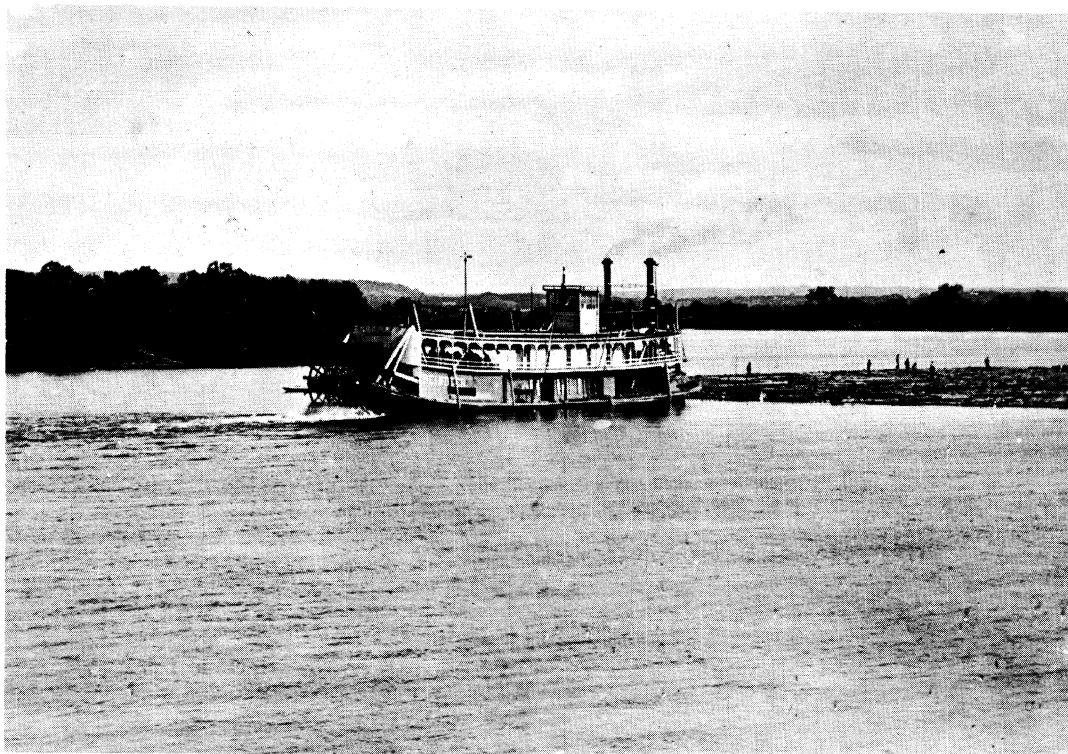


REINDEER

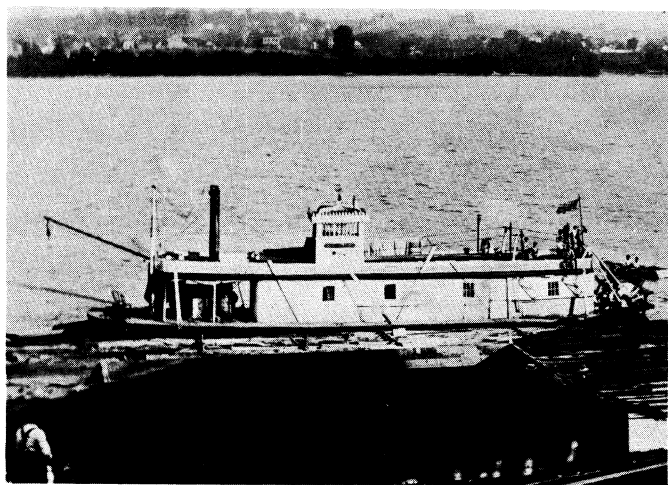
Picture made while she was in the packet trade between Dubuque and Clinton in the fall of 1897. Notice the large paddlewheel; she had big power for her size, engines 12's- 6½ ft. stroke.



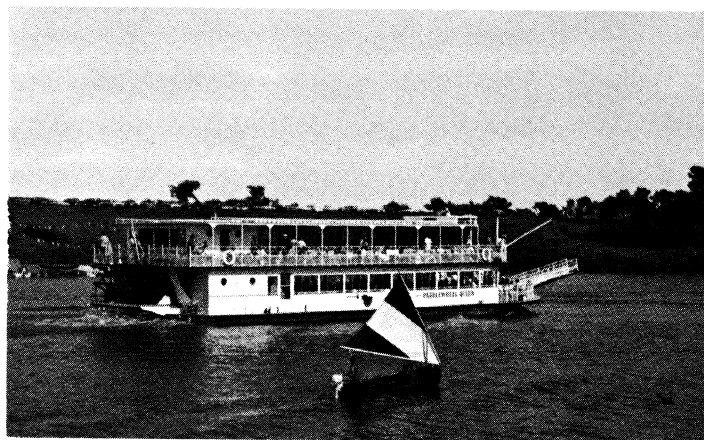
Here is the REINDEER in her original raftboat days, long owned by Capt. Alfred Hollinshead and D. C. Law of Lyons, Iowa. They afterwards incorporated as the Mississippi Towing Co.



usual career. The Peoria Boat & Barge Co. had her briefly; then she was sold to the New St. Louis & Calhoun Packet Co. who used her as a combination towboat-packet hauling apples (and sometimes garbage). They sold her in the fall of 1929 to a group of individuals, and the next time she got in the news was on Sept. 14, 1930. The ILLINOIS burned in mid-river near Alton, Ill. that night. Reports were prevalent that U.S. agents had been tipped off of a moonshine still or a cache of liquor aboard. Before they got to the scene the boat was cut adrift on fire. Her bones were still visible for ten or twelve years.



This is the LOTUS, the original steamboat in the state of Illinois "Navy." The picture was taken in the Louisville, Ky. area after she had become a private pleasure boat there.



Sirs: The PADDLEWHEEL QUEEN in the accompanying picture operates on the Red River of the North at Winnipeg, Manitoba. She has a capacity of 550 passengers. After leaving S&D I made this Canadian trip. Was at Churchill on Hudson Bay; saw a polar bear near there and we got into a real Arctic blizzard for a day and a half--19

inches of snow and 65 mph. winds. The conductor of the tour asks to be remembered to S&D; he is Bob Wheeler, formerly with the Ohio Historical Society and now associated with the Minnesota Historical Society at St. Paul as its assistant director. He is quite an authority on the North American fur trade.

At Cumberland House, located on the Saskatchewan River and Cumberland Lake, in Saskatchewan, the boilers, engines and wheel shaft of the steamboat NORTHCOTE are displayed. The machinery is all set up on a concrete base.

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

Dan Owen doesn't think we put enough questions. In the last issue we were asking Dave Givens who hails from Alexandria, La. how to pronounce Thibodaux and Natchitoches. Dan writes, "How zacome you dint menshun Atchafalaya, Pass a Loutre and Houma?"

According to that erstwhile UBL deckhand Atchafalaya is said "Shaff-uh-lie-yuh" but that ain't the way Tom Posey used to say it, Dan. Tom said "Shaff-ah-lie" and left the "yuh" clear off.

So ok. You Yankees reading this stop right here and say Pass a Loutre out loud---don't peek at the next sentence either.

Dan Owen says it's locally pronounced "Pass-a-loo" in Louisiana and also he says Houma is "Home-ah" and when you get to Homer, La., it's "Home-ah" also, and those who seek directions have to know the zip codes to tell which one is meant.

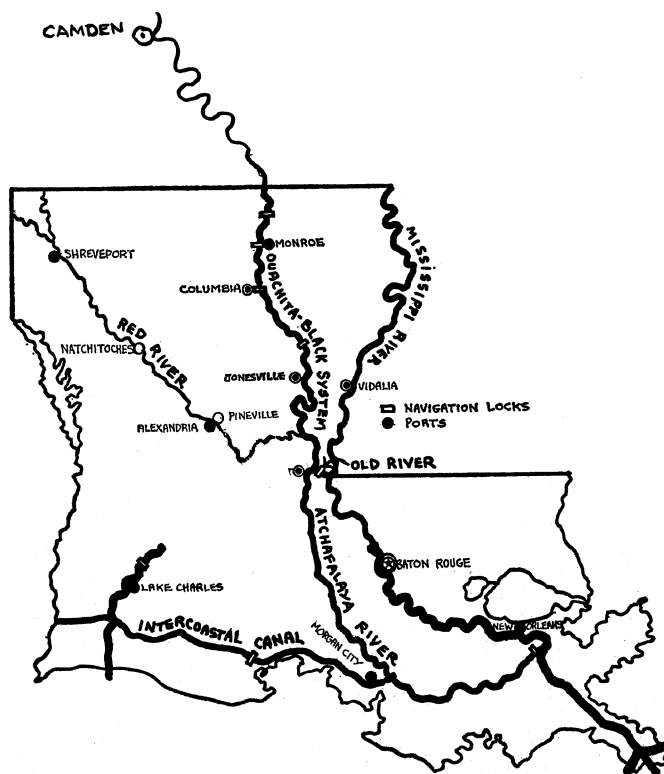
All of which leads up to a map we've picked up from an issue of the Alexandria (La.) Town Talk thanks to Lloyd Hawthorne. Study this. You'll find Natchitoches ("Nack-ih-tush") and the Atchafalaya ("Shaff-ah-lie") and one not mentioned in this discourse you'll do well to pay attention to, the Ouachita. That's said "Wash-a-taw." No, not "Oh-cheet-a."

The Ouachita is presently getting a face-lifting and by 1972 there will be standard 9-foot navigation to Camden, Ark. by the building of four new locks and dams, replacing the old structures, two in Louisiana and two in Arkansas. It's 355 miles from Camden to the mouth of the Ouachita where it joins the Red.

Once upon a time the Mississippi River flowed into the Gulf of Mexico via the Atchafalaya and Berwick Bay, easy enough to realize when you look at this map. Several years ago the Mississippi decided to do so again, a decision frowned upon at Baton Rouge and New Orleans. The U.S. Engineers put through a crash program to prevent the switch, building a lock and dam in Old River, and now the danger is eliminated.

The Atchafalaya is an up-and-coming commercial waterway, and right now it's being widened to 1600 feet minimum and with a bottom depth of 40 feet, some project.

Within the next few years there will be two new dams with locks put in the Red to take traffic to Alexandria and Pineville, and after that's done it's only a matter of time until canalization goes on to Shreveport and possib-



"How zacome you dint menshun Atchafalaya?"  
(see the article at the left)

ly above there.

Yeh, Dan Owen, why not stay in your own back yard and tell the folks how to pronounce Youghio gheny and Duquesne?

Sirs: My grandfather was a mail clerk on the LIZZIE CASSEL on the Muskingum River. I was born and raised in Marietta and in 1919 my father took my brother and me to Pittsburgh on the packet GENERAL PERSHING, two and a half days and three glorious nights. What ever became of the PERSHING? I have seen her cabin nameboard in the River Museum.

Charles A. Sprague,  
1247 32nd St., S.W.,  
Wyoming, Mich. 49509

=You were aboard the PERSHING while she was rather new in the Pittsburgh trade. Liberty Transit Co. of Wheeling bought her as the OMAHA in 1918, rebuilt and renamed her. They ran her until November, 1921, and laid her up at the Smith Docks, Pt. Pleasant, W. Va. There was nothing wrong with the boat then---fact is she had a set of brand new boilers. But Liberty Transit owed the Smith Docks considerable money and Smith held the PERSHING as collateral. Five or six years later the money had not been paid and the collateral had seriously de-

preciated. Gradually, bit by bit the PERSHING withered of innocuous desuetude. A flood caught her out on the shore. Eventually she was torn up for scrap. The U.S. List of Merchant Vessels in 1929 still carried her, but we'll say there wasn't much worth carrying by then. Bill Smith took off the roof bell, which had a small ornamental eagle surmounting it, and used it on his mill boat. -Ed.

Sirs: There is a junk store here in Pensacola that I periodically browse through, picking up old post cards. In view of recent pictures and articles in the S&D REFLECTOR some are of special interest:

The OTTUMWA BELLE towing the same barge pictured in the September issue, at Burlington, Ia. Card is printed in Germany and is dated Dec. 5, 1909.

The CITY OF LOUISVILLE coming under the C&O bridge, Cincinnati.

The CAPITOL at La Crosse; taken by Frey in 1926.

The LORENA at McConnelsville, O. Card printed in Germany and copyrighted by Edmiston Book & Stationery Co., 1908.

Richard W. Rutter, USN,  
BOQ Bldg. 3251, Box 140-B,  
NAS, Pensacola, Fla. 32508

Sirs: I recently examined the old Customs ledgers at the U.S. Coast Guard Marine Inspection office in Louisville. To my surprise I found that the West Memphis Packet Co. owned the IDLEWILD until August 30, 1927 and, at that time, she was sold to one Ceasare Maestri of New Orleans for the sum of \$35,000. He sold her to the Greater New Orleans Amusement Co. for \$50,000 on October 10, 1927. Next, on February 17, 1928, ownership was transferred to the New St. Louis & Calhoun County Packet Co. for the sum of \$42,500. The stock was held then as follows:

Alvina Blumberg	20%
John C. Meyer	20%
James Phillips	20%
Henry C. Meyer	40%

On April 18, 1947 the ownership was placed in the name of Herod Gorsage for \$1.00. One year later, on April 13, 1948, the owner became Ernst A. Meyer for a consideration of \$35,000.

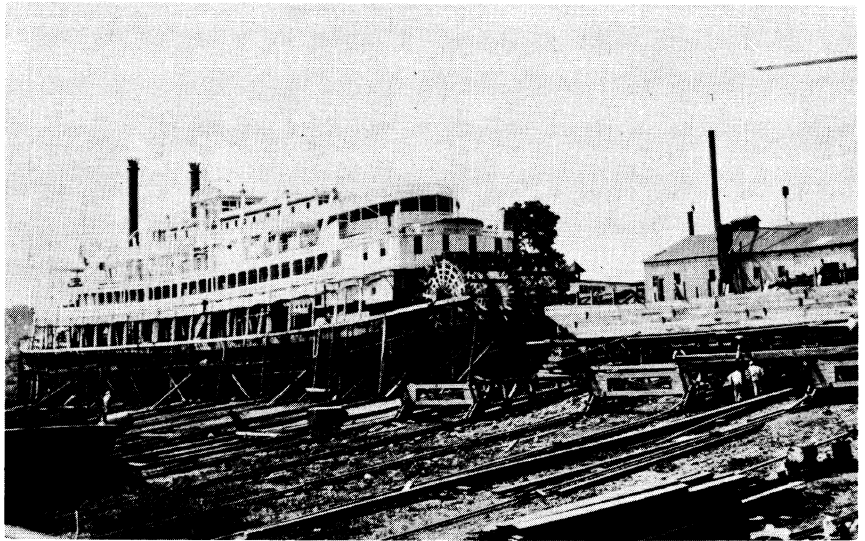
My guess is that Ceasare Maestri was a broker. I wonder if the Greater New Orleans Amusement Co. was the same outfit that owned the GREATER NEW ORLEANS?

Clarke Hawley,  
BELLE OF LOUISVILLE,  
Cox Park, 3639 River Road,  
Louisville, Ky. 40207

=Ceasare Maestri was a wheeler-dealer who spark-plugged the Greater New Orleans Amusement Co. with strong support from influential politicians. They rebuilt the EAST ST. LOUIS at Paducah (\$70,000), renamed her GREATER NEW ORLEANS, and were a decided thorn in the flesh of Streckfus Steamers, Inc. That the IDLEWILD also was in their clutches is news to us. The GREATER NEW ORLEANS ran New Orleans harbor trips only a short while. She was laid up at the Naval Station, winter 1928-1929, and in January, 1929 was advertised for sale with inquiries directed to C. Maestri, 2032 Lepeyrouse St., New Orleans. There were no takers. Later, Streckfus Steamers bought her, dismantled her, and used the boilers for the WASHINGTON. This happened in 1934. -Ed.

Sirs: I was delighted to see the photograph of the FRED SWAIN on the back cover of the September issue. Tell David E. Dewey that I have the same photo. My wife did a large oil painting of it so excellent that we have had many offers for it.

Robert L. Brandstatter,  
154 East Washington St.,  
East Peoria, Ill. 61611



#### ON THE WAYS AT PADUCAH

The EAST ST. LOUIS (originally the VIRGINIA built at Cincinnati in 1895) was hauled out on the marine ways of the Ayer & Lord Tie Co., Paducah, and extensively rebuilt, then owned by the Greater New Orleans Amusement Co. Before completion she was renamed GREATER NEW ORLEANS. This picture was taken during the progress of the repair work. See letter at the left.

Sirs: I find the S&D REFLECTOR to be the most impressive marine journal put out by any of the various societies catering to ship fans. My compliments on a great publication.

John N. Bascom,  
100 Whitehall Road,  
Toronto 5, Ontario,  
Canada

=John Bascom joined S&D last fall while riding the DELTA QUEEN. He is editor of "The Scanner," the monthly newsletter issued by the Toronto Marine Historical Society in Canada. -Ed.

Alene Stottlebower advises us that the Penn Central's incline railway at Madison, Ind. keeps up with the times. The venerable locomotive Reuben Wells shown in our last issue would have blown a gasket if she had been handed the job accomplished there last fall.

The Indiana-Kentucky Electric Corp. brought in three transformers each weighing 313 tons. Problem was how to get them down the steep Madison grade.

These 11 by 40-foot stolid jobs were shipped by rail from Pittsfield, Mass. The first one, riding a special design heavy-load flat car, arrived at the hilltop. Everyone concerned gazed downward those 413 feet to the river. Everyone from the division superintendent to the gandy dancers knew what would happen if that 313 ton load was coupled to a

diesel locomotive and started down that grade. Even the best of Westinghouse air brakes wouldn't stop her and when the wheels locked she'd go even faster.

What they did was get fourteen empty box cars, couple the transformer in the middle of the drag, and used the braking power from all those cars. They made it. At the bottom every brakeshoe on the train was blue-smoking.

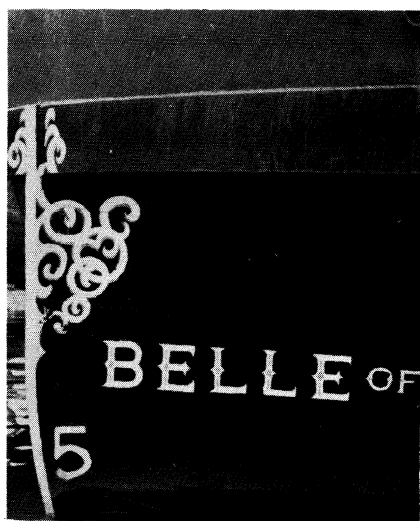
When the other two transformers arrived the dose was repeated. Needless to state most of the r. r. brass in southern Indiana were on the scene, outnumbering the crew of P-C's 6951 that did the job.

Sirs: Earl F. Olson was alert to notice the chicken gazebo on the hurricane deck of boats in the September issue. "Always look with curiosity" pays off.

They were news to me.

Clyde K. Swift,  
274 Newton Avenue,  
Glen Ellyn, Ill. 60137

Services were held on Monday, October 26, 1970 for Miss Anna M. Bradfield who died on Friday, October twenty-third. She was seventy-four. Miss Bradfield presented S&D with the Coast Guard lighthouse formerly maintained on her property at Utopia Landing, Ohio. It was one of the very few lighted by gas.



#### THE NEW LOOK

Curlicues and doo-dads.

Trifles make perfection---and perfection is no trifle said Michelangelo Buonarroti. One day last August the BELLE OF LOUISVILLE was cooled down (boiler day) so Capt. Doc Hawley launched the skiff and, with sign brushes in hand, rowed to the bow and applied some curlicues. Mate Roddy Hammett took the picture. Too bad this is black-and-white for the doo-dads are white and shaded with yellow. Alan Bates took an appraising look and said that Michelangelo in a rowboat could have done no better.

Sirs: By any chance was the old packet BESSIE SMITH named for the "Baby Won't You Please Come Home" blues singer Bessie Smith?

William Allen,  
Port Vue, Pa.

=No. The BESSIE SMITH, launched at Smithsonia, Ala., not far above Colbert Shoals, and completed at Florence, Ala. in 1898 was named for a prominent lady of Smithsonia. She became the wife of Capt. J. T. Reeder of Florence who long was associated with the St. Louis & Tennessee River Packet Co. Her father Columbus Smith owned thousands of acres in the Smithsonia area. Frank L. Teuton in his excellent book "Steamboat Days On the Tennessee River" says that Mrs. Bessie Smith Reeder still resided in Florence when he wrote the book; also her daughter Mrs. Joe Meade, Sr. The blues singer Bessie Smith lit up the jazz firmament in 1923 with a 3/4 million sale platter, although having sung 16 years before that. She was just a kid when the BESSIE SMITH was built. No connection. -Ed.

S&D has been "involved" in the DELTA QUEEN since at least Saturday, Sept. 13, 1947. It was on that date that S&D did a rare thing--held its annual meeting at a place other than Marietta. The location was at Neville Island, Pa.

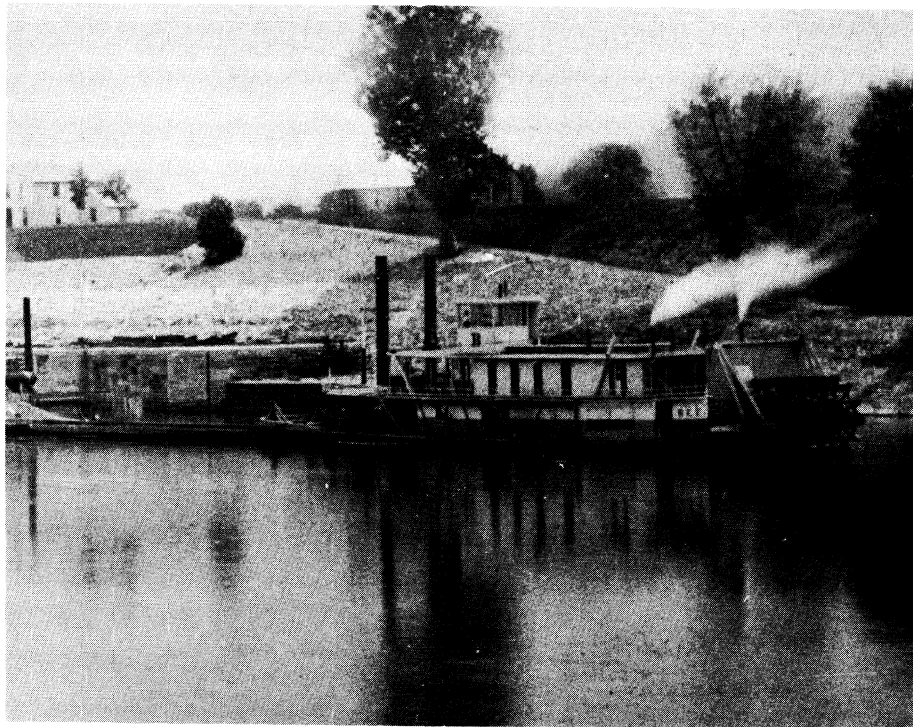
The Dravo Corporation invited S&D that day to a noon luncheon held in the cafeteria. The DELTA QUEEN, which had been hauled out on the Dravo marine ways four days before, was open for an all-day inspection. S&D members and guests were given boat rides on Dravo's newest towboat WILLIAM PITT.

The meeting was sponsored by Carl Jansen, president, and Alex W. Dann, executive vice president, of Dravo, both of whom addressed S&D. Among the 200 in attendance were Capt. William B. Rodgers, Pittsburgh; Capt. Edward Maurer, Louisville, who recently

had retired after more than 50 years on the river; Earl Seabrook of Jeffersonville, Ind.; Alexander Best, president of the Riverside Steel Co., Wheeling; Robert L. Bruce, mayor of New Martinsville, W. Va.; Irwin M. Urling, news editor of The Waterways Journal, St. Louis; H. C. Putnam, president of the Allegheny River Improvement Association, Warren, Pa. and Mrs. Edith S. Reiter, curator of Campus Martius Museum, Marietta.

Capt. Tom R. Greene, president of Greene Line Steamers, owners of the DELTA QUEEN, hosted the members aboard the boat which had lately arrived from California.

S&D members were pleased with the new Greene Line boat. They voted to present a brass pilot-wheel clock which later was installed in the boat's lounge area in a forward location.



#### BEE

Helped build original dams on Kanawha River.

The U.S. Engineers needed a towboat to assist with the construction of the locks and dams on the Kanawha River. They built at Charleston the light draft BEE on a hull 120 by 22 and commissioned her in 1881. In the above picture the BEE (with one big "B" painted on the pilothouse sides) is at Lock and Dam No. 6, four miles below Charleston, on July 24, 1885. No. 6 was being built then and was completed the following year. In 1903 the BEE was completely rebuilt at the Gardner Docks, Pt. Pleasant, W. Va. and sold to Capt. S. G. Gardner who renamed her GEO. GARDNER. He used her as a local harbor boat and later sold her to the Barrett Line. She burned at Cairo in April, 1909 along with the BEAVER which is featured on another page of this issue. Thanks to Jerry Sutphin for the picture.



THOMAS DUNBAR

Two and a half years at Nishni Novgorod

Recent trips made by various S&D members to Russia and other of the iron curtain countries remind us of Thomas Dunbar. Tom was a globe-trotter de luxe, not in pursuit of pleasure, but rather in the pursuit of his occupation--that of an inland marine architect. You name it and Tom had been there building boats--Russia, South America, Germany, Alaska.

Tom's period of international activity commenced before the turn of this century and extended well into it. We did not meet the gentleman until he was well up in years, this being in 1921 when he designed and superintended the building of the towboat CHARLES F. RICHARDSON in the yard of the John Eichleay, Jr. Co. on the Monongahela River at Hays, Pa.

At that time Tom Dunbar was rather heavy-set, deliberated with himself before he spoke in a deep voice, and was kindly, patient, and stubborn in his convictions. He wore glasses when at his drawing board, perched on the end of his nose so he could see over them, and not through them. He adhered to the custom of the times making his preliminary plans with pencil, which allowed for many erasures and changes. Then he did a master tracing with India ink on treated linen cloth and if anybody suggested any changes after that was done they were in for an exhibition of the Tom Dunbar temper. He was not adverse to telling off persons in high places in such circumstance.

"So you are from Sewickley," he said. "Yes, I know that place rather well--lived there four years while the shipyard was in operation---my father and I did the loft work while they were building the first KATE ADAMS, the first JAMES LEE, the RAYMOND HORNER, W. W. O'NEIL and the rest. Someday I'd like to go back there."

He did. Tom Dunbar was engaged to design and build the two large steel hull side-wheelers for the Louisville & Cincinnati Packet Co. in 1923.

He and Mrs. Dunbar and their two sons rented a large home in Edgeworth (the borough just down-river from Sewickley) from the Shannon family and lived there. These boats turned out to become the CINCINNATI (now the PRESIDENT) and the ISLAND QUEEN (2nd).

I don't know how old Tom Dunbar was, but the old Sewickley boatyard he was talking about where they built the W. W. O'NEIL and the rest burned out in the early 1880s. And before that time he had worked in the yards at Elizabeth, Pa. and at Belle Vernon, Pa. and also at the Howard Yard at Jeffersonville when the original Capt. James Howard was running things. He did all of that, and then came back to Belle Vernon and helped build a one-stacker "mountain boat," the GEN. D. H. RUCKER, a sternwheeler 217 feet long. That happened in 1878.

He called it the "General Rooker" and said it had nickel-plated engines--yes! They were built by the Ainslee-Cochran firm in Louisville for exhibition at the Philadelphia Centennial in 1876 and were 16's- 5 ft. stroke. Anyhow, Tom Dunbar got the wanderlust, shipped aboard the "Rooker" as carpenter, and in 1878 went to Fort Benton on her with a side trip up the Yellowstone, with all the natives and Indians flocking aboard to see and hear the piano. It wasn't every mountain boat that had aboard a piano. When the "Rooker" got back out to Bismarck, Tom hopped over on the KATE KINNEY, and so to St. Louis. When he heard that the KINNEY was loading out for Red River he stayed aboard and wound up at Shreveport.

He got back to Pittsburgh and worked aboard a new monstrosity being built there, the J. B. M. KEHLOR, 265 feet long with one compound engine amidships in the boat working stiff-shaft side-wheels Hudson River style, and two batteries of two boilers each. Tom shipped out on the maiden trip and went to St. Louis and New Orleans on her. All of this was preamble to his working at the old Sewickley Ship Yard.

His first venture abroad came in the early 1880 period when James Rees shipped him off to the Magdalena River in South America to help erect a steel hull packet which had been shipped knock-down from the Rees shop in Pittsburgh. This took a bit of doing, getting along with let's-do-it-tomorrow tactics, to say nothing of the heat. So as reward Jim Rees then sent Tom Dunbar to a place in Russia named Nishni Novgorod, since renamed Gorki, on the bank of the Volga 300 miles east of Moscow.

That's 2,000 miles from the Caspian Sea where the Volga ends up in a labyrinth of "passes" that make the Mississippi an amateur, and at the head of the passes is a town named Astrakan, situated sort of like New Orleans is. Tom Dunbar put up a passenger boat at Nishni Novgorod built from Rees drawings and with Rees engines in her, and he did it with native labor and the dang thing really ran much to the delight of the tsar, plying the Nishni Novgorod-Kazan trade. What the Rooshians needed was a bigger boat, more power, that could run those 2,000 miles to the Caspian, so Tom was persuaded to stay two and a half years more, building them such a boat, and a flock of barges.

His experience with Missouri River "mountain boats" was paying off, the combination of a shallow hull, lots of power and big freight capacity. A steamship company was needing such a boat on the Don which winds around through the "Don Cos-

sack" country to the Sea of Azov, and Tom went down there and built boats and barges. His fame was spreading around by this time, so a French firm was running the Baltic Iron Works at Petrograd (now Leningrad) building boats, and Tom went there with his savvy, and thence to Elbing in East Prussia to design boats for the Vistula (now marked Wisla on some maps).

With this enormous backlog of international experience you'd never guess where Tom landed after that. Back in the U.S. at Freedom, Pa. There was a boatyard at Freedom recently acquired by Capt. Sam Brown, the coal operator, needing a boss with versatile experience. Tom Dunbar took the job and turned out the NETTIE CULL, the T. P. LEATHERS (first), and Capt. J. Frank Ellison's sternwheel packet HUDSON. He also built the towboat JIM WOOD there.

The he went back into "home country" to the yard at Belle Vernon, Pa. (he was born at Elizabeth, Pa.) and worked in conjunction with the Rees firm which was building the EUGENE for the Arkansas River.

Down at Jeffersonville, Ind. there were two boat-building firms then, the Howards and the M. A. Sweeney Co. This latter firm had the contract to build the GOLDENROD for the U.S. Lighthouse Service, with a steel hull. Tom Dunbar went there and built her, and then went to Madison, Ind. two years to superintend the Madison Marine Ways which at that time was operated by the Sweeney firm.

There was a good bit of mutual admiration between Tom Dunbar and Ed J. Howard who by now was running the Howard Ship Yard and feeling the necessity of building hulls of steel instead of wood. He persuaded Tom to come with him and together they built the KATE ADAMS (last) under sub contract with the Rees firm at Pittsburgh and a number of barges and a dredge or so. Just prior to that time the Howards had built three packets in Alaska at box office prices, the HANNAH, SUSIE and SARAH, and in 1901 the American Trading & Transportation Co. of Seattle decided to build a major towboat for the Yukon. They set up a marine ways at Ballard, Wash. to do the job, and Tom Dunbar went there, along with Capt. Elmer E. Brown (originally of Beaver, Pa.) and put up the WILL H. ISOM. She was 184 feet long, about the same size as the JAMES MOREN, and had Rees engines from the patterns used for the last KATE ADAMS, an odd size, 24'- 8'8" stroke. Getting her to the Yukon by sea was another story, but they did it.

Thence Tom gravitated back to the Ohio River and landed in Leetsdale, Pa. where a new steel fabricating firm was doing marine work, the Riter-Conley Co. They had Tom design a number of sea-going barges which were built and shipped knock-down to Philadelphia for the Guffey & Son Oil Co. Steel hull towboats were now being built at Pittsburgh by Rees for the Jones & Laughlin Steel Co., and Tom was "in" on that transformation, culminating with the building the ALIQUIPPA in 1914, then considered the best of her class.

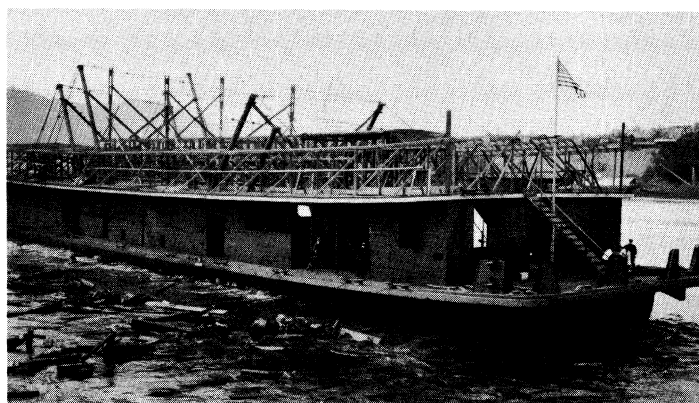
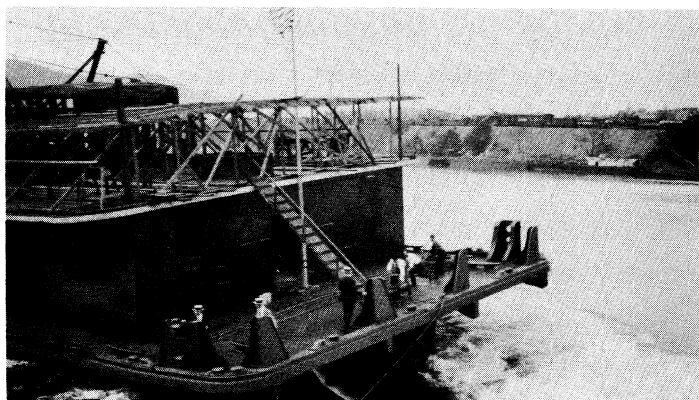
World War I came along and with it the Inland Waterways Corporation whose offshoot Federal Barge Lines reactivated inland towing with a modernized fleet designed in New York by architects Cox & Stevens. There at one of the drawing boards was Tom Dunbar.

Thus when first I shook hands with Tom, a big man with this mountain range of international

peaks in his background stretching vistas distant to Fort Benton, I was properly awed and embarrassed and tongue-tied. For in 1921 when he was building the CHARLES F. RICHARDSON of steel, a reincarnation of the JOS. B. WILLIAMS, I was the lowly second clerk of the GENERAL BEACH, ex CORNER, about as lowly as you get.

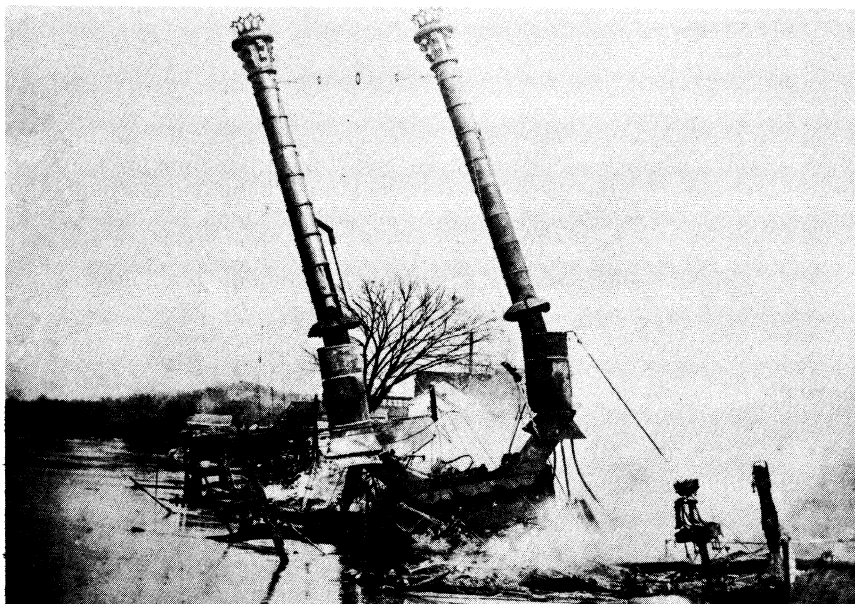
Yet the day came, as conclusion to this somewhat incredible tale, when I hired Tom Dunbar to design a tourist boat, this in 1928. It was to be 225 feet long with an inside main stairway like the DELTA QUEEN, and her name was to be the OHIO VALLEY. Tom then had his drawing board in a third story room at 35 Water Street, Pittsburgh and it was there that he made the pencil lines and erasures, and finally the India ink tracings, for my brainchild which never got built. He sat there at his high stool, looking at me over his glasses, and betwixt times, and oftentimes, we talked. My boyish enthusiasm entertained him, and he had a willing listener when he was reminded of something that happened while he was on the Volga, or the Don, or the Vistula, or the Magdalena, or the Red, or the Missouri. He talked of Capt. T. P. Leathers as "Tom Leathers" like he was in the next room--after all he had built a cotton packet for him.

There wasn't a lot said when Tom Dunbar died. He didn't mingle much with multitudes, was loath to attend river meetings, and was not known to the rank-and-file. He passed away on July 3, 1940, then living in the East End, Pittsburgh, at 636 Summerlea Street. He was survived by his wife and two sons.



LAUNCHING THE CHARLES F. RICHARDSON

These two pictures were taken at Hays, Pa. by Capt. William S. Pollock. The towboat was de-commissioned in 1942 and today serves as a floating warehouse at Cincinnati for the Valley Line. The pilotwheel is a ceiling decoration at the Motor Hotel Lafayette, Marietta, Ohio.



#### WHICH ONE IS SHE?

A case of anomalous propagation.

Let's say you were wandering along a river shore during a dense fog. It's about eight o'clock in the morning. The sun starts to burn through. All of a sudden in front of you is the scene depicted above. Obviously a packet has burned--but which one is she? Well, no problem, for the smokestacks are those of the old BETSY ANN; same feathers, same "puddin's" and all. Then you remember that the BETSY didn't burn--or were you wrong about that? This is a pat illustration of what the TV weatherman explaining the radar screen means when he points to a fluff of fuzz and calls it "anomalous propagation." That's when things seem like what they ain't. This dead-ringer for the BETSY ANN is the CITY OF CLIFTON's remains at Clifton, Tenn. on the Tennessee River after the fire of February 20, 1903.

Sirs: I noticed the nice obituary in the September issue for Mrs. Keyes. For some years now I have been president of the Keyes Foundation which owns Beauregard House and the garden next to it, a magnanimous gift from this remarkable woman. We hope to open the house to the public in the near future.

Leonard V. Huber,  
4841 Canal Street,  
New Orleans, La. 70119

=Crown Publishers in N.Y. will release in the spring a new book by Leonard Huber, a pictorial history of New Orleans with some one thousand illustrations. -Ed.

Whoo-ooo. A headless pioneer settler haunts Haunted Hollow, or did. According to the Harrison County (Ind.) Atlas of 1906 this unnamed gentleman built a cabin in the region, burned lime, and was making ready to coast down the river with a flatboat-load. He was robbed, murdered and decapitated, and his body was found floating in the river.

Helen Crayden sends us these grisly details, and says as a child she was taken through dark and spooky Haunted Hollow. Her great-granddad Trotter then lived below there, and they'd go visit him from Mauckport. Even in daytime Haunted Hollow was dark and spooky. Helen says Judy Fleace's great-grandmother was a sister of Helen's grandfather Capt. R. H. Ballard.

The question "Which Was the Last Steamboat at Zanesville" now comes closer to settlement. Mrs. Leon Ash brought to the S&D meeting at Marietta on Sept. 19<sup>th</sup> last a diary dated 1934 in which her late husband records that he had the U.S. Engineer towboat IROQUOIS at Zanesville on March 14<sup>th</sup>, 1934.

His entries include these bits of information:

March 12: At Marietta. This morning we towed the Marietta wharfboat from the U.S. fleet to the city wharf, and then moved the SENATOR CORDILL down from alongside the docks to below the docks. We left Marietta at 10:20

a.m. with fuel flat 211 and tied up in the head of the Beverly Canal at 5:45 p.m.

March 13: Left Beverly at 6:20 a.m. Hit a sand and gravel lump below Lock 7 and had to wait for the draw bridges and lock. Got to the Muskingum Coal Tipple above Lock 9 at 5:30 p.m. and tied up.

March 14: Left the coal tipple at 7:20 a.m. Lock 10 at 8:20 and at Zanesville picked up two derrick boats and three barges. Left at 9:20 a.m. While waiting for the Brush Creek draw at 9:15 wind set us on shore and knocked a small hole in the rake; battened it. Stopped at the coal tipple and picked up fuel flat and arrived at Lock 9 at 12:30 p.m. Dug out upper entrance with derrick boat #48, also sand lump below the dam. Tied up at Philo power plant at 7:05 p.m.

March 17: Arrive Marietta at 8:40 p.m.

Inasmuch as the towboat RICHLAND was at Zanesville later in the year, in September, 1934, and whereas the IROQUOIS did not again go there in 1934, we may now say that the RICHLAND was the last steamboat to Zanesville unless (unlikely) the IROQUOIS made a trip after 1934.

If you have occasion to visit in Oakland, Calif. take a gander in the backyard at 338 Ashton Avenue. There is a homemade puddle is a 9-foot long model of the old packet SENATOR CORDILL as she looked brand new at Vicksburg in 1902.

This fantastic model with all of the gingerbread and fancywork really works. Her 18-inch long boilers can be fired with cleaning solvent but the black-smoking annoys the neighbors. So compressed air is used instead.

The builder is 71-year-old Will Collins who was raised in Natchez and once worked on the BETSY ANN. Later he was sailor man on the SENATOR CORDILL for Capt. George Prince. He was aboard the packet CONCORDIA in June, 1913, when she went up Tensas River doing flood relief work and loading cotton. On the way out she rammed the footing of a railroad bridge and sank. Twelve Negro workers and the head clerk were drowned. She later was raised and ran again renamed UNCLE OLIVER.

Since 1944 Will Collins has been working at the Mare Island Navy Yard. He retired last year.

The old side-wheel CITY OF PITTSBURG (without the H) has been getting a bit of notoriety in the public press. The life-loss of passengers and crew when she burned on the Ohio River in 1902 is stressed to be the last catastrophe of the sort. The origin of the blaze was amongst bales of hay stowed in the hold under the front stairway. Those multitudes who have taken pen in hand to "save the DELTA QUEEN" point with pride to the safety record on Mississippi System passenger carriers. The Greene Line has never lost a passenger, and that's no hay.

The story of the CITY OF PITTSBURG was recounted in the March, '68 issue of S&D REFLECTOR. One of the debated points was why and if the paddlewheels were working up as the boat burned. Now we have an account as told by the boat's chief engineer to a reporter for the Cincinnati "Enquirer" only days after the fire. Our thanks to Sue Ann B. Re for sending this.

"I was about to leap overboard" said engineer Clayton Crawford, "when I noticed that the boat was getting away from shore. We had her working full-ahead on both wheels at the time although it is debatable as I reflect back whether these "full head" bell signals came from the pilothouse or may have resulted from some accidental cause related to the grounding of the boat or the progress of the fire.

"I was at the port throttle when the fire was discovered, and got the news from fireman Brown who ran back from the firebox to convey the news. He said the hay in the hold out forward was burning. I started the fire pump and Brown dragged the big hose forward. Then "Preacher," another fireman, came back to the throttle to say the fire was out of control. He had no more than said this when the big hose burst throwing water about the engine-room and drowning out the dynamo. The lights went out. We could see our way around by the light of the flames and ran out a second hose, smaller, and played it in the hold but too late. It seems to me if the big hose had not burst we could have contained and quenched the fire.

"Meanwhile the engines were working up full head and the nose of the boat was shoved in shore. But as I was preparing to jump overboard I noticed that the boat was swinging around, lining up with the shore, and was about to take off out into the river. Pul-

ling my coat up about my head I made a dash for the starboard engine on the shore side and shut down the throttle, stopping the inside wheel. This action swung the stern out and she was again pointed securely into the bank. My hair was on fire when I got the engine stopped and leaped overboard.

"Brown and Preacher had disappeared by now; I supposed they had leaped overboard. It was only afterwards that I learned they had both lost their lives."

Engineer Clayton Crawford who took matters into his own hands and shut down an engine without orders lived in a big white frame home along the shore of the Ohio River opposite Huntington, W. Va. just below Chesapeake, O. This showplace was called "Maplewood" and still stands.

Sirs: I am lock operator on Lock 2, Green River, Calhoun, Ky. I was raised on Barren River at Lock 1 where my father was the lockmaster. In the March '70 issue there is a picture of the towboat GEN. LOGAN on Green River (page 33) and the question is asked as to what became of her after she was renamed W. C. TAYLOR.

Capt. Walter Hougland bought the W. C. TAYLOR and also the towboat M. C. CLAY (originally the EMMA). He sold the TAYLOR to the Frazier-Davis Construction Co. They built a new hull 24 by 90 for her and renamed her BETSARA. The last time I heard of the BETSARA she was at Wood River above St. Louis.

The M. C. CLAY sank at Bowling Green, Ky. and Captain Hougland junked her.

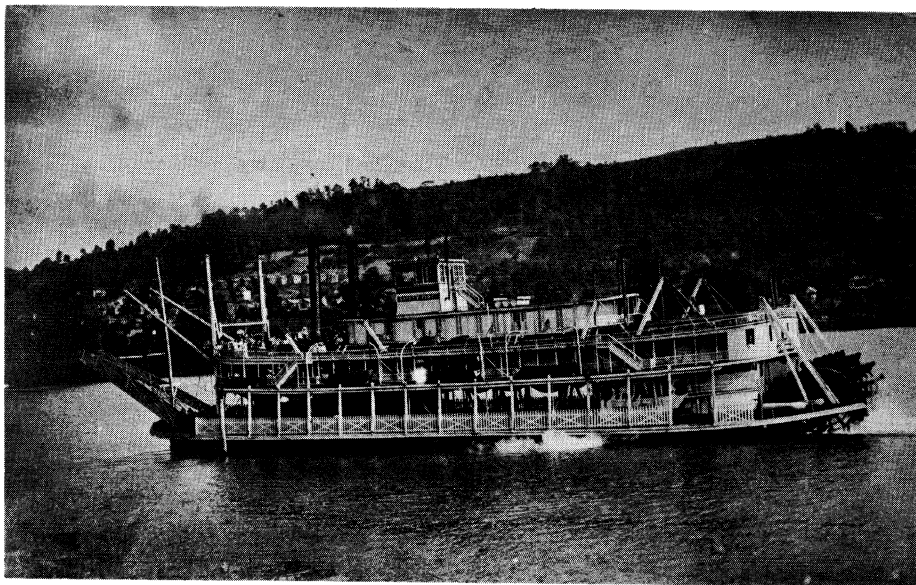
Also in that same issue there is a picture of the towboat I. N. HOOK. Capt. Walter Hougland owned her in her latter days.

You may remember Courtney M. Ellis. He married a cousin of mine. I became acquainted with the S&D REFLECTOR through Capt. Leonard Schomp who's master-pilot of the STEPHEN FOSTER towing on Green River.

Malcolm H. Watkins,  
Box 116,  
Rumsey, Ky. 42371

=The BETSARA, built 1934, was sold to Zubik Towing Co., Pittsburgh, changed to diesel, and renamed DONALD ZUBIK. Capt. Walter Hougland dismantled the I. N. HOOK and used the engines in the RESOLUTE which he built in 1914.

-Ed.



ST. JAMES

She's landing at East Liverpool, Ohio.

Mention of the ST. JAMES in the June issue (page 42) reminded Capt. William S. Pollock of the picture above which he kindly supplied to us. This was taken at East Liverpool on the Ohio River in the summer of 1915. Capt. John F. Klein had this large southern double-stage sternwheeler in the excursion trade. She was built in 1895 for the Merchants and Planters Packet Co. who ran her between New Orleans and Baton Rouge, three trips a week. Later she extended to Bayou Sara, two trips a week. The ST. JAMES had wire railings identical to the QUEEN CITY and the first ISLAND QUEEN. She burned at New Orleans about six months after the above picture was taken.



One century ago, in 1870, there was launched at the Howard Ship Yard, Jeffersonville, Ind., the superb side-wheel packet JAMES HOWARD. She was named for the founder and king-pin of the yard where she was built, an energetic, dependable, detail-devoted 56-year-old English-born gentleman with a special fancy and knack for side-wheels.

The new JAMES HOWARD was the biggest steamboat the yard had produced since 1850 when "Uncle Jim" founded his Jeffersonville operations. She exceeded both in tonnage and dimensions. The overall length was 328 feet and she was designed to carry 3200 tons--and did--. Her height from the water line to the tops of the smokestack feathers was 104 feet, an altitude incredible these modern days of bridges. In 1870 it was possible to run such a boat from New Orleans to St. Louis or Cincinnati without ducking the stacks for anything. The JAMES HOWARD in fact was taken to Cincinnati, probably to show her off, and on January 21, 1871 an estimated 40,000 persons streamed aboard over one gangplank, toured the decks and cabins, and were shoed off via another gangplank, this system improvised to accommodate the traffic.

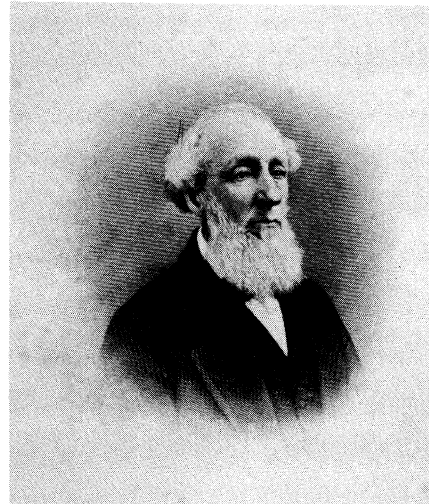
During the season of 1875 the JAMES HOWARD took into New Orleans 7,701 bales of cotton plus a warehouse-load of other freight, breaking all records for a single trip. On one trip from St. Louis she took to New Orleans Alexis Aleksandrovich, then in his twenties, Grand Duke of Russia.

"Uncle Jim" Howard was justly proud of the big boat which bore his name stretched 70 feet on each wheelhouse in fancy block lettering 8 feet tall. He died while the boat was still running, and a tragic thing it was; he was in his buggy crossing on the Jeffersonville-Louisville ferry when his horse reared back and dumped the buggy and Uncle Jim overboard.

While lauding the JAMES HOWARD we are reminded of the time she caught fire in the hold downbound from St. Louis. She had been landed at Commerce, Mo., not far above Cairo, when the blaze broke out. Rather than fight the fire, the crew battened the hatches and scuttled her. Now this may sound preposterous, but wait until you hear this: she sank close to shore in water too shallow to douse the fire. So what now? The crew pumped her back afloat, took her to deeper water, and again scuttled her. This time she sank below the guards and the blaze was successfully quenched. You don't need to believe this if you would rather enjoy more satisfaction in making us out as tampering with the truth. But dig into the valley newspapers of September, 1873 and see all of this set down in type. It happened on Sept. 7 at 1 p.m.

The next fire was not so lucky, or maybe it was too. The HOWARD had just arrived at St. Louis from New Orleans on March 13, 1881 and was all tied up and everything going fine when the alarm was sounded. All of the passengers and crew got ashore without undue difficulty. This brings us to some Sewickley business for amongst those passengers were Mr. and Mrs. John I. Nevin, their child, and a nurse. Mr. Nevin was connected with the Pittsburgh "Leader," a major newspaper of the time. The "child" must have been their son Ernest then about one year old. These were Sewickley persons.

The last side-wheeler "Uncle Jim" Howard built, by the way, was the second ROBT. E. LEE, which was being completed when he was drowned. The accident happened on the afternoon of October 14, 1876. Burial was in Cave Hill Cemetery, Louisville.



"Uncle Jim"  
Howard

Through the kindness of Bert Fenn of Tell City, Ind., we have read the new book FROM PADDLE WHEELS TO PROPELLERS authored by Charles Preston Fishbaugh and published in 1970 by the Indiana Historical Society. This clothbound book of 240 pages is the history of the Howard Ship Yards at Jeffersonville, Ind.

Some years ago Stephen G. Savage, of the faculty of Indiana University, visited the Howards and took away an extensive collection of records. He used these in preparing his master's thesis in history, a paper titled "James Howard of Jeffersonville, Indiana, Master Steamboat Builder." His long-range objective was to write a series, each based on the successive Howards who ran the yard. The Howard records were placed in the Lilly Library, and then Dr. Savage died in 1964.

Taking it from there, Charles Fishbaugh of the Louisiana State University, New Orleans, wrote the present book. He acknowledges a good bit of coaching from Mrs. Loretta M. Howard and others. He had access, of course, to Dr. Savage's thesis, and to the manuscript collection at Lilly Library in Bloomington, Ind.

To write a detailed story of the Howard Yard would tax a prolific writer. The actual operations cover the years 1834-1940. The first boat built was the HYPERION, and the last was the diesel-prop FRANK COSTANZO (which still runs, now renamed STEEL CITY, owned by Crain Bros., Inc., in the Pittsburgh area). The Howards built most of the famed side-wheelers people talk about, the J. M. WHITE, JOHN W. CANNON, ED RICHARDSON, and all of the Anchor Line fleet. Howard-built boats went to Central America, to Key West, to Philadelphia. Once they sent a crew to the Yukon River in Alaska and built three of the noblest packets of the Gold Rush fleet.

Somehow or other the Howards were reticent about building towboats. Hardly any show up in their records until the 1890's. The author says the E. B. WHEELLOCK and C. E. SATTERLEE were labelled "towboats" when registered in 1889, but obviously they were packets. Also the Howards were reticent in modernizing from all-wood to steel construction. The first steel hull they built may have been for the ferry JOSIE in 1891, and the most famous perhaps was for the side-wheel KATE ADAMS in 1898.

This new book can be read with pleasure and profit.

## David Clark's Diary

An unusual diary exists, kept by David Clark, a riverman of McKeesport, Pa., commenced when David was 17, in 1842, and terminating in 1866. Mrs. Clifford H. Edwards of Pittsburgh loaned the diary to Arthur J. Brosius (Union Barge Line vp.) who kindly permitted us to examine it. The earlier entries are disappointing, mostly weather observations, but David tells more as he grows older. He "ran coal" many years, floating out to Cincinnati, Louisville, and occasionally to New Orleans. He operated dry docks at McKeesport and became 1/4 owner in the towboat KANGAROO. -Ed.

David Clark was slight-built, seldom weighing over 136 pounds (he dwindled to 121 after an illness shortly after his marriage in 1853 and was three months getting back his weight) but he was a constant traveler, winter and summer, by rail, by river, and often on foot, tending to his many river enterprises. During the years the boats he rode between Cincinnati and Louisville included the TELEGRAPH NO.3, SUPERIOR, NORTHERNER, GENERAL BUELL, GENERAL LYTLE and C. T. DUMONT. Once he came up from New Orleans on Capt. E. T. Sturgeon's side-wheel DIANA.

Dave's father Robert S. Clark also took coal south, as did his elder brothers Samuel and Thomas. They floated their boats in pairs, as was the custom of the period, two loads lashed side by side, handled by sweeps, oars and gougers.

### ..Walks McKeesport to Pittsburgh

Dave refers in his record book to his father as "the old man." They apparently didn't get along too well. The "old man" shipped Dave to Western University in Pittsburgh in December, 1842, and Dave walked there from McKeesport on that "very foggy dark day." On March 18, 1843 he quit and came home aboard the RANGER, noting that the packet CUTTER had blown up at the Pittsburgh wharf killing several the day before.

### ..Walks McKeesport to Perryopolis

In April, 1844 Dave walked to Perryopolis and attended an academy kept by one John Patrick and while there, aged 18, he shaved the first time. On May 8 he walked back home noting that "the session ended." He went back July 19 but was home again Sept. 24 "because of sickness in the vicinity of Perryopolis." That ended that.

### ..Walks Cannonsburg to McKeesport and back

The "old man" loaded Dave in Hull's dear born (carriage of some sort?) and took him to Jefferson College at Cannonsburg, Pa. on May 1, 1845. "I ran off before the time and came to McKeesport on foot awful tired," he records on July 3. But the "old man" made him walk back. This time Dave stayed until Sept. 24, came in a wagon to Pittsburgh and aboard the steamer MEDIUM to McKeesport and home. In November he went back for another session, taking the stage to Cannonsburg from Pittsburgh. This exposure was brief, as also was a final one terminating on Feb. 17, 1847 when "I left college for the last time."

### ..Parents move to Leonard's Landing, O.

Meanwhile the father, probably considering his duty of educating Dave was concluded, bought a farm down the Ohio River at Leonard's Landing, O. (not far below Newport, O. in the Brothers Islands) from Robert St. Clair for \$833.33 and removed there permanently. Dave's mother went along, as also did his younger sister Margaret Ann. In later years Margaret Ann married Augustus Leonard of Leonard's Landing with the ceremony at the home of Mr. and Mrs. John F. Dravo at Dravosburg, Pa.

### ..Mrs. John F. Dravo was Dave's sister

Mrs. John F. Dravo was the former Eliza Jane Clark, Dave's older sister. They were married "in the old log house near Thos. Fentons" in the McKeesport vicinity on November 23, 1843. Eliza Jane, let it be noted, had more than her share of sorrows. Four of her children died in infancy--of her first seven children only three matured. Following that she gave birth to twins, a boy and a girl. Her tenth was Ettie Snyder Dravo born in 1865. John F. Dravo and family removed to Beaver in Beaver County, Pa. where they had bought a new home on Oct. 23, 1866, taking down their household goods on a barge towed by the KANGAROO. But tragedy pursued. Their daughter Mary Emiline, aged 18 years 26 days, died at the new residence on April 5, 1869.

### ..Dave's coal operations described

There were certain pilots who specialized in taking loaded coalboats, by floating them, down the Ohio and Mississippi. Dave often had one or more hired when the coal was being run. This allowed him to go ahead to Cincinnati or elsewhere to try to sell in advance of delivery to these downriver dealers. Dave seldom knew who would buy the coal, or what price he might get, so the destination was usually in doubt--save that it would be at Cincinnati or below. If the market was depressed he sometimes harbored the coalboats at Louisville or at New Orleans and waited hopefully for higher prices. In one instance he loaded a pair of boats at McKeesport and did not find a purchaser until ten months later. In no instance did Dave return an empty coalboat to McKeesport from the lower river for reloading.

David Clark's operations were scheduled in a general sort of way. He usually went from McKeesport to Pittsburgh sometime in July to hunt for suitable coalboat bottoms. These bottoms were available from dealers who ran sawmills and who handled Allegheny River lumber. Most, perhaps all such bottoms, were built along the Allegheny or on its tributaries. There was a great assortment of sizes. Dave's first one, bought on June 28, 1844, was 100 by 18 feet, for which he paid \$53. Over the years he bought larger ones. On July 22, 1864 he bought one for his brother Sam sized 165 by 24 feet for which he paid \$825.

He then contracted with a towboat to bring the bottoms to his siding yard. In his early years his yard was at Green Springs, a location between Braddock's Field and old Lock 2. Later he moved his operations into the mouth of the Youghiogheny River at McKeesport. During the fall the coalboats were sided up, completed, and loaded at one of the various tipples in the area. Sometimes there was delay getting the coal--the "diggers" (he never used the word miner) were on holidays or strikes.

### ..Largely on credit

The financial arrangements during these preparations included very little actual cash. Dave was frequently in Pittsburgh calling at T. Mellon & Son or at the office of N. Holmes arranging promissory notes or handling drafts. By the time he started down the Ohio with the coal he was obligated heavily, and many firms and individuals were involved. The lower river dealers paid in cash, upon receipt of which Dave promptly returned home. Then for the next several weeks he was busy settling his obligations. These lower river dealers took over the coalboats as well as the coal--the sale price included all.

The loss or stranding of a coalboat enroute to market was a serious matter not alone for Dave Clark but for his many creditors as well. The news of such losses and accidents was carefully noted in the Pittsburgh newspapers. In Dave's record book he notes each misadventure he and his fellow coalboat men encounter, and also notes the name of the pilot who was in charge when the accident or disaster happened. Every rise in the river, especially the first one after a long, dry summer and fall, brought with it a heavy run of coalboats. Many of them got in trouble.

### ..Rode the packets

The lower Monongahela River had been improved for navigation before Dave Clark's advent into the coalboat game. He frequently took passage on the regular packets, the CONSUL, BALTIC, JEFFERSON, LUZERNE, COL. BAYARD, TELEGRAPH, DUNBAR, FRANKLIN, GALLATIN and JAMES REES. But as time went on, and the railroads arrived, he deserted the boats for "the cars." However the women folk in the Clark family continued favoring the local packets. His mother, on her frequent trips to McKeesport from Leonard's Landing, O., always came and went by boat and regarded the EMMA GRAHAM as a particular favorite. Once she went down on the "Mail boat" from McKeesport to Pittsburgh and discovered upon arrival that the EMMA had been delayed. She promptly returned on the Mail boat to McKeesport and waited a few days until the EMMA GRAHAM was ready to leave for Ohio. Mrs. Clark frequently shipped barrels of apples and other goodies from the Washington County, O. farm to her children in McKeesport. She was quite energetic and Dave's records do not provide much information about her origin. He notes that his father and mother (whose maiden name was Margaret Moore) were married Sept. 18, 1817 by Rev. John Bay of Beach Spring Congregation (Presbyterian) near Cadiz, O. on Sept. 18, 1817, and that her birthdate was May 1, 1793. She was six days older than her husband.

Their children were these:

Samuel Clark, born July 10, 1819  
 Thomas E. Clark, born Feb. 24, 1821  
 Eliza Jane Clark, born Feb. 1, 1823  
 David Clark, born May 9, 1825  
 Oliver Clark, born April 9, 1828  
 Margaret Ann Clark, born June 6, 1830  
 Sanford C. Clark, born Sept. 3, 1834

### ..To Niagara Falls on honeymoon

Dave married Sarah Ann Kerr, daughter of Alexander Kerr of McKeesport (earlier of Elizabeth Township, Pa.) on July 20, 1853 at 6 o'clock a.m. (repeat a.m.) so's they could drive to Pittsburgh and catch the 9 a.m. train to Cleveland. They honeymooned at Niagara Falls, riding the QUEEN OF

THE WEST and CRESCENT CITY between Cleveland and Buffalo and up to the Falls on the EMPIRE. They received a shocking telegram at the International Hotel; Dave's older brother Thomas had died at McKeesport of typhoid fever. Tom and Dave had been fairly close, doing much coalboating together. Tom left a widow Mary Catharine (nee Erwin) and two daughters and a son. The younger daughter, Olive Jane, was scarce one year old. The newlyweds hurried home.

Dave's oldest brother Sam was married when the above events transpired. His wife was Eliza Haney of Allegheny County, Pa. and they had seven children, six of them girls. The one son died at an early age.

Oliver Clark, Dave's younger brother, and of whom not much has yet been said, was also a riverman. He was single when Dave and Sarah Ann were married, but did not long remain so. His wedding came in December, 1853, and his wife was Matilda Kerr, daughter of James and Margaret Kerr of McKeesport. "We were not invited to the wedding and of course were not there," reports Dave in his record book.

### ..Sanford C. Clark named himself

The youngest of Dave's brothers, Sanford, got off to a peculiar start. "S. C. Clark was old enough to name himself before he was named," says Dave's diary. "He moved along the Ohio River in 1852, stayed around at different places, and did not return to this place (McKeesport) until Oliver's wife Matilda died on July 9, 1863, when he came up for the funeral." The wandering Sanford had been selling coal, acting as agent, at various Ohio and Mississippi towns. He is attested to in "History of Allegheny County" published in 1889 where he gets a 3½-inch length notice. One of the interesting events was Sanford's foray into the Allegheny oil regions, 1865-1866, building and shipping bulk-boats loaded with oil. Dave had several of these hauled out on his drydocks at McKeesport from time to time.

Dave's operations coincided with the development of the steam towboat. Some of the larger Monongahela River coal operators by the late 1850's were using towboats for downriver deliveries--although the scheme was long frowned upon and there was a popular saying that "the towboat will burn as much coal coming back to Pittsburgh as she took down." This was probably true when small-size coalboats were in use and when only a few were hitched into a tow. But as the size and power of towboats increased, and the size and the capacity of the coalboats also increased, and the number of boats handled in a single tow also increased, the economy of the steam towboat--plus the added safety in handling the cargo--caused its universal adoption.

### ..Steam towing brought changes

Steam towing also brought with it the return of coalboats from the lower river markets for reloading. This factor undoubtedly is what prompted Dave Clark to get a set of docks. Usually these returned coalboats had to be recaulked and repaired. Some of these empty coalboats were "flopped" at the mouth of the Youghiogheny for bottom repairs, without docking. Once in a while a passing packet was asked to stand by and give a pull when the repaired coalboat was ready to be reflopped and pumped out.

### ..Monongahela pools went dry in summer

The early "slackwater" on the Monongahela did not assure year-around navigation. During the extremely dry summer and fall of 1854 the pools drained down and all traffic stopped. The regular Mail boats between Pittsburgh and Brownsville ceased running in mid-July. The side-wheel COL. BAYARD in the Pittsburgh-Elizabeth trade quit running on July 24 and did not resume until Oct. 18. Dave notes that during this period there was a severe cholera epidemic at Pittsburgh. The small THOS. SHRIVER was unable, also, to run between McKeesport and West Newton on the Youghiogheny and wasn't back in business until Nov. 20.

Another cessation came in Sept. 1863, fortunately of shorter duration. The Mail boats quit running on the 11<sup>th</sup> and the JAMES REES in the Pittsburgh-Elizabeth trade ceased on the 18<sup>th</sup>. The pools filled following a general rain on the 22<sup>nd</sup> of the month.

The year before, in Oct. 1862, traffic was suspended in October. On the 6<sup>th</sup> Dave records that the Monongahela "is about 5 feet below the comb of No. 2 dam, being the lowest since it broke in 1856." The year 1862 was a dry one, and no coal was shipped from June until the end of December. The first general rise came on the 16<sup>th</sup> of January, 1863.

It was in Feb. 1863 that Dave Clark went on shares with William H. Brown, a major operator, and sent three loaded coalboats to Louisville in tow of the WHALE. The tow bill was figured at 2¢ a bushel. W. H. Brown bought Dave's share of the coal f.o.b. Louisville at 15¢ a bushel.

### ..Youghiogheny crossed with horses

The highest water in the period 1842-1866 appears to have been on Jan. 19, 1862 when the flood got in Dave's house and was one foot deep in its downstairs. Occasionally the Monongahela froze solid. Dave and his mother walked across on the ice on Jan. 6, 1860 to pay a visit to Mr. and Mrs. John F. Dravo at Dravosburg. Dave says the Monon ice was 8 inches thick, and the Yough was 10 inches. There were sleighing parties up the Yough. On Jan. 26, 1865 the Yough was being crossed "with horses--on ice--first time in years and the roughest since 1855."

The Youghiogheny gorged on Dec. 24, 1866 and continual cold weather kept it closed until a thaw brought out the ice on the night of Feb. 14, 1867. Dam No. 1 in the Yough broke on the night of Feb. 17, 1867 and never was repaired.

The towboat KANGAROO was built on shares in the summer and fall of 1865. The stockholders were David Clark, J. Richardson, W. F. Whitaker, T. Lynch, Sanford C. Clark, J. Flinnigan and William McAdams. Dave held 1/4 share. He went to Pittsburgh on July 29 "and bought a pair of old steamboat engines 12½" bore" and contracted with Hartupee & Co. to make repairs to them for \$55.50 "for the new boat." Dave did a good bit of shopping around before contracting the hull; he got prices from the yard at Monongahela City, and also from Lee Lambert at Manchester, Pa. In August the contract was let to Craft & Lambert at California, Pa. for a hull 102.5 by 18.5 by 40", to have a 17 ft. rake, 18" sheer, flat bow and one balance rudder.

The stockholders hired Capt. Alfred Brauff to superintend construction. On Sept. 17<sup>th</sup> Brauff was down to see Dave at McKeesport, apologizing for a big mistake. Instead of preparing the

stern for balance rudders the carpenters had let the gunnels run out square for wing rudders. Dave does not mention whether this was cured or accepted. "The new towboat hull went by McKeesport today (Oct. 2, 1865) headed for Pittsburgh and completion," he records.

Decision was reached to name the boat KANGAROO the day steam was first raised, Nov. 15, 1865, and an artist put the lettering on the next day. The boilers were inspected on the 24<sup>th</sup> and she made her first arrival at McKeesport on the 25<sup>th</sup> at 11 a.m. They did job work with her until May 23, 1866 when she was "contracted at \$40 a day and we pay the running of her." That August the stockholders paid a dividend of \$71.50 on each 1/16 share.

### ..KANGAROO went to Oil City

Mrs. S. Kussart in her book "Allegheny River" says the KANGAROO was frequently at Oil City engaged in towing flats of oil out to Pittsburgh. Thanks to the researchings of Russell M. Lintner we know she was towing Allegheny oil from Parker in 1878. In 1879 she towed down to Cincinnati five barges of Allegheny cobblestones for paving purposes. She was still registered at Pittsburgh in 1886, but was sold thereafter to Capt. Sam Hornbrook, Evansville, Ind. One night while at Spottsville, Ky. she capsized, drowning several. Capt. Hornbrook built a new boat and used the machinery and outfitting from the KANGAROO, naming her D. A. NISBET in 1890. The Richland Coal Co. of Warwood, W. Va. bought her in 1918 but she was sent that October back to Evansville with the C. S. Pearcy tie barges from Parkersburg which had been sold to Walter Hougland. Capt. Grover C. Litton was her master around Wheeling in 1921. Later she was acquired after several ownerships by the Koch Sand & Gravel Co., Evansville. The last we heard of her she was laid up in 1930 on Green River.

### ..Packet went to opening of railroad

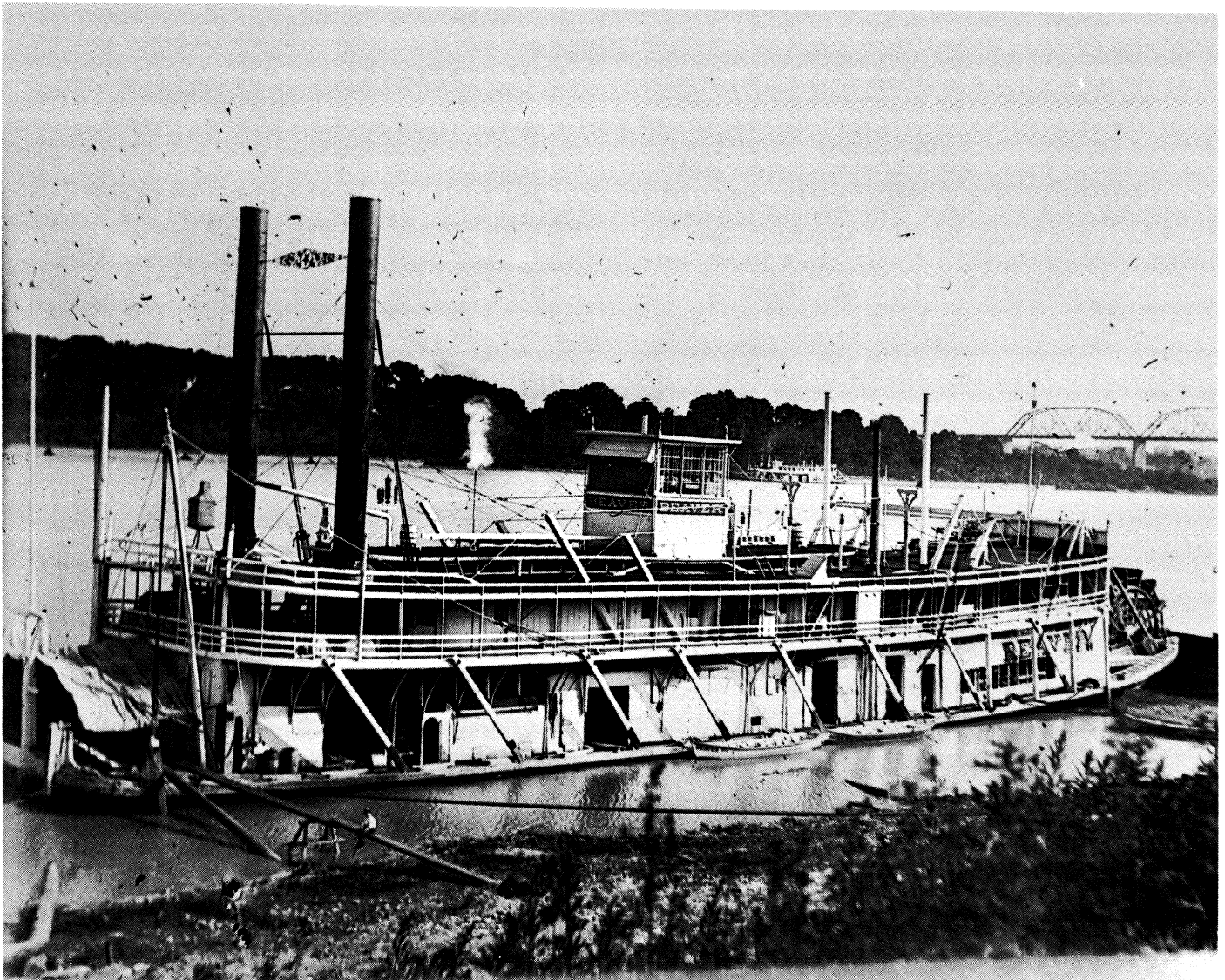
On Sept. 11, 1855 Dave notes, "Mrs. A. Kerr and our family went to West Newton to opening of R.R. from West Newton to Connellsville on S.B. EOLIAN." This was McKeesport's first railroad, opened that day to connect from Pittsburgh, and called the Pittsburgh & Connellsville Railroad. The steamer EOLIAN they rode aboard was a stern-wheeler built at Brownsville, Pa. that year, 1855, but later sold to the Minnesota River where she served 1857-1859, perhaps longer. The railroad still survives, now part of the B&O-C&O system.

For the benefit of the future researcher into family affairs, let us record that the children of David and Sarah Ann (Kerr) Clark were:

Albion William Clark, born Nov. 24, 1854  
 Jennie Belle Clark, born March 23, 1857  
 Daughter born Nov. 19, 1860, died next day  
 Oliver Hazard Clark, born Dec. 3, 1861  
 David Kerr Clark, born April 13, 1865  
 Arthur Grant Clark, born May 9, 1867

The widow of Thomas E. Clark (who was Dave's oldest brother) remarried in 1857, becoming the wife of Thomas Penney, McKeesport.

Dave's youngest brother Sanford C. Clark did not marry until he was 36. His wife was Harriet (Lalla) D. Clark, daughter of James and Margaret Clark of McKeesport. They had seven children, Milnor P., Edgar I., Edna, Maggie E., Effie M., George N. and Samuel W. Edna died first, in 1874.



The BEAVER was built at Cincinnati in 1886, the construction supervised by Capt. Joseph McDonald who previously had been skipper on the towboats BALTIC and HERCULES. The McDonalds were shippers of river coal from Civil War times. The four McDonald brothers, Joe, J. Sharp, Marshall and D. A. were associated in various towboats. Your scribe does not recall ever seeing the BEAVER which in its latter years was in the Barrett Line fleet operating on the lower Ohio and on the Mississippi.

The two McDonalds of this clan we did know were "uncle" Joe and Ed, sons of Capt. Marsh, both of whom as youngsters were cub pilots on the BEAVER although neither got his license because their Dad wouldn't hear to it, emphasizing they would never amount to anything if they did. Maybe he was right. Joe and Ed in 1907 went in the river sand and gravel business at Baden, Pa. and took as their third partner Frederick Way, Sr. All three did right well.

Also, for the record, we knew Mrs. J. Sharp McDonald, a talented singer of Sewickley who was a full-fledged member of the G.A.R. and who for fifty years led the Memorial Day exercises. Both Sharp and Marsh were Sewickley residents. Sharp was twice married, his first wife a sister of Capt. Fred Dippold (the homes of the Dippolds and Sharp McDonalds adjoined) and after her death he

married Annie Colville, the soprano and musician who still was directing musical school programs hereabouts in 1925.

We surmise that the above picture was taken during the McDonald ownership of the BEAVER. She is laid up at Jeffersonville, Ind. with the railroad bridge (Big Four) at the right and Towhead Island opposite. The date must be later than 1893, the year the bridge was completed, and her Christy Patent Chimney Hoists have just been added. The old yokes used when the stacks were "telegraphed" back have been reset back near the 'scape pipes for reasons that elude us. It is doubtful that she had electric lights--note the old-style oil headlight on the roof forward of the stacks.

The McDonalds towed coal with her until Dec. 1898 when she was sold to Joy Bros. of Cairo, a lumber firm, and by 1902 she was in the Barrett Line. The Barretts put a big metal "B" between the stacks; several photographs survive showing this. She burned at Cairo on April 7, 1909.

This photo is from the W. Hurley Ashby collection thanks to Capt. Roy L. Barkhau. The glass plate is marked "by Carr," probably a photographer of the Louisville area. The black dust specks which may show in the sky are the result of making the direct copy negative by the reversal process.

## Exit the Zubik Navy

The Zubik Navy in the Allegheny River at Pittsburgh is no more. A settlement and compromise with the Zubik heirs has brought about the removal of the most famous floating junk yard on the western waters. The best brains of Pittsburgh and Allegheny County have worked on this problem for a quarter-century without success--until now. Nobody ever defeated the man who collected old towboats, derricks, barges, machinery--and who piled and harbored all of this stuff in the epicenter of Pittsburgh's multi-million redevelopment project.

The late Charles Zubik died on August 25, 1966. He died victorious, unevicted. He was probably the last of Pittsburgh's big-scale individualists and was highly respected by the river fraternity during his one-man-war against topflight lawyers, judges and officials.

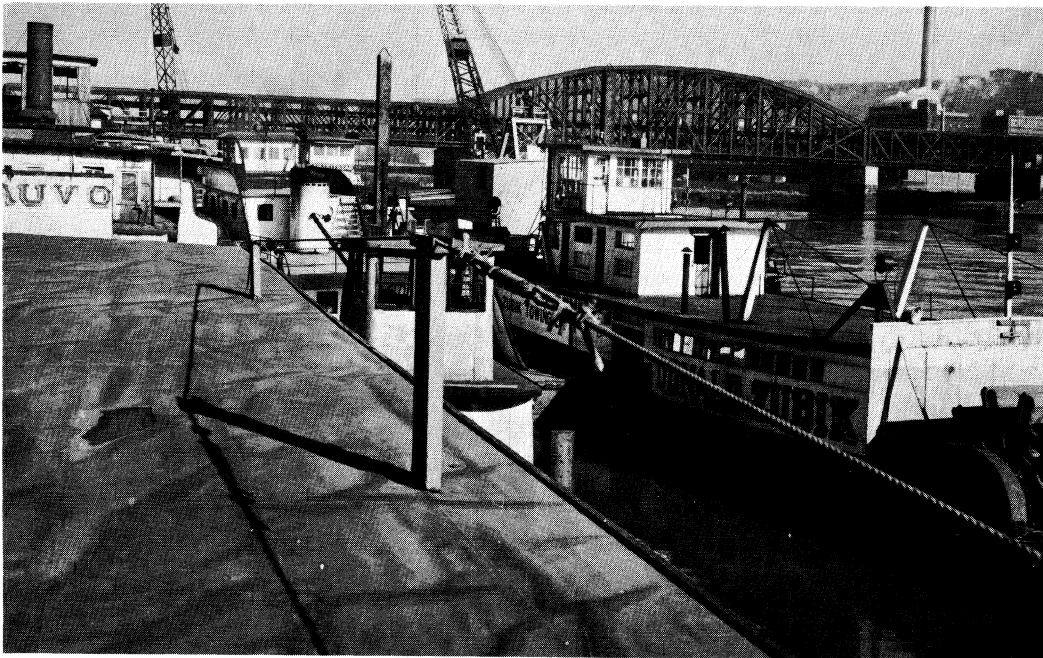
The rub was that landscape architects redoing

the Golden Triangle in terms of fountains, parks, lawns and shrubbery saw no romance in Zubik's rusty barges. Nor did Charlie Zubik see romance in what Hyacinth Harry was trying to create.

In our time we have seen the following events unfold at the Zubik's North Side domain along the Allegheny:

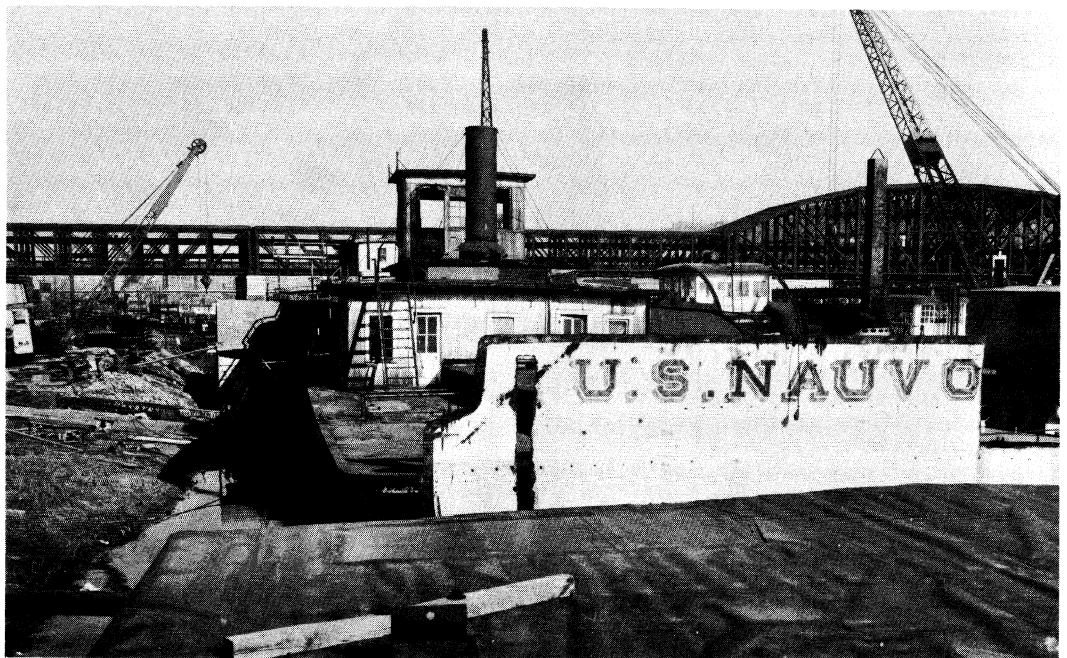
The first, and earliest, was when Charlie Zubik bought the towboat SALLIE MARMET and dismantled her and that was in the fall of 1935. Maybe he also had the packet SENATOR CORDILL then, or a trifle before. He tore her apart bit by bit and the old hull was taken to Parkersburg. Then he bought the steam towboat MIAMI from the U.S. Engineers and ran her. Almost at the same time he bought the steamer NAUVOO, sold the engines and boilers, and tore her down. That was in 1936 and 1937.

Then he bought the towboat PENNOVA at a sale, renamed her CHARLES ZUBIK, and contracted towing.



This was taken at the Zubik fleet on Feb. 13, 1952 when things were going strong and the fleet extended up to the P.R.R. bridge (in background). The photographer was on the roof of the SHOWBOAT. Extreme left is NAUVOO, JAMES ZUBIK and another alongside, the pilothouse of the J. M. LEITHEAD showing, and at right is the DONALD ZUBIK built from the old BETSARA.

Same date and location as above, looking shoreward over the stern of the NAUVOO. Above her is the side-wheel officeboat HENRY FLADD (the wheelhouse shows shoreward and also the texas). At extreme right we see the pilothouse of JENNY Z. Scattered at random were all sorts of priceless treasures; engine o o m bells, roof bells, whistles, signal lanterns, pilotwheels, you name it.



That was in 1939. Two years later he sold her to McCrady-Rodgers and they renamed her MAC-ROD.

He bought the CAPT. CHARLES D. HARRIS in 1940, converted her to diesel, and renamed her HARRY Z. He bought the MARY K. in 1941, dieselized her, and renamed her SHIRLEY. Also about this time he got the towboat SHAWNEE from Capt. Charles T. Campbell--seems to us he never used her--she was a decoration along the wharf several years.

Oh, he bought the LIEUT. AUGUSTIN in the spring of 1939 and dieselized her to become the HELEN Z.

About 1941-1942 he bought the towboat JOE CARTER (steam) and used her, mostly under charter. He got the BETSARA, a steam towboat, and dieselized her to become the DONALD ZUBIK. Also at the same time he had the sternwheel diesel towboat PITTSBURGH, originally the RELIANCE. Also he had another diesel sternwheeler then, the SMOKY CITY.

He got the steam sternwheel KASKASKIA and soon lost her in the Allegheny at Aspinwall. That same year, 1944, he got the SATURN, and she lay in the fleet three years before he stripped her; she was turned into a landing boat up the Monongahela.

He bought the JOHN C. IRWIN, and soon sold her to Crain Bros. who renamed her CLIPPER; then he bought the double-sternwheel diesel BENWOOD from Wheeling Steel. Meanwhile he bought the FLAVIA and renamed her CHARLES Z. JR.

Also in 1945 he bought the steam sternwheel LA BELLE and renamed her EDW. SMITH. And that year he built an outright new diesel prop towboat at

the Hillman yard, calling her JAMES ZUBIK.

He bought the BOB GRESHAM and in 1947 rebuilt her to become the JENNIE Z. Then he bought the steam prop MOBILE and converted her to diesel, renaming her CHARLES ZUBIK. In 1947 he bought the BILLY PETERS, and the next year he bought the EDNA, both diesel sternwheelers.

Meanwhile he bought the old A. B. SHEETS and tore her up; then sold the EDW. SMITH to Hillman and they renamed her A. B. SHEETS.

In 1951 he got the BERRYOTT and the C. A. GRIMM and then bought the TENNESSEE from the U.S. Engineers, Pittsburgh. That was a deal; he tore her in two, and built two towboats out of her, the QUAKER STATE and VIRGINIA Z. They came out in 1955 and 1957.

Charlie Zubik's biggest acquisition was the DPC steamer CORREGIDOR which he bought in 1956 and tried to sell, and never did.

He acquired an old side-wheel U.S. dredge, the HENRY FLADD and converted her into an office boat headquarters. Many old towboats wound up in the Zubik Navy. The J. M. LEITHEAD was one. The J. H. HILLMAN was another.

Now add to this all sorts of barges, derricks, and one time we saw ten old rowboats picked up at an auction.

All of this started before there was one parking meter in the U.S. But today, and since October 1970, it's over. A lot of zip and fascination departed from the river on August 25, 1966 when Charlie died.



Maybe our brain is slowing down, for we don't recall the details of this SHOWBOAT. The picture was taken on Feb. 25, 1952 from the 9th St. bridge, Allegheny River. You can see the NAUVOO and at extreme right is the CHARLES Z. JR., originally the W. C. KELLY, then FLAVIA, which Charlie Zubik bought in 1944 and renamed. She is still listed in the Inland River Record.

Another view taken the same day, Feb. 25, 1952, showing more of the fleet. At extreme right is the DONALD ZUBIK built from the steam towboat BETSARA. The J. M. LEITHEAD has vanished and only the pilothouse, intact, remains, resting on a barge. The NAUVOO was built in 1915 at Grafton, Ill. for the U. S. Engineers and was transferred to the Huntington District in 1934. They had her up the Big Sandy to Lock 2 one time. Zubik got her in 1936 and her engines went to the MILDRED built by Earl Webster.



# STEAMBOAT TIMES

An Account Of the S&D Meeting, Marietta, O., Sept. 19, 1970.

There was a time when reporters listed the names of all delegates at S&D meetings. On Saturday, Sept. 19<sup>th</sup> last over 200 lined up for the noon luncheon at the Marietta Boat Club. Perhaps the outstanding feature of the day was the presence of scores of 'first-timers' who had covered considerable geography to be there. They came from New England, New Orleans, St. Paul; from Mississippi--one couple pulled in with a truck load of meat enroute from Iowa to New York. This account necessarily must be hop, skip, jump while 200 people are all talking at once.

Even a novice could tell there was a river convention going on at Marietta. The CLAIRE-E was at the wharf, and down at the docks at Harmar was the ADMIRAL JONES. In the parking lot at the Lafayette was a parked car with a huge packing case on the roof marked CINCINNATI PUBLIC LIBRARY. Another oddity in that same parking lot was a Kentucky car with no license plate--C. W. Stoll didn't know he'd come from Louisville without it. To add to the confusion Edwin Jones, skipper of the ADMIRAL JONES, coincided his boat's arrival with S&D Day, apparently not meaning to.

Saturday 19<sup>th</sup> Sept. was a beautiful, beautiful day and up the Muskingum at the foot of Sacra Via the towboat W. P. SNYDER, JR. glistened in fresh paint, riding the waters like a duck with a new hull under her. The River Museum was spic-and-span and temporarily displayed was a refurbished model of the GORDON C. GREENE--you may as well say a new model--hailed over from Alexandria, Va. by the rebuilder John L. Fryant. The GORDON was on her way to her permanent home in the Cincinnati Library, and that explains the packing case we saw in the Lafayette parking lot.

Also in the Museum was an oil painting loaned by Capt. Burt C. Seely of McMurray, Pa. showing the towboat OAKLAND rounding out with a coal tow below the Louisville Locks. Obviously the artist had been an expert and we got down on our hunkers with a magnifying glass to discover it was signed by Emil Bott and dated 1872. Emil Bott was the most prolific painter of steamboats before Bill Reed arrived on the scene--with the difference that Bott did murals, landscapes and lettering on the boats themselves and hence most of his talent was lost in wrecks and fires. Only occasionally did he do a work on canvas, witness this survivor produced by Captain Seely.

Bruce Edgington appeared in the Museum's office with a Pandora's box which when opened contained a What-Is-It only an engineer could recognize, and a steam engineer at that. This turned out to be an INDICATOR, a clever machine for registering steam pressure inside a steamboat cylinder during one full revolution of the paddlewheel. Bruce brought it as a gift from Capt. Rossie Corbin of Frankfort, Ky. and it had been on the G. W. McBRIDE.

Then we turned around and admired a panorama view of the ill-fated Silver Bridge, Pt. Pleasant, W. Va., taken on opening day, brought in by

Otis B. Flinchpaugh, Jr. The late "Pud" Huntington was his uncle.

Yes, there was a meeting of the Board of Governors with all present save J. Mack Gamble. Due to Mack's present incapacity and hopefully in the interest of S&D's welfare, S&D's president removed Mack from the nine-member board. Bert Fenn of Tell City, Ind. accepted the vacancy, at least temporarily, and Virgil E. Bennett was called upon to act as pro-tem chairman. Grant Jacks, Jr., associate director of The Franklin Mint, Philadelphia, urged S&D to sponsor a ROBT. E. LEE-NATCHEZ centennial coin. After careful study the offer later was declined, principally due to the load of secretarial work the plan entailed, and Franklin Mint was directed to the Steamship Historical Society of America. We now learn that SHSA has agreed to be the sponsor and the coin will be released in the Christmas season.

The Board discussed an offer to acquire the old pilothouse of the packet TELL CITY which has been in use as a summerhouse at Little Hocking, O. since 1917, and which was originally built in 1889. Agreement was reached that acceptance must be preceded with definite arrangement to place the relic indoors. This would mean consent from the Ohio Historical Society to use space in an upstairs room. Hon. Spencer Creel volunteered to move the pilothouse with his equipment. One member of S&D, Ensign Dick Rutter USN, volunteered a contribution of \$50 to help with expenses.

The noon luncheon was a complete success due in no small part to the cooperation of the Marietta Boat Club, whose president George F. Cranston came personally to welcome S&D. Chuck and Catherine Remley and Mrs. Nelson Brown were much in evidence with the preparation and serving of the repast. Steve Hoag thoughtfully had arranged the outdoor tables, chairs, labels, and had provided the programs. We admit private qualms after seeing how great was the multitude, suspecting a possible famine toward the end of the line, but there was PLENTY, golly neds, and we were among the last half-dozen served.

Did those of you aboard the SNYDER see the very fine duck swimming around? That's Samantha, who was christened Sam at the beginning, until a nest of eggs was discovered aboard the boat.

Some of the delegates arrived for luncheon and for the afternoon meeting by boat. Gene and Claire Fitch ran an excursion to the scene with the CLAIRE-E. Among the fortunates were Capt. and Mrs. Thomas E. Kenny, Mr. and Mrs. William McNally, Neil Whitehead, Jr., Capt. William H. Tippet, Capt. C. W. Stoll, Mr. and Mrs. Robert Niemyer, Betty Blake, H. C. Putnam, Virgil E. Bennett, Mary Sexton and Bert Fenn.

Mary Sexton and Betty Blake were among the many 'first-timers' present. Mary, although she lives in St. Paul, had flown from New Orleans where she attends college to Louisville and had hitch-hiked with C.W. Stoll and party to Marietta. Betty had



been in Washington, D.C. about the plight of the DELTA QUEEN (she's v.p. of Greene Line) but had come from Cincinnati to the meeting.

Edward A. Mueller had made special effort to attend, flying in from Florida, and gave a report on J. Mack Gamble's book about the Muskingum River which he is preparing. Ed's new duties as Secretary of Transportation for the State of Florida have delayed things somewhat but the editorial work on the manuscript is completed and the printer is at work. Current scheduling is for Christmas release. It will be copiously illustrated and in the \$8 price range.

Many, many celebrities were introduced and called upon at the afternoon meeting held in a vast shed used to store cruisers and powered houseboats. The Marietta Boat Club had cleared it for the occasion and had erected a speaker's platform.

In retrospect one of the events most surprising and welcome at S&D was the front page format of The Marietta Daily Times, evening of Friday, September 18<sup>th</sup>. An attractive blue-tinted reproduction of the BETSY ANN, made from one of Bill Reed's oil paintings, occupied a four-column top space. Beneath it was a four-column headline lead to the S&D story, S&D RIVERMEN STREAMING INTO TOWN. Also front-paged was another river story headed DELTA QUEEN WINS IN SENATE. The local subscribers could wring river water out of that issue with no effort at all.

Promptly at 6:30 the evening banquet was served in two diningrooms at the Lafayette, preceded by several mad scrambles and swaps of tickets. The complete serving of all guests was accomplished due to the generosity and sharing of many persons who elected to forego S&D's dinner, and who went into the Gun Room. They had plenty of company there.

The program was opened with a presentation of valuable old maps and drawings. Major John R. Hill, Jr. of the U.S. Engineer Office, Huntington, made the presentation, having been introduced by Jerry Sutphin.

S. Durward Hoag showed old movies of the 1913 and 1937 floods with a running commentary. We do not remember that a title to the talk was announced but if one was needed, which we doubt, we suggest "How To Run a Hotel That Sinks in Major Floods." The talk was witty, funny, and wet.

Up rose old Captain W. C. Dugan then, bowed by his three score years and ten. With C.W. at the piano, Bill sang "The Bells of St. Marys" and "Old Man River." He HAD to sing those two; that gang wouldn't have allowed otherwise. Everybody cheered and cheered. And when Betty Blake got up to say that Johnny Cash was doing a "So Long, DELTA QUEEN" show come Oct. 14<sup>th</sup> everybody was thinking that Bill Dugan was the best. He was, as later events proved.

Bill Talbot had slides to show how the BERTRAND excavation was doing up Missouri way, and some of the century-old relics, dishes, pottery, jugs and whatnot brought from the ladies exclamations of surprise and maybe some envy.

The fitting climax was an illustrated lecture by "Steamboat Bill" Barr, student at Marietta College and resident of Charleston, W. Va. on

"Steamboat Days On the Kanawha River." This, we may remark, was one of the better organized and well prepared talks ever given at S&D. All who heard and saw it were in agreement.

The nominating committee, Dale Flick, Andy Anderson and Bob Kennedy, proposed reelection of all officers, which by voice vote was carried.

This concludes the reporting of the formal program.

Afterwards there was quite a conclave in a basement room called "The Port Hole" and in another adjoining room slides were shown.

A surprising number were up with the birds Sunday morning. Catherine Remley graciously had opened the Museum for this special occasion and there were many takers. About 1 p.m. when we figured everything was all over, Irwin M. Urling invited the Putnams, Rutters and Ways to lunch in the Lafayette's Gun Room. Irwin, who had recently appeared on the David Frost Show in New York (where he about brought down the audience) was in a story-telling mood. Amid the laughter we heard "Happy Birthday" being sung at an adjoining table and here was a cake with candles. The Walkers and Dorothy Frye were looking real pleased and Betty Blake was sitting there with the cake right before her. So that's about how things wound up, with a birthday party.

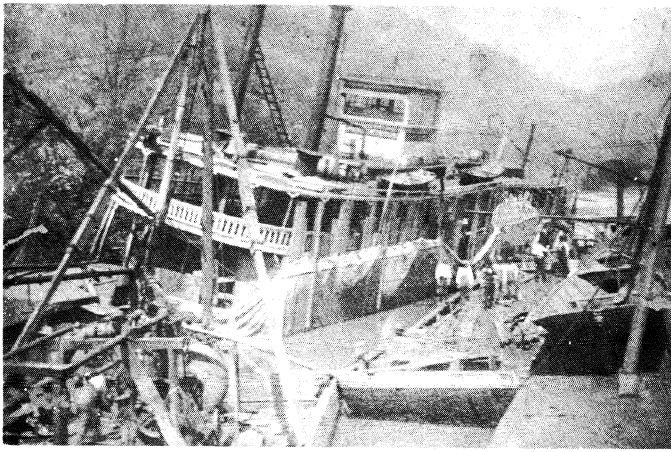
It's taken us about two weeks to get unwound enough to write this. Even so we peeked at the account Roy Barkhau wrote for the Sept. 26 issue of The Waterways Journal. Roy did better than we've done; he listed many of the good people who attended.



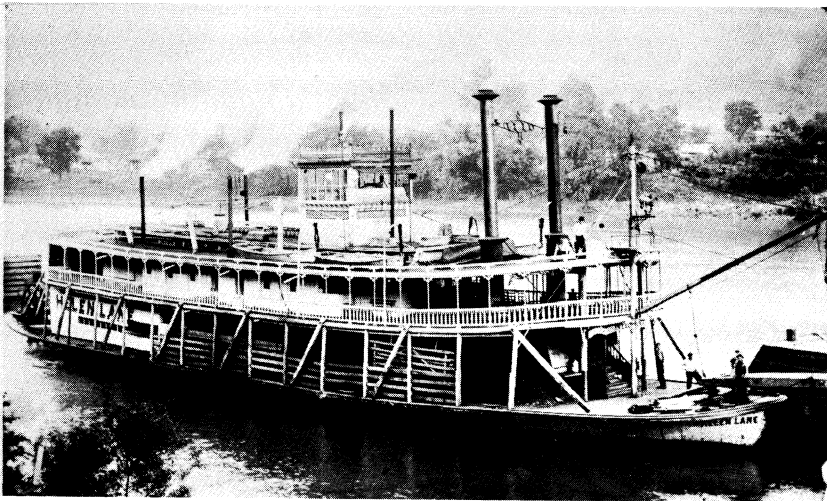
ST. HELENA II

She plies the Ohio & Erie Canal.

In our last issue, page 29, there is a picture of an upside-down canal boat being built at Canal Fulton, O. Now here she is upside-right in business. This picture was taken in the Ohio & Erie Canal on July 12, 1970 by Capt. J. W. Rutter. The ST. HELENA II in summer months makes regular trips with tourists aboard. We are reminded of conversations with the late Arthur B. Kempel of East Brady, Pa. who was raised in Akron, and who told of boyhood excursions on the O&E canal boats while that waterway was still in commercial use.



When we got this photograph it lacked identification. But obviously the J. Q. DICKINSON is in some sort of bad trouble somewhere on the upper Kanawha. Then Lieutenant J. F. Eckman turned over to the Inland Rivers Library a batch of old records. Contained in these is the notation that the DICKINSON was downbound from Montgomery, about to enter Lock 3, when high wind on the head of a storm drove her broadside into the shore. She crashed amongst stumps and logs and sank. This event happened on or about April 22, 1912 at 8 p.m. Location about 300 yards above Lock 3, present Mile 80. So that's the story.



Maybe you know this; maybe you don't. The J. Q. DICKINSON was built at Point Pleasant, W. Va. in 1906, using the hull of the side-wheel ZANETTA and the engines of the KANAWHA BELLE which had done a fatal nose dive over Dam 3 in 1901. In 1915 she was completely rebuilt at Dana (now Port Amherst) and renamed HELEN LANE. Under both names she ran between Charleston and Montgomery as a daily packet.

This warehouse was at Montgomery and the sign on it reads

CHARLESTON & MONTGOMERY  
PACKET

STR. J. Q. DICKINSON

This same warehouse in later years served the HELEN LANE and VALLEY BELLE. Some years prior there was a wharfboat at Montgomery. The trade played out in 1916 and the HELEN LANE was laid up at Gallipolis. Capt. John W. Lane, her owner, sold her in the summer of 1918 to "southern interests" and one year later came news that she had foundered at Berwick, La., June 30, 1919, nobody hurt.



The J. Q. DICKINSON caught fire at the Charleston wharfboat on Dec. 28, 1910. Thanks to prompt response from the city firemen she was not completely destroyed. Her owner Capt. James Calvert took the wreck to Pt. Pleasant and had a new cabin and pilothouse built. The boat was named for a member of the prominent salt pioneer family, and a town named Dickinson still thrives above Witchers Creek.

## Under Four Names

The top picture at the right was taken at Caseyville, Ky. during Combine days, about 1912. The RESCUE was an odd-lot looking towboat originally built by the Howard Ship Yard, Jeffersonville, Ind. in 1894. When launched her name was FRITZ, named for Capt. Fritz Mentor, and when the Combine was formed 1899 she went in their fleet. The Howards used pieces and parts from the old Duffy towboat CHARLIE DEPAUW when they built the FRITZ. They had also built the CHARLIE DEPAUW in 1882. The Duffys were in the coal business at Louisville, later sand and gravel, and became the Ohio River Sand & Gravel Company.

Johnny Zenn remembers the FRITZ when she was brought to the Elizabeth, Pa. marine ways for rebuilding, this about 1906, at which time the name was changed to RESCUE.

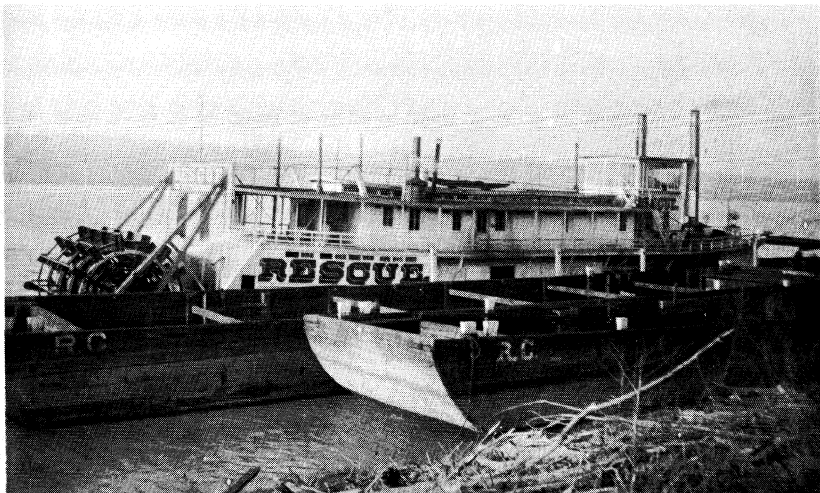
So the RESCUE was returned to the Caseyville area and did Combine work until the corporation was dissolved in 1916. Shortly thereafter they sold her to the receivers of the Chicago & Erie Railroad (later the Erie).

At that time the Chicago & Eastern Illinois RR. was operating a transfer at Joppa, Ill. in conjunction with their main-line trackage to Chicago and St. Louis via the junction at Findlay, Ill. They built a towboat at Paducah named W. J. JACKSON in 1918, and she got the machinery from the old FRITZ-RESCUE, high pressure Sweeney engines dating back to the CHARLIE DEPAUW of 1882.

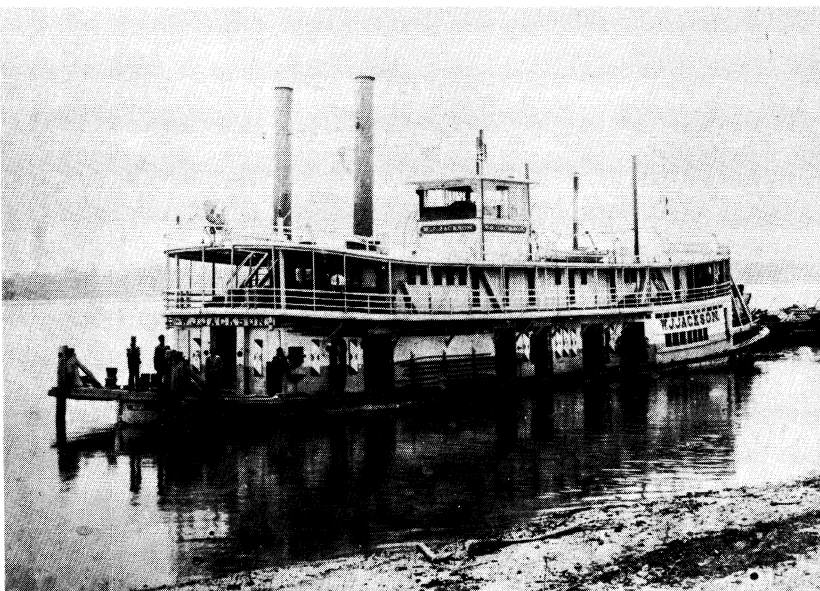
And the W. J. JACKSON had a mighty purty deep whistle on her worth going to hear. Capt. Nelson M. Broadfoot did most of the blowing, and Bill Emnick was the engineer at the throttle. J. F. Browinski was the RR. terminal superintendent at Joppa, and it was his son J. F. Jr. who was in charge of FBL's NATCHEZ when she hit the Greenville bridge in 1948.

Then Hardy L. Roberts bought the W. J. JACKSON in 1936 and renamed her J. J. McVICCAR after a rebuilding at the Paducah ways. John Gann was pilot on her for a while, a veteran of Cumberland River packets. Then Ralph Bishop and Sam Felts. She did some towing between Wood River and Nashville. Forrest Crutchfield was engineer on her for a time, and he described those old Sweeney engines (built at Wheeling in 1882) as old-time broadhorns with 15" bore and 5½ ft. stroke. Water was supplied to her three Fowler-Wolfe boilers by an ancient Ainslee-Cochran doctor which "worked real easy."

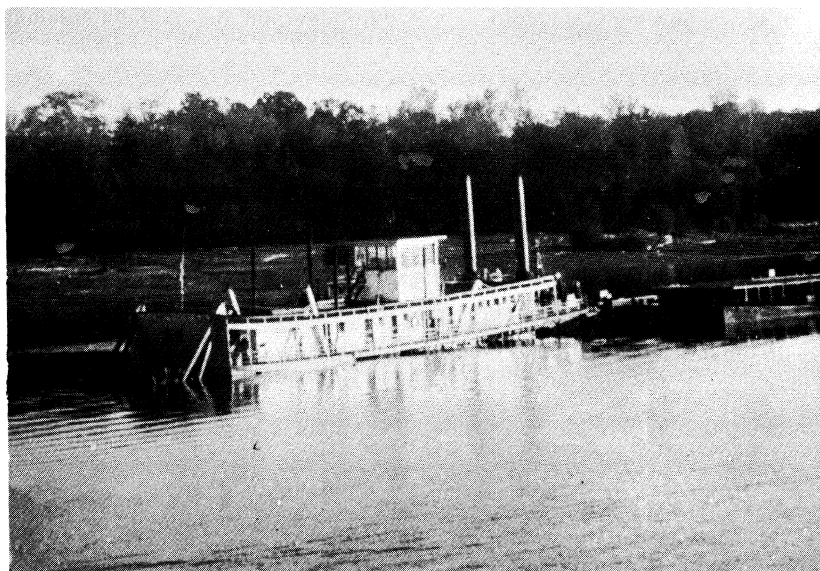
Then she sank about 18 miles below Paducah in the fall of 1941. As the bottom picture shows she was resting even keel and it looked like she might be raised. But that was the end.



The RESCUE originally the FRITZ.



The W. J. JACKSON.



The wrecked J. J. McVICCAR.



Last issue on page 37 we were going on about the loss of the packet BURNSIDE on the Muskingum River in 1888. Now, and who'd'a thought it, Jerry Sutphin comes up with a picture taken for the U.S. Engineers, Zanesville, on July 8, 1888. So there below the Lowell Lock is the old BURNSIDE as she looked two months after her sinking now shorn of smokestacks.

The decked flat being put through is equally entrancing. It's equipped to float along on its own with side sweeps (oars). What's loaded on it--stone--coal? The shanty stovepipe is making smoke so the boys have the coffee pot on.

Sirs: Maybe you remember when the DOROTHY BARRETT was bought by American Barge Line in 1930, and was taken to Slidell, La. to the Canulette yard for a complete rebuilding.

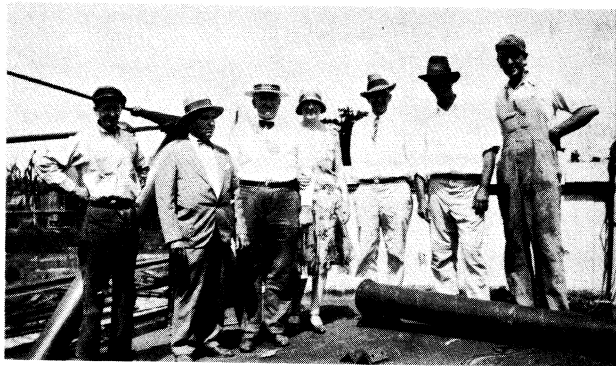
I was chief engineer on her at that time. We were at Slidell from February until July. The old wood hull was completely removed and a new steel hull 10 ft. longer, 4 feet wider and 2 feet deeper was built under her. They started at the middle and worked both ways.

We got aboard the DOROTHY BARRETT at Cairo to take her south. The crew consisted of Capt. Roy Hughes, master; Walter Connor, pilot; Lewis Reade, steersman; my Dad and I the engineers, and Jake Philpot was the mate--father of Capt. James Philpot who now is master of the HUGH C. BLASKE.

Superintending the job at Slidell was Capt. Frank W. Leahy, who added condensers to the engines. When launched, and renamed AMERICAN, his good wife did the christening.

Joseph B. Jackson,  
6022 Cambridge,  
Cincinnati, Ohio 45230

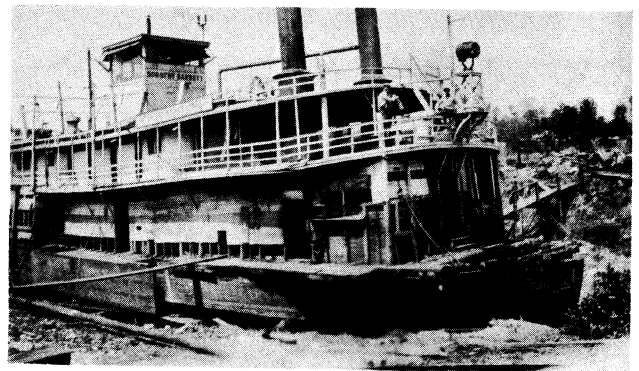
=Capt. Frank W. Leahy, 84, died at New Orleans on August 19, 1970 having rounded out a distinguished career. He is better remembered as a traveling inspector for the U.S. Coast Guard (1937-1942) and then as section officer at Pittsburgh. During that time



Taken during placement of the new steel hull showing how it grew both directions from the center. The Canulette yard had a gravure dock or basin, unwatered for hull work such as this. The DOROTHY BARRETT was built 1918 as PATTON at Paducah, became the GEN. JOHN COFFEE, then DOROTHY BARRETT and finally AMERICAN.

Captain Leahy was vitally interested in S&D, once persuaded Governor Lausche of Ohio to grant funds for an enlargement to the River Museum. A 1200 hp. tug in the New Orleans area is named in his honor, the CAPT. FRANK LEAHY. -Ed.

Rebuilding DOROTHY BARRETT to become the AMERICAN in 1930. From left: Bucky O'Neal, Dommonie, Frank W. and Mrs. Leahy, Andrew Canulette, Frank Canulette and Hugh Chambers. In the foreground is old 'scape pipe not needed when condensers were added.



Friends gathered at Williams-ville, N.Y. on October third for the services of Florence R. Gould who died September 29<sup>th</sup>. Members of S&D extend sympathy to the bereaved husband, Capt. Joseph E. Gould, and to his family. Burial was in Ontario, Canada.

## OVERBOARD ON A MATTRESS

What to do when the boat blows up.

Mention in the June issue of the explosion of the towboat DEFENDER at Huntington, W.Va. recalls that her off-watch pilot, William I. Weldon, was sound asleep in his bunk when the bang! went off but very much awake as he and his Beauty Rest mattress sailed with the greatest of ease upward and outward, over top of a fuel flat, and then downward kersplash in the river. Billy Weldon, unscathed, did not dare move lest he upset his impromptu lifeboat; drifted along garbed in long-handle underwear, without benefit of his late sheets and blanket; and spent 20 minutes on January 3, 1905, a cold night, before he was picked up by a rowboat. All that time he was on the same mattress he left on.

A mattress is a good thing to be on when the boat blows up. The clerk of the side-wheel ST. NICHOLAS, whose name was Gillman, was elevated skyward when that boat's boilers let go above Helena, Ark. He also was on a mattress. Here is his tale of woe:

"About two hours before the explosion I pulled off my coat and vest and took a nap in the boat's office where we had a bed. Next I knew we (me and the mattress) went upward through the roof, or where the roof had been, and we landed toward the Mississippi side about 100 ft. off the boat. At first I thought it was a bad nightmare; then I thought I had contrived somehow to fall overboard. I yelled for help, and then realized that the boat was as silent as a tomb. No lights, no activity. Then I knew I was on my mattress floating down the river in the middle of the night. The revelation discouraged me a bit. I lay perfectly still for fear of capsizing.

"I floated along for what must have been a half hour daring not even to turn my head, and even in so rigid a pose I had a good look at the surroundings for the mattress could not make up its mind which way to take and kept doing slow circles. I could see the black form of the steamboat and it was going about the same speed we were. Then came an explosion and she lit up all over--afire from stem to stern. Then I could see the people! There were about one hundred aboard including the crew.

"There was a great splashing and a herd of cattle was swimming toward my raft (mattress) with their big eyes gleaming and

their snouts snorting. The brutes were better off than I; they knew how to swim. Just as a collision was imminent a wooden ladder came floating along and I abandoned the mattress and grabbed it, and just in time, for those cows made mush out of the mattress.

"Oh golly, no they didn't. After the cows went by the mattress calmly rose again. It had held me before and I now had stocked some faith in it; I climbed back aboard. By now the steamer SUSCUEHANNA had arrived at the scene and was picking up survivors. My mattress played tag with this rescue boat but holler as I might nobody would listen.

"Now we had drifted below the mouth of the St. Francis River and I kept hollering help! and finally a skiff put out from a plantation and they got me. They had pulled out five others there, the watchman and four cabin boys. The SUSCUEHANNA came in and landed later on, and by now all six of us were in such deplorable shape we had to be lugged aboard carried on chairs.

"The SUSCUEHANNA took the survivors back to Memphis. On the way up they treated wounds as best they could, using linseed oil for the burned ones which they appropriated from the deck freight.

"Of the one hundred aboard only forty survived. Capt. O. H. Mc-

Mullen, our skipper, lost his life. One of our passengers was Gideon J. Pillow, Jr., son of General Pillow, on his way from Memphis down to the family plantation below Helena. He lost his life, so he wasn't around when his Dad became a Confederate general.

"For this explosion and fire to the ST. NICHOLAS happened on Sunday, April 24, 1859 about 10:30 o'clock p.m.

"My boss, the boat's first clerk, was lost too. He was badly burned but survived the trip up to Memphis. Ben Glime was his name, from Parkersburg, Va. (now West Virginia). He got to reciting at the last, and he'd just said, 'Two souls with but a single thought; two hearts that beat as one.' He'd been married less than a year."

Does the Connecticut River have passenger boats? Well--one--the DOLLY MADISON. But she's fairly big and handles 200 persons. In summer she runs out of Middletown on scheduled cruises to the mouth of the river. And she's been upstream to Hartford. Capt. Gifford Warner is her skipper. Write Riverboat, Inc., 1 Maple Avenue. Essex, Conn. 06426 for a brochure and schedules.



A pop rise on the Little Kanawha in West Virginia starts a flock of gasboats to Grantsville (Mile 78.0). There isn't much spare water but they are climbing through Big Root Shoals at Mile 68.5, 20.5 miles above the head of slackwater at Creston. We have no identifications nor date, but probably about 1915-1920. Our special thanks to Jerry Sutphin for producing this.

The picture and description of the propeller MANHATTAN on this page recalls an early side-wheeler of the same name built in New York City in 1819, 427 tons burden. Now there's been publicity recently about "expanding horizons" with deep-sea ships coming to Memphis, Louisville, etc., but this early MANHATTAN we're talking about departed N.Y.C., Capt. David Jenkins, sailed around Key West, through the Gulf and up the jetties to New Orleans. Then she loaded for Louisville early in 1821. Her time from New Orleans to the mouth of the Cumberland was 142 hours 10 minutes, "unsubstantiated time." Some days later she did indeed discharge freight at Louisville direct from N.Y.C., Capt. David Jenkins still in command.

"The Blade," Toledo, O. daily, runs a column called Zip Line to answer questions, solve problems, investigate complaints. In the Sept. 2 issue they printed this:

"On Aug. 2, while on our way to Middle Bass Island, we encountered a large ship. This was a three-decker, paddlewheel vessel. It looked as though it might be going in the direction of Cedar Point, towed by two tugs. Many curious boaters were in the vicinity. Do you have any information to offer? -R.R., Genoa."

The answer Zip Line gave to this one follows:

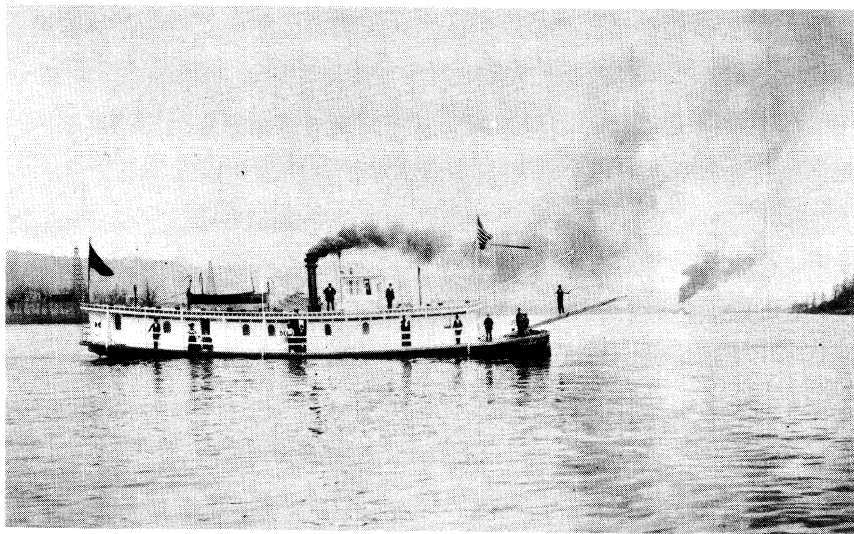
"For a while there we thought you had spotted that famous ghost ship, the 'Flying Dutchman.' Coast Guard stations in the vicinity denied having seen such a vessel. The amusement park at Cedar Point dis-

claimed it. You should have heard the corny jokes about any boater who claimed to have seen a Mississippi or Ohio River boat on Lake Erie.

"Finally, a man at Miller's Boat Livery, Put-in-Bay, said he had

heard such a yarn and expressed the opinion that if it really existed it was some relic being taken somewhere for exhibition purposes. Aha, then it must have come down the Detroit River. This brought to mind the Dossin Great Lakes Museum in Detroit.

"There, Maurice Jackson, assistant curator, said it sure did. It was the former Mississippi towboat JAMES Y. LOCKWOOD, built in 1896, which for years plied at



Propeller MANHATTAN

Plagued by low water and poor business.

This propeller steamboat MANHATTAN was built early in 1897 for the Sistersville-Wheeling trade, and was operated by Capt. Lee Anshutz. Walt McCoy discovered this picture of her and identifies it as taken above the Sistersville wharf. Apparently the venture did not pan out, perhaps interrupted by summer low water. Anyhow, in August, 1897 the boat was running excursions at Wheeling and left there to enter the passenger and light freight trade between Pittsburgh and Monongahela City, leaving daily from Pittsburgh at 3 p.m. Captain Anshutz developed eye trouble and went home to Moundsville for treatment and left Capt. Leonidas Drake in charge. In October, 1897 announcement was made that the boat had been withdrawn and laid up "by reason of poor business." And that, friends, is our sum total knowledge of the MANHATTAN as of this date.

Natchez. In recent years (date fuzzy), it was sold to a Chicago man who renamed it the SARI S and turned it into a restaurant. He resold it to a John J. Piazza, of Buffalo, and when you saw it, it was on its way to resume its career as a dining place at a dock in that city. It never was a famous vessel, so its biography is scant, Mr. Jackson said."

We have been publishing progress reports on the construction of the new sternwheel excursion boat JULIA BELLE SWAIN at the yard of the Dubuque Boat & Boiler Works, Dubuque, Iowa.

Now it is our sad task to report the death of Henry B. Miller, president of that firm, a shock to all. He was returning from a business trip, became ill, and was removed to the St. Marys Hospital in St. Louis. It was there he died early Tuesday morning, September 29, 1970, aged 55.

"Hank" Miller in large share fostered the construction of small diesel-propelled sternwheel excursion boats which have become so popular and numerous during the past decade. He owned and

operated River Excursions, Inc. which he sold last year. He then formed Boats Unlimited, Inc. to build and lease excursion boats.

He was an active member in the Dubuque County Historical Society and was instrumental in the renovation of historic Shot Tower at Dubuque.

He is mourned by his wife Marion, who is treasurer of the boat and boiler operation, and one daughter, Mrs. Walter (Nancy) Rockabrand of L'Anse, Michigan.

Our thanks to Jerry B. Devol for a 5-page mimeo description of the trip of the W. P. SNYDER, JR. from Pt. Pleasant to Marietta after her dock work had been completed. The towboat TOM G brought the SNYDER upriver on Feb. 7-8, 1970. Incidentally the Marietta Manufacturing Co., which did the repair work, closed its doors and quit business at that same time.

The last page of Jerry's log is devoted to a poem composed by Veramae Brown. Both the log and poem were originally published in "The Tallow Light," publication of the Washington County Historical Society, Vol. 4, No. 4.



What was the highest steam ever carried by a Western steamboat? Without much doubt the dubious honor belongs to a 37 by 10 steel craft built at Cincinnati in 1957 which carried 650 psi. The boiler was made by Marion B. Frommel at his shop on 419 East Second St. that city. A trial trip was run on Oct. 15, 1957 with Jess Tucker aboard as engineer, and with three passengers, Ernest I. Miller of the Cincinnati Public Library, Margaret Josten of the "Enquirer," and your editor.

Owner and skipper of the experimental craft was Dr. Howard D. Fabing, 2314 Auburn Ave., Cincinnati. The steam gauge actually reached 650 several times, the boiler fired by vaporized kerosene. The propellers were driven by old-style steam engines never designed for such terrific strain and consequently gaskets let go.

On Wednesday, July 29, 1970 Dr. Fabing died, aged 63. He was an eminent neurologist and an inveterate experimenter. His steamboat did not work successfully and later was converted to conventional motors.

He and his wife Dr. Ester Marting (she uses her maiden name professionally) had a summer home on the Ohio at New Richmond, O.



A trifle faded but valuable. Capt. Leon Ash saved this picture taken aboard the towboat TARIC at Pt. Pleasant, W. Va. on March 22, 1936. Top row from the left: Jack Burdette, lawyer; Capt. James M. Hooff, pilot on the TARIC; Capt. Pearl T. Burdette, pilot on the IROQUOIS. Lower row from the left: Arthur J. (Red) Schletker, engineer on the GREENBRIER; Col. Robert J. Heslop, proprietor Pt. Pleasant Machine Works; Capt. Leon Ash, master of the IROQUOIS; Capt. William D. Curry, pilot on the TARIC.



#### FINE FEATHERED FRIENDS

Taken below Vevay, Ind. on the Ohio River, Friday, Aug. 14, 1970 as the ABRAHAM LINCOLN overtakes the BELLE OF LOUISVILLE. The ABE LINCOLN was built steel hull by Tucker Marine at Cincinnati in 1964, hull 42 by 14. The side-wheels are simulated; she is driven by twin props, Mericruiser V-8 engines. Lloyd Ostendorf is standing on the forecastle; his wife Rita and daughter Roxanne are forward on the roof. Dan Ostendorf is piloting, and Tom Ostendorf took the picture from his runabout LUCKY DUCK.

Sirs: Our little packet ABRAHAM LINCOLN is becoming a veteran of the waterways, now completing its seventh year. We have enjoyed running alongside the DELTA QUEEN and BELLE OF LOUISVILLE, exchanging salutes when parting.

Lloyd Ostendorf,  
225 Lookout Drive,  
Dayton, Ohio 45419

=Lloyd Ostendorf is an authority on Honest Abe, and also a talented illustrator. His wife Rita and daughter Roxanne are talented dancers. Son Tom Ostendorf who took the accompanying picture is obviously something of a photographer. As for the side-wheel ABRAHAM LINCOLN, she can pass the QUEEN and the BELLE under full headway. -Ed.

We received an l.d. phone call last Oct. 26 from Walt McCoy who was in Hannibal, Mo. aboard the DELTA QUEEN enroute to St. Louis. "What's a suitable 'good luck' gift for a steamboat?" he asked us. It seems the passengers wanted to present a token to the DQ and crew; something to provide a magical power of irresistible influence for the better. We were fresh out of any helpful suggestions.

Sirs: As of this writing (Oct. 9<sup>th</sup>) the new JULIA BELLE SWAIN is atill on our ways at Dubuque. We hope to have her launched in about thirty days. The construction is essentially complete to the hurricane roof and we don't intend to go any higher until after launching. We're trying to get her painted between the intermittent rains that are plaguing us this fall. The accompanying photographs were taken about six weeks ago.

The delivery voyage from here to Peoria will be postponed until next spring. The editor of the S&D REFLECTOR is No. 1 on the list of participants.

Capt. Dennis Trone, v.p.,  
Dubuque Boat & Boiler Co.,  
302 E. Third St.,  
Dubuque, Iowa 52001

Sirs: Joe Decareaux sends his regards from the PRESIDENT at New Orleans. He tells me he piloted the BETSY ANN after you sold the boat to John I. Hay.

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

=Other Yankees in New Orleans in October were Larry and Ethel Walker and Dorothy Frye. -Ed.

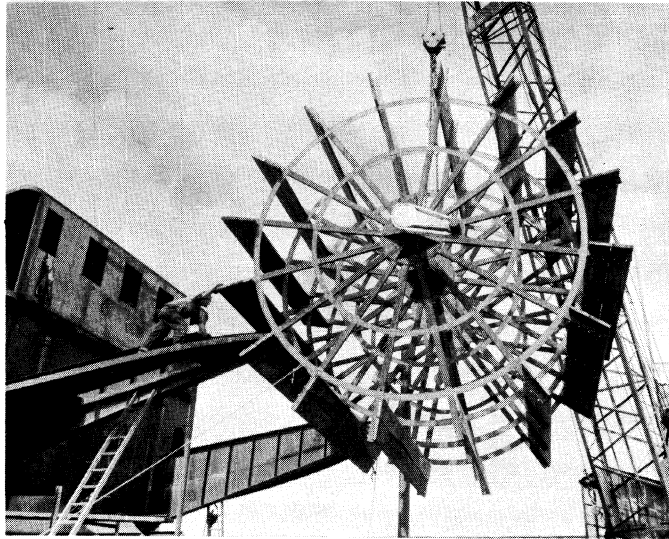
Sirs: On our way back after the S&D meeting we stopped in Point Pleasant and visited with Capt. Charles C. Stone. I could have spent hours there talking with him and looking through his picture collection.

Jimmy Armstrong,  
3166 Louisa St.,  
Catlettsburg, Ky. 41129

Sirs: Please note I no longer reside at the Cardinal Hotel here in Louisville. They just tore it down.

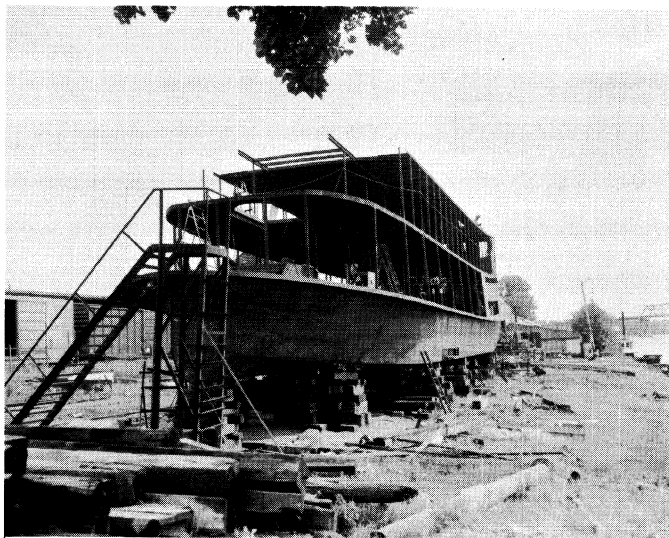
Roy L. Barkhau,  
Watterson Hotel,  
415 West Walnut St.,  
Louisville, Ky. 40202

Sirs: Mrs. Catherine Remley sent me a handsome greeting card signed by one hundred S&D friends of mine and quite a few persons who were there at Marietta last Sept. 19 and who signed anyhow. I sure was sorry not to have been there. The distance was great and my hospital treatments here are important. I appreciate the card so very much, and am at a loss to answer each one who signed. The business of typing letters has



Lifting the 16-arm three-flange paddlewheel into position on the "cylinder timbers" of the JULIA BELLE SWAIN at Dubuque last September.

See letter at the left.



The new steamboat has a finely modeled pointed bow. The hull and superstructure are built of steel. This is the first commercial steamboat built for inland rivers in 30 years.



Note the large size of the paddlewheel, almost as high as the roof. This procedure is in sharp contrast with the wheel on the MINNE-HA-HA launched on Lake George, N. Y. last year.

become a very slow task for me.

I used to look at Capt. John K. Booth as he hobbled up to the pilothouse on the TELEGRAM. He was 81. Now I realize that I have held 14 issues of license and stood my last watch in the pilothouse of the DELTA QUEEN at

the age of 86 and that was eight years ago. So you can realize how very fortunate I have been.

Jesse P. Hughes,  
Fitzsimons Army Hospital,  
Ward 3 West (#25),  
Denver, Colorado 80240



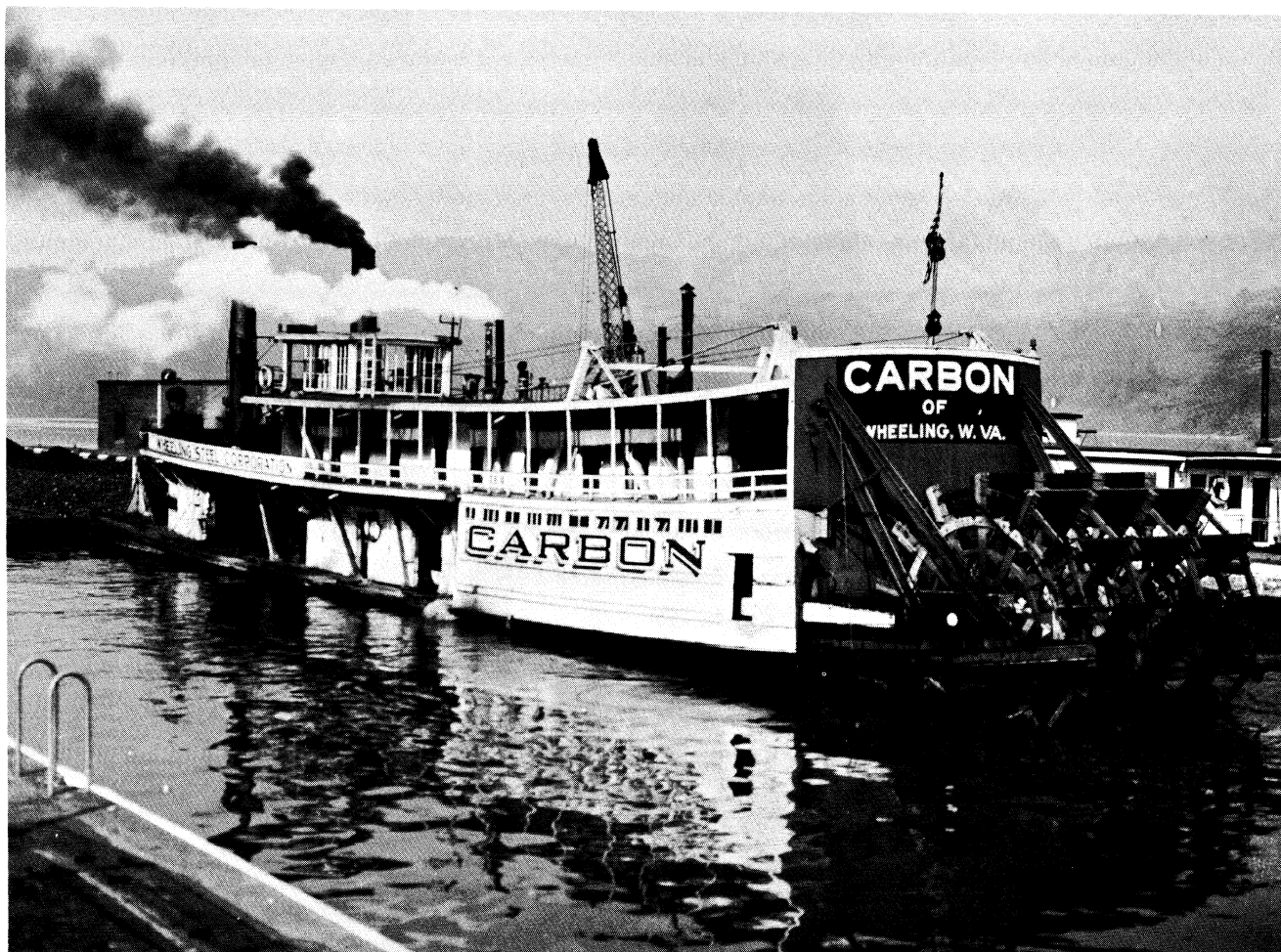
Floyd E. Alexander, 80, of Elizabeth, Pa., well known boat and barge designer, died August 29, 1970 in the Cannonsburg (Pa.) Memorial Hospital. He was born at Marietta, O. and his family moved to the Pittsburgh area in 1914. He began his career in the river industry under the guidance of William H. Sesher. Many of the sternwheel steamboats which operated on the Monongahela, Ohio and Mississippi rivers were the result of his planning. Most notably among them was the W. H. CLINGERMAN which later became the W. P. SNYDER, JR., currently moored at Marietta, O. as a tourist attraction.

Mr. Alexander became associated with the Marietta Manufacturing Co. for a lengthy tenure and later had charge of the marine ways at Floreffe, Pa. for the Jones & Laughlin Steel Corp. He retired from there in 1958. From that time until the week of his death he was actively engaged in designing diesel towboats and various types of barges.

He is survived by two daughters, Mrs. Harold Watson and Mrs. John Irons, both of Elizabeth, seven grandchildren and 15 great-grandchildren. Burial was in the Jefferson Memorial Park, Pleasant Hills, Pa.

William Theis, chief, News American Washington Bureau, was one of the many correspondents who did columns about the plight of the DELTA QUEEN.

His account carried him back to 1923 when he rode from Pittsburgh to Marietta aboard the GENERAL WOOD. Says he: "Inside, the meals were served country-style at a long center table in the saloon. Chicken-corn soup, dumplings and roast beef were typical fare. Staterooms were spare and small, but adequate. When her whistle roared, the GENERAL WOOD trembled."



Dale Williams of the U.S. Engineer office in the Federal Building, Pittsburgh, recently loaned us a batch of some 100 8x10 negatives. Among them were some real gems like this one. Here is the CARBON owned by Wheeling Steel Corporation locking down through Lock 7, Ohio River, opposite Midland, Pa. It was taken on October 20, 1941. She's hitched to a coal tow consigned to Wheeling Steel's plant at Follansbee, W. Va., below Steubenville.

The CARBON's usual job was to pool coal out from the Harmarville Mine up Deer Creek on the Allegheny River behind Twelve Mile Island (Mile 13) to Pittsburgh. Once in a while, in a pinch, she was sent "south" down the Ohio. She had unusual engines, high pressure 13's- 6½ ft. stroke, quite some stroke for so small a paddlewheel. They came

to her second-hand when she was built in 1902 from the old RESCUE that blew to smithereens at Lock 3, Monon River, in 1898. They were Rees engines with independent cut-offs.

The CARBON had three boilers, and she was built at Elizabeth, Pa. by the Combine which then was on a spree of naming boats with "R" or "C" names (CADET, CRUSADER, ROVER, RANGER, RESCUE). They used her until 1920 pooling coal out of the Monongahela and then sold her to La Belle Iron Works, forerunner of Wheeling Steel. This picture was taken close to the end of that boat's career. Several years later she was dismantled. The hull and cabin went to Wheeling for use as a motorboat dock headquarters, moored along Wheeling Island.

# Past and Promise



Now let's amplify a bit about the crew of the BELLE OF LOUISVILLE, season of 1970, shown above and also appearing in color on the front page of this issue:-

Back row from the left: Charles F. Deitz began his river career as steersman on the side-wheel CITY OF CINCINNATI (our cover picture, Sept. '70 issue) in 1906. Later he decided to become an engineer and served aboard the GREENWOOD and the COURIER of the Greene Line. Among other boats he has served on as the engineer are the QUEEN CITY, steel-hull CINCINNATI, and the towboats ROBT. P. GILLHAM, JULIUS FLEISCHMANN, D. T. LANE, J. H. HILLMAN, SAM P. SUIT, CATHARINE DAVIS and GEORGE M. VERTY. He was one of the original crew sent to California to bring around the DELTA QUEEN and has served in her engine room at various times since.

Capt. Thomas H. Utter shipped out as deckhand on the towboat CLARA BOND on the Tennessee River in 1927. He later served as master and/or pilot on the towboats MILDRED, MUSCATINE, JAYHAWKER, NORMAN CRAWFORD, MARCIA RICHARDSON, and ELLEN RICHARDSON. Then he went with Houglan Barge Line and the Commercial Barge Line. He ended up his towboating career as master-pilot of the twin prop MARK EASTIN. He has served aboard the DELTA QUEEN as trip pilot, and serves as relief pilot on the BELLE.

Capt. C. W. Stoll not only is relief pilot of the BELLE, but is a member of the operating board along with Lin Caufield, Steve Click, Jr., W. Clyde Glass and Neil H. Whitehead, Jr. In 1934 when the BELLE still was the IDLEWILD, C.W. served as steersman for Capt. Selby Crader. He was the high exalted mud clerk on the GORDON C. GREENE when she ran in the Cincinnati-Pittsburgh trade in 1935. During World War II he piloted vessels for the Navy and Coast Guard. His first commercial watch as pilot was aboard the ANKER L. CHRISTY. C.W. stood pilot watches on the DELTA QUEEN's first trip up the rivers enroute to the Dravo Marine Ways.

Chester Foster became striker engineer on the towboat CLERIMOND in 1917. Stood his first watch as engineer on the towboat PLYMOUTH. Then he was

engineer on the J. D. AYRES, SAM CRAIG, C. W. TALBOT, ADVANCE, MARGARET, DIXIE, SANDERSON, although not in that order, and was for a time on the packet SOUTHLAND. He spent one summer as engineer on the towboat J. M. GRUBBS towing the showboat COLUMBIA.

Steven Zimmer, purser, served aboard the BELLE during the 1970 season.

Robert (Roddy) Hammett joined the DELTA QUEEN as assistant purser in 1966, later serving there as watchman and second mate. He joined the BELLE in April, 1970, and since has won license as mate for all tonnage.

In the front row, seated, from the left: David Crecelius went striker engineer aboard the U.S. Engineers towboat GREGORY in 1922. He stood his first watch as engineer on the packet JOHN W. HUBBARD, and later served on the KENTUCKY, ALABAMA, TOM GREENE, and spent two years on the QUEEN CITY in the Louisville-Cincinnati trade. He has done some towboating, too: on the A. C. INGERSOLL, CAYUGA and KENTUCKY.

Mary Lou Brasher started on the river as hostess on the DELTA QUEEN in 1949 and was on there until 1955. She joined the BELLE along with her husband in 1967.

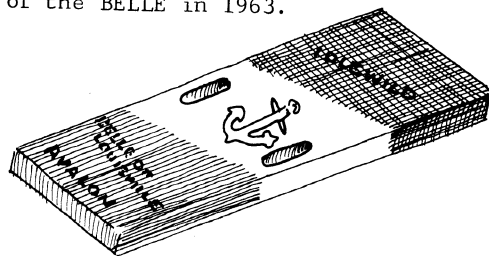
Capt. Charles H. Brasher worked in a concession stand aboard the side-wheel excursion steamer AMERICA in 1927. Then he went steersman on the CINCINNATI, and was second clerk on the QUEEN CITY. He came to the Greene Line as second mate on the GORDON C. GREENE; then became purser, mate and master of the DELTA QUEEN. He was one of the original crew sent to California to bring the DELTA QUEEN to the Mississippi and Ohio rivers.

Capt. Clarke G. Hawley descends from the Calvert family who operated packets on the Kanawha. He joined the BELLE when she was named AVALON as calliope player and roof watchman in 1952. He also served on her as concessionaire, deckhand and second mate. In 1959 he put in the season on the DELTA QUEEN as mate, and then returned to the AVALON as mate and relief master at the age of 24. Rejoined the DELTA QUEEN in 1962 as mate and alternate master. He spent one year in the Cincinnati office as vice president of Greene Line during the regime of Mrs. Letha C. Greene. He also has had towboat experience on the SAM CRAIG and HERBERT E. JONES. "Doc" joined the BELLE in April, 1970.

Shirley Burwinkle started aboard the BELLE in 1966, and for a period in 1967 was organist on the DELTA QUEEN.

Joseph LeBoeuf started as deckhand on the EDWIN R. KIMBLE in 1925. Since then he has served on the IROQUOIS, LAKE CHARLES, ROBERT G. WEST, and on the dredges JEWETT, C. B. HARRIS, STE. GENEVIEVE and PASCAGOULA. He joined the crew of the BELLE in 1965.

Conspicuous by his absence in the above is Capt. Harris D. Underwood, a double-ender, who became an engineer on the U.S. Engineer towboats GREGORY and KENTUCKY. He served as trip pilot on the GOLDEN EAGLE and GORDON C. GREENE, and then on the DELTA QUEEN 1955-1963. He became regular pilot of the BELLE in 1963.



S&D member Charlie Gerard has been sleuthing Mississippi-type excursion boats in strange places (to us). Some of them he's ridden on lately:-

AUSABLE RIVER QUEEN II, stern-wheeler, diesel, chain-drive, two decks, smokestacks, pilothouse on the roof. Runs on the Au Sable River, Michigan. National Geographic lists this stream as one of the most beautiful in the U.S. "Beaver, otter, and big eagles on this river of white birches," reports Charlie Gerard.

BILLABONG BELLE II, sidewheel, single deck, diesel drive, pilothouse on the roof. Runs on the Ausable (AuxSable) River, in the Adirondack Mountains near the Canadian border, flowing into Lake Champlain through New York State.

ISLAND QUEEN, sternwheel, single deck, two red stacks, pilothouse on the roof, diesel drive. Operates at Saugatuck, Mich. with excursions to mouth of the Kalamazoo River. Charlie says the KEEWATIN, tied up, windows boarded up, idles here.

CITY OF GRAND RAPIDS, sidewheel excursion boat, single deck, two stacks, diesel. Hull 64 x 17, built 1967-1968. Runs on the Grand River at Grand Rapids, Mich., first since 1917. Her predecessor was the W. H. BARRETT now gone, a wood-burning steam side-wheeler in the Grand Rapids and Grand Haven trade.

SUWANEE, recently rebuilt and operated at Greenfield Village, Dearborn, Mich. Steam powered sternwheeler, single deck, two stacks, pilothouse on the roof.

Sirs: Enclosed is an ad from the July 28 issue of "The Antique Trader." I am sending it with the thought that it may be of use to someone...

Mrs. Ronald R. Re,  
Box 285,  
Tipp City, Ohio 45371

=A two-column black-bordered ad run by Esse Surplus Co., Indianapolis, Ind., offers for sale the bell of the ISLAND QUEEN which burned at Pittsburgh. It is described as 22" dia., weight 300 pounds "and is heavily alloyed with many silver dollars." The ad says the inscription cast in this bell reads "E. W. VanDuzen Co., Buckeye Bell Foundry, Cincinnati, 1896." Priced \$2,000. The description and date fit perfectly the bell of the first ISLAND QUEEN built at Cincinnati in 1896 and destroyed by fire at Cincinnati in 1922. The last ISLAND QUEEN, built 1925, carried a

larger bell which was melted in the intense heat of the fire at Pittsburgh which destroyed her in 1947. Putting silver into bell metal, contrary to general belief, deadens the tone. -Ed.

When Prince Charles and Princess Anne sailed down the Potomac from Washington to Mount Vernon, their boat (the SECUOIA) was followed by a Mississippi stern-wheeler carrying invited guests. The steamboat behind was the COPY CAT, listed in the 1970 Inland River Record as Dubuque-built in 1969. The COPY CAT was one of the 82 passenger craft on the Mississippi System listed in IRR, but she "went foreign" before the ink was dry.

The COPY CAT, one of the best pleasure sternwheelers yet built, was constructed for John Fabick, board chairman of Caterpillar Tractor Co., who based her at Peoria. She wintered at Dubuque and then was leased by the Wilson Line and Star Enterprises. They headed her for the Potomac River in early spring.

Her main cabin is luxuriously outfitted with plush Victorian furniture made by an Alabama firm specializing in replicas. The going rate for 4-hour charter cruises on the Potomac is \$1,000. This COPY CAT built on a 65 x 24 steel hull is said to be valued at \$450,000.

No, she really isn't a steamboat. She has a Cat D333C, and electricity is supplied by a Cat D330C natch.

Capt. Harry Loudon, pilot on the DELTA QUEEN, was asked at Pittsburgh last July 30 by reporter Jerry Nachman: "Captain what's your opinion of Mark Twain?"

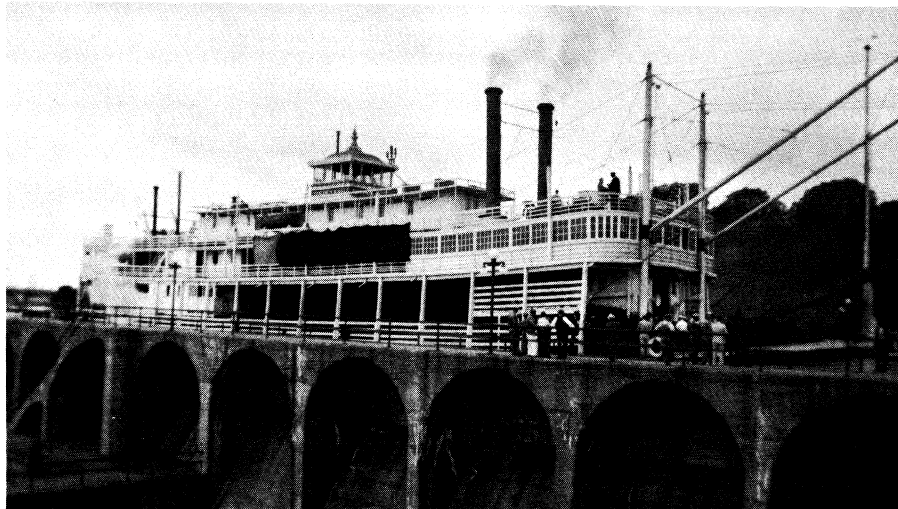
Harry replied, "Mark Twain was a better book writer than he was a pilot."

"But I hear he done all right, though."

The remark made page 2 of the Pittsburgh "Press."

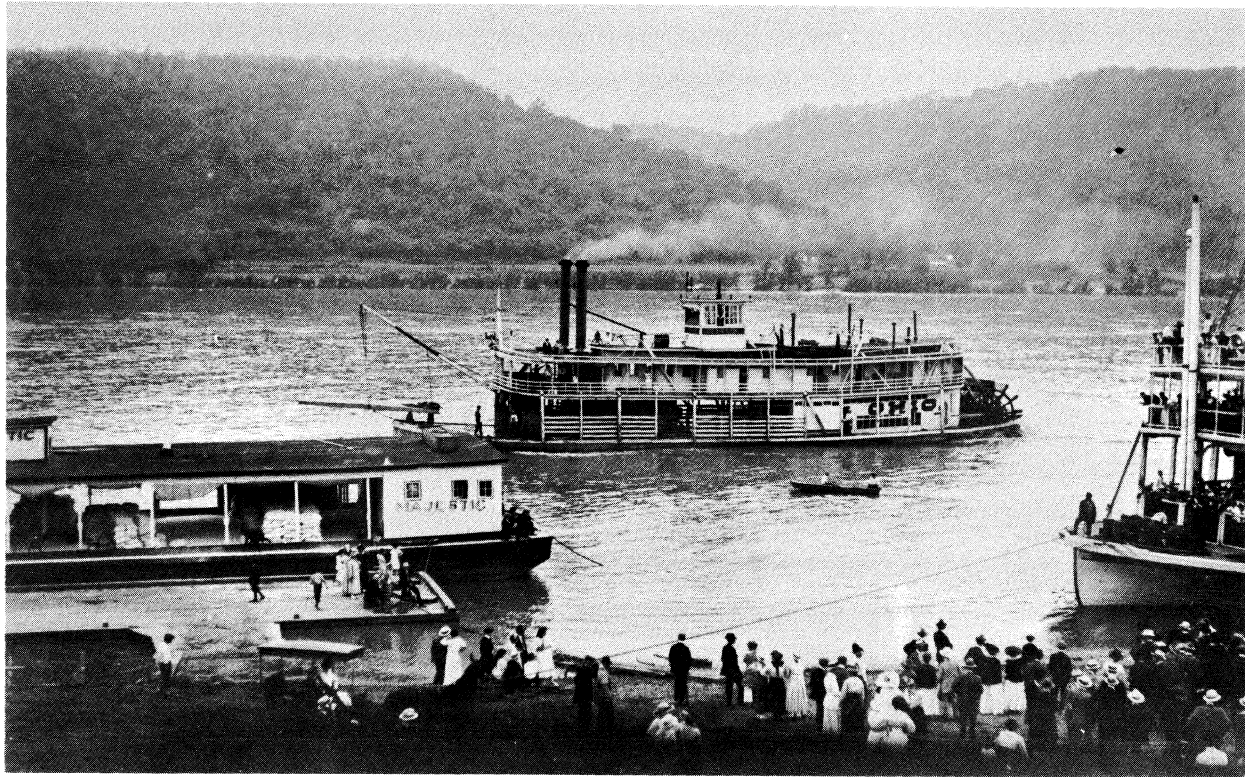
Mayor John A. Burnworth of Marietta has written at least two letters to Greene Line Steamers asking for the DELTA QUEEN. He said, "We have no money to purchase her but I can assure you of this--if her owners in their wisdom do, in the final analysis, decide to let her rest in peace and choose Marietta and the Ohio River Museum, she would be cared for in the way you would want her to be cared for and would ever remain available to the public and thus continue her great contribution to river history and heritage."

By way of suggestion, may we point out to Mayor Burnworth that if he does get the DQ, he'd bally well better put some fastenings and ringbolts along the city wharf to tie her up to. In all the years she's been running nobody has spent a dime on such necessary hardware. A dime? Why now the mayor has spent 12¢ for postage on two letters to Greene Line. Big spender.



The GOLDEN EAGLE  
No explanation was provided...

Dick Lemen sent this picture to his friends at Christmas-time, 1960. He provided no explanation. Obviously the boat is the tourist steamer GOLDEN EAGLE, but she's in an unusual pose. Looks like she's passing over a concrete-arch bridge. Opinions are solicited. Also tell us please why the tarpaulin draped amidship covering a portion of the starboard boiler deck guard?



We've been doing a good bit of going on about the "little" OHIO lately. Lou Sesher related in the June issue how she was built by Hammett & Sesher at the old Knox Yard, Harmar, O. in 1909. The yard was too occupied to set up the hull on the usual skids, so they framed, sided and launched the hull on down the shore a ways.

So here is a dandy picture of the OHIO brought to our members and readers through the kindness of Capt. Roy Barkhau. He got it from the collection of the late W. Hurley Ashby. This was taken at Madison, Ind. in the summer of 1916, easy enough to figure, for the HOMER SMITH is moored at the right running an excursion. The OHIO in 1916 was running between Madison and Louisville operated by Selby Turner and George Ashby. We'd say she isn't setting the world on fire with almost no freight aboard (nothing on the forecastle) and maybe this situation was the persuader that caused Turner and Ashby to get rid of her.

But to get back to the beginning, the OHIO was on a wooden hull 118.8 by 24.4, which isn't what you'd call big (the "little" CHRIS GREENE had a hull 132.4 by 26.4) and she was built for \$15,000 for a partnership composed of Fred McCandless and Oliver Kiebler, both of Golconda, Ill., and L. C. Hibbs

of Smithland, Ky. all on equal 1/3 shares. They ran her Paducah-Golconda, replacing the ROYAL which they'd sold up around Madison. The OHIO did a good business, in fact too much business for so small a boat, so Capt. Fred McCandless sold her (they say he got \$15,000 for her, just what she had cost in the first place) and then he built the DOROTHY (hull 140 by 28) for the Paducah-Golconda trade.

That is how the OHIO came to Madison, and that's how the ROYAL came to Madison, both discards from Capt. Fred McCandless's operations.

Selby Turner sold the OHIO to Capt. Lewis Tanner at Madison in December, 1916, and not long after that she took off for Vicksburg, bought by Penick and Ford. When Capt. George Prince lost the PERCY SWAIN in 1922 he chartered the OHIO for the Vicksburg-Natchez trade while he was up at Peoria dickering for the DAVID SWAIN. Ultimately the OHIO was dismantled at Vicksburg, this about 1923-1924.

One more thing: Does anybody know about this covered deck barge MAJESTIC moored at the left in the picture? Apparently it is a large and well-built craft, and we're wondering how come it lies at the ferry float handling cargo?

Sirs: I was in Louisville on the BELLE OF LOUISVILLE today, Oct. 25<sup>th</sup>. It was my first steamboat ride and I loved it. I regret that I was born too late to get in on the good old steamboat days. I would give my eye teeth to become a steamboat pilot and master.

Gosh I love that boat. She is really sump'n else. Just what

this country needs. The ride was so peaceful and relaxing, I wish it could have lasted forever.

Well, tomorrow means school, so I had better get my homework.

Dave Smith,  
3237 Oakland Ave.,  
Catlettsburg, Ky. 41129

Sirs: One more year has rolled

around since the death of our friend Donald T. Wright. As time goes on we miss him the more.

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

=Donald T. Wright, owner-editor of The Waterways Journal, died on Thanksgiving Day, November 25, 1965. -Ed.

One of the features at the S&D meeting was a 6-page mimeo booklet bound in colorful paper entitled "My First Job," written by Capt. Jesse P. Hughes.

The date was 1891 and Jesse was living at Reas Run with his grandmother Louderback. After waiting around most all the summer hoping, hoping, hoping, one morning in early October the BARNSDALL arrived downbound with no cook's helper aboard.

Jesse took the job at once. His wage was easy to calculate--total zero. "My board was to be my salary," he relates.

But everything yields to diligence. Jesse commenced getting 50 cents a week. After several months of that prosperity he was elevated to cabin boy at \$1 a week. One year later he became the boat's steward including the responsibility of the peanut stand.

Woody Rutter produced this interesting document and was asking 25¢ the copy. Maybe he has a few left.

O. O. Brown, Paden City, W. Va. advises us that the old "Boat Hotel" at New Martinsville, W. Va. burned to the ground on Aug. 6<sup>th</sup> last. This unusual structure was opened for business in 1937 by the late Capt. J. Orville Noll who fixed up the first floor restaurant "steamboat style" using door frames, doors and fanciful knickknacks from the steamer QUEEN CITY. Also installed was the large framed mirror from the ladies' cabin of that boat.

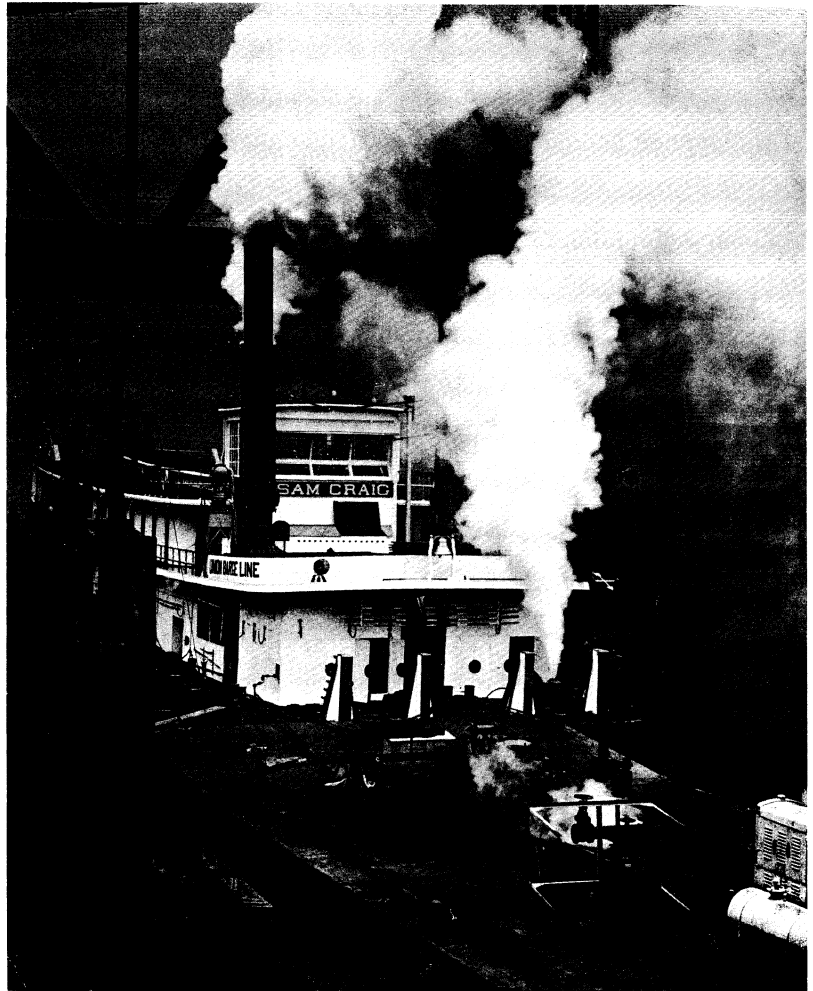
"After the death of Captain Noll," writes O. O. Brown, "the hotel was sold and later used as an antique shop, and last as a cleaning and pressing business."

Sirs: I built the model of the towboat J. S. LEWIS which my brother showed you at S&D. Now I am working on one of the RANGER owned by Dravo. A new towboat is being built here at Portsmouth, said to be the first one since the late 1920s. Her name is the MARTHA-JO and the Portsmouth Docking Co. is building her for the River Marine Co. of Cincinnati. Mr. Roy Sullivan was the designer.

I was at S&D but did not get to meet you.

Mike Russell,  
Box 781,  
Portsmouth, Ohio 45662

=We'll be on the watch at S&D in '71 for a young man carrying in his arms a beautiful model of the RANGER. -Ed.



The SAM CRAIG doing her stint  
Merely pumping off a barge of gasoline.

It might curl the hair of a modern tankerman to realize that gasoline is being pumped from the loaded barge in the foreground to shore tanks. The location is in the Allegheny River (about 1942) at the Standard (now Humble) oil dock, foot of 35<sup>th</sup> Street, Pittsburgh. In the background is the Pittsburgh Junction RR. bridge (B&O) and off in the distance is the concrete arch span of the 31st Street highway bridge. The SAM CRAIG of the Union Barge Line was not usually in this service. The smaller RELIANCE usually did the chore. So here you are--exhaust steam pluming from the steam pump on the barge, the CRAIG's safety valve popping off (behind the starboard smokestack) with the glowing furnaces of her four coal-fired boilers about fifty feet from the bulk gasoline. What if a discharge gasket fails, or a hose line breaks? Well, quit worrying, they didn't. There are too many fingernail-biters in this modern worn-out and effete world wherein public officials sigh with relief when they eliminate a fire-breathing steamboat just because it has wooden superstructure and LOOKS dangerous. What would those same public servants do in an everyday situation like this picture shows? Don't answer; we're squeamish.

Full color ROBT. E. LEE - NATCHEZ race pictures, 12 by 25 inches, still available at \$2. Address Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.



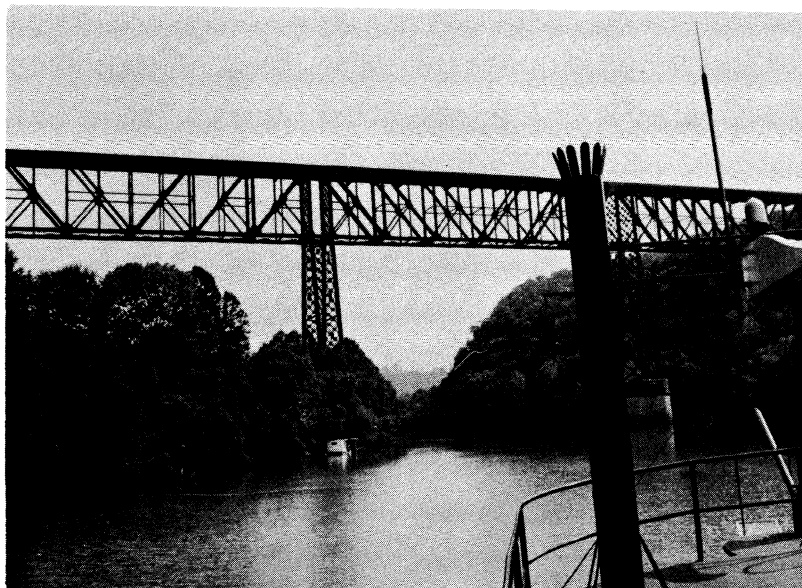
CITY OF LOUISVILLE

(picture on opposite page)

This excellent portrait of the celebrated Louisville and Cincinnati side-wheeler (1894-1918) comes as a Christmas present from Roy L. Barkhau who loaned us the original 8 by 10 glass plate.

We have but scant information regarding the picture. It was taken by a photographer named Schelke of Vevay, Ind. and came into the possession of W. Hurley Ashby and more recently to Roy Barkhau.

Obviously this was taken while the boat was fairly new, and while she had the brag sign on her pilothouse (it shows as a black square) with the white figures 9-42 painted thereon. Her record speed run from Louisville to Cincinnati was 9 hours 42 minutes made on April 19, 1894. No commercial boat ever beat it.



Taken from the BELLE OF RICHMOND on Kentucky River showing High Bridge where the Chattanooga choo-choo main line Southern RR. crosses hooking up Cincinnati with the southland. See article at the lower left.

The BELLE OF RICHMOND (named for Richmond, Ind.) cruised 200 miles from Cincinnati to High Bridge, Ky. this past September, taking part in the festival at Pleasant Hill, Kentucky's restored Shaker village near Lexington. Bill and Jeanette Patterson, who own and operate the luxurious pseudo-side-wheeler, were guests of Earl Wallace, board chairman of the Shakertown restoration.

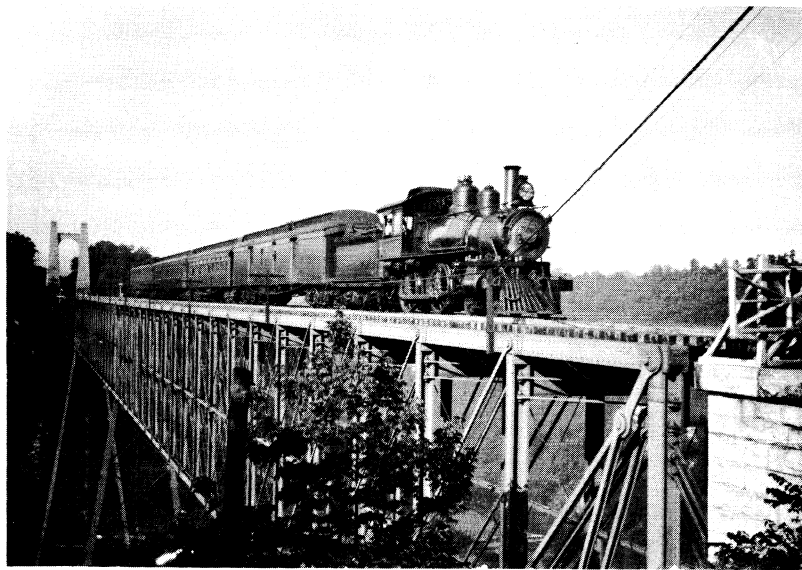
High Bridge, Ky. is at Mile 117.4 on the Kentucky River, in the 7<sup>th</sup> pool, so named because of the Southern RR. bridge spanning the river at an elevation of 160.7 ft. above pool. The Southern bridge at Tyrone, Ky. (Mile 84.0) is higher still, 192.6 ft. above pool.

The BELLE OF RICHMOND moored at Shaker Landing, the site where 19<sup>th</sup> century Shakers loaded produce and products on flatboats and packets for shipment south.

Bill Patterson, already an admiral of the Kentucky River (so dubbed by Gov. Edward Breathitt in 1966) now has a new title, Commodore of Shaker Landing, conferred by Earl Wallace.

Sirs: An unforgettable occasion for any young man working as a small cog in a big corporation is to cross swords with the president not realizing who he is.

My turn came in 1908 during a boat parade at Pittsburgh. I was delegated to play watchdog at the towboats CRUSADER and BERTHA and



--And here IS the Chattanooga choo-choo crossing High Bridge, date about 1907, and the engine is #549 of the Cincinnati, New Orleans & Texas Pacific Railway. (These initials C.N.O. & T.P. are on the tender.)

was told not to allow anybody to board those boats unless they had tickets.

Everybody had tickets so no problem. Until this big gentleman arrived over the plank without one. I laid it on the line to him, "no ticket, no go." Dick Hiernaux, mate on the CRUSADER, got me in an arm-lock. "Come aboard and welcome, sir," he told the gentleman.

"Cripes," said Dickie to me a moment later, "that was George W. Theis, president of the Combine."

"Oh no," I moaned, slowly sinking down through the red-leaded deck. I kept sinking and sinking until about ten minutes later there was a firm hand on my shoulder.

"No ticket, no go," and Mr. Theis was smiling down at me. "You did just right," he added.

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



The U.S. Congress in 1862 authorized 300-foot channel spans for railroad bridges crossing the Ohio River north of Catlettsburg. Three were put up, at Steubenville (see March '70 issue, pages 23-25), at Parkersburg and at Bellaire, in that order. Above is the Bellaire bridge, completed in 1872, with 320 feet clearance under the main span. All three of these original railroad bridges were flimsy and the trusses had to be replaced. At the time this picture was taken the B&O Railroad had placed new spans on the West Virginia side (right) and was preparing to change the span on the Ohio side (left), but had not commenced to replace the channel span. The date is October 8, 1903. The work was finished in 1905.

This scene, taken looking upstream, is interesting also for the population of shantyboats in the foreground. It is hard to believe, but nonetheless true, that families lived in these and raised kids, and kept pet dogs and cats and canary birds. We visited aboard one where the husband and wife, childless, had adopted five kids and owned a polly-parrot which could and did sing "The Old Rugged Cross." There was continual warfare between these "shantyboat trash" and packet pilots. Waves from the passing steamboats tripped shantyboat spars, broke dishes, scared the girls. The irate father retaliated by blasting both barrels of his shotgun toward the pilothouse windows. There were casualties, sometimes ending in death, but usually just a lot of broken glass. This popular sport lasted as long as shantyboats lasted--and what's become of them we wonder?

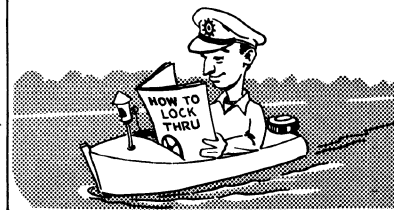
You'd think any pilot could run a steamboat un-

der that wide-looking channel span. But plenty of trouble has happened there. Most serious was when the tow of the KATIE LYONS hit a pier in 1942. She turned bottom-side-up and drowned many of the crew.

Our thanks to Jerry Sutphin for the picture.

### Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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