

S&D

REFLECTOR

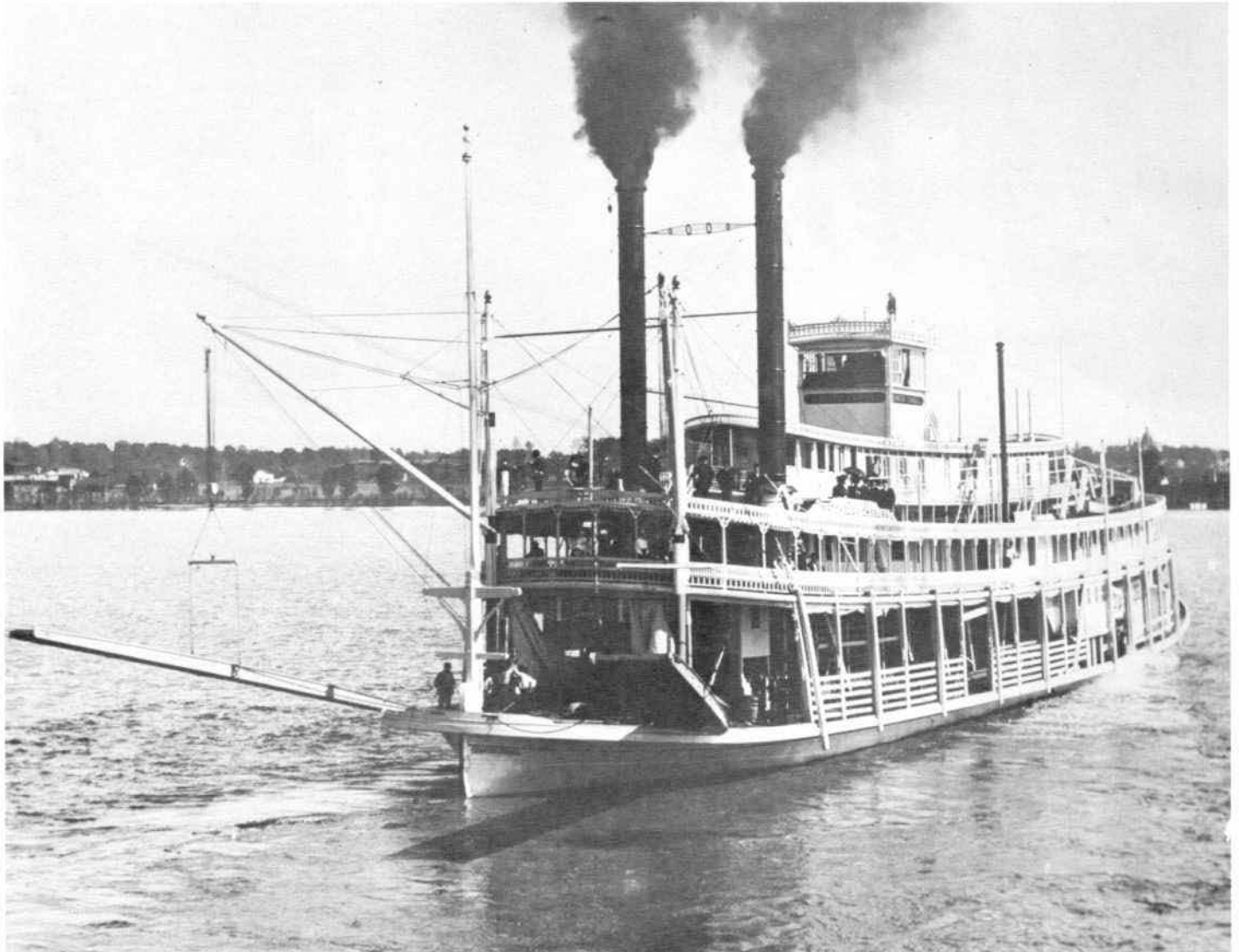
Published by Sons and Daughters
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Vol. 8, No. 1

Marietta, Ohio

March 1971

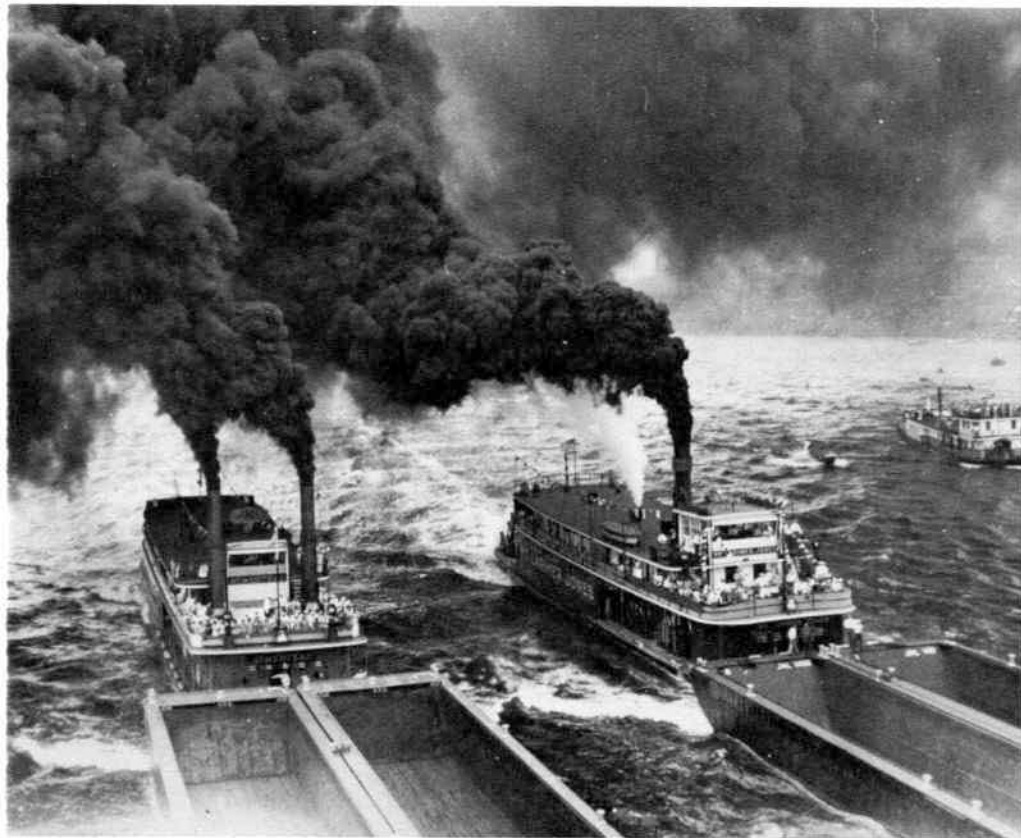


If the records of the Howard Ship Yard may be deemed trustworthy, and we presume they are, the price paid in 1902 for the wood hull, sternwheel packet SENATOR CORDILL is impressive. The figure is \$28,950.

The Howards did not again charge that much for a wood hull, sternwheel packet until they built the J. H. MENGE in 1909, for which they asked \$33,500. And with that one exception Howards did not again charge \$28,950 or over for such a boat until they produced the HOMER SMITH in 1914, by which time prices had inflated somewhat. But, and even so, the HOMER SMITH's building price was but \$669 more than that of the SENATOR CORDILL.

The building price for an average packet in the 1901-1902 period ran something like this:- SADIE LEE, \$10,000; STACKER LEE, \$21,600; CITY OF SAVANNAH, \$17,000; SHILOH, \$9,250. Any accountant going over these figures, even if he had never heard of the CORDILL, would be curious to learn why she cost \$8 to \$10 thousand more than her contemporaries.

The above picture was taken by Capt. Jim Howard in 1902 during the trials at the Howard yard. The CORDILL was being prepared to depart for her home port, Vicksburg. Her story is told in this issue, starting on page 13.



Towboat Race.

They cluttered the atmosphere.

Our nomination for the smokiest steamboat picture is this one taken in 1951 at Pittsburgh during the progress of the Great Race. The U. S. Steel's HOMESTEAD (left) and Jones & Laughlin's WM. LARIMER JONES are about to pass under the old Point Bridge across the mouth of the Monongahela. Standing on the bridge, camera in hand, was 13-year-old William N. (Billy) Reed, son of steamboat artist William E. and Mabel Reed. Above is the prize-winner picture he took. The HOMESTEAD and JONES first raced in 1949, the HOMESTEAD winning by an eyelash. In 1950 the TITAN and HOMESTEAD raced, the HOMESTEAD winning by a length and a half. This 1951 event was declared a draw.

Our thanks to Roy V. Heatter, 3654 West 80th Place, Chicago, 60652, for supplying us with the "Golden Days Edition" of the Daily News-Miner, dated July 20 last and published at Fairbanks, Alaska. A 32-page section is largely devoted to photographs and descriptions of Yukon steamboats. The cover page in full color is of the sternwheel NENANA which since 1967 has been a tourist attraction at Fairbanks. Included also are very good views of the two-stackers SUSIE and SARAH, typical Mississippi-style sternwheel packets. They and a third one, HANNAH, were built at Unalaska (an island in the Aleutian chain) by men and material sent from the Howard Yard, Jeffersonville, Ind. in 1898. The SUSIE had the engines from the side-wheel PHIL SHERIDAN. The first picture we have seen on the fine twin-stack sternwheel JULIA B.

also is shown, a towboat built in 1908 using the machinery from the former Pittsburgh towboat B. D. WOOD. The Yukon River hey-day, 1898-1910, was largely an extension of Ohio & Mississippi know-how, boats and men.

The old towboat GEORGE M. VERITY, tourist attraction at Keokuk on the Mississippi, handled over 14 thousand visitors from 49 states and eight foreign countries in 1970. She is being painted for the coming season.

The GOLDEN EAGLE shown on page 43 last issue was photographed in the Keokuk Lock says C. W. Stoll. She's headed upstream and the photographer was out on the dam. The tarpaulin draped amidship on the boiler deck protects the outdoor pantry from sun and cinders.

Early Tuesday morning, Dec. 8, 1970, fire broke out in the business section of Sistersville, W. Va. and quickly became the biggest conflagration in the town's history. Fire departments were called to assist from neighboring towns (12 departments in all) and when the St. Marys truck roared up Route 2 its crew saw the red glow in the sky at Friendly, five miles from the scene. The truck from Matamoras, O. was brought across the Ohio River on the ferry. The laddies from Sardis, O. crossed on the bridge at New Martinsville.

The apex of the blaze was the old Opera House built in 1896 by Henry McCoy, uncle of S&D's Walter McCoy. It contained one of the biggest stages in the region and during the "oil boom" days played Broadway productions to packed houses. It had not been used as a public place since 1929. Buildings adjoining the Opera House also were wiped out, and fire loss was set at \$2.5 million.

The Wells Inn, restored by J. Wells Kinkaid, Jr. and Jack Kinkaid with a grand opening in June of 1967 was not in the path of the blaze. Nor was any damage done to the office of the Tyler Star News, the sprightly weekly newspaper edited by Adam Kelly.

Sistersville town fathers are discussing the idea of rebuilding the stricken area using a Gay 'Ninties theme of architecture. The oil which brought prosperity to the town has been depleted (although a good bit of oil money still is on deposit in local banks) and the objective in 1971 is aimed at tourism.

We have had a progress report from Ed Mueller who, in behalf of the Steamship Historical Society, is editing the forthcoming book by J. Mack Gamble, about the Muskingum River and its boats.

As of January 15 the manuscript had been submitted to a number of printers for bids. Judging the time it takes to do these things, there is prospect the book may be ready for release about April or May if all goes well.

Meanwhile J. Mack Gamble is as of this writing a patient in the Peterson Place, Wheeling, West Va. 26003. He enjoys cards and letters but must be excused from answering correspondence.

Monday afternoon, January 18 we had a phone call from Jess Tucker in Cincinnati. "Say Fred," he asked, "I have an old steamboat hull here at my place and I've been trying to find out something about it." For years it had been a landing boat at the Monsanto dock in Cincinnati, and more recently the Sunline people who run the JUBILEE I were using it as a landing float. This past winter it sank and Jess raised it.

Even though Jess described it as an old twin prop job with a finely modeled sharp bow we were of no help. A couple of days later Bill Judd phoned (he's the operator and owner of the stern-wheel SEWICKLEY at Cincinnati) and he'd been down crawling in and around the old hull and said it was 170 feet long, 27 feet wide and 7.5 feet deep. There were liquid fuel tanks built in, he said, like it burned oil. He had looked everywhere for some markings or clue of identity but found nothing. And thereby ends the story for the present. Jess Tucker is making a landing boat of it to be moored at his fleet, 4603 Kellogg Ave., Cincinnati.

Sirs: Last week Capt. William D. Bowell, owner and operator of the St. Paul excursion boat JONATHAN PADEFORD, passed through Little Rock for a visit. He told me of a publication called S&D REFLECTOR and, if possible to get all of the back issues.

I have just sold my advertising agency to the staff, and am in the excursion business here with the BORDER STAR, a sternwheeler purchased last April 1.

John F. Trotter,
Arkansas River Charter,
111 East Third St.,
Little Rock, Ark. 72201

=Jack Trotter was a gracious host when a two-rowboat expedition descended the Arkansas, Muskogee, Okla. to White River Cut-Off, in June, 1951, sponsored by U.S. Coast Guard's Second District's head-push, Capt. Charles W. (Tommy) Thomas. When Jack Trotter christened his BORDER STAR at Little Rock last year the bottle-buster was Mrs. Donald T. Wright, native of Pine Bluff, Ark. and standing by was H. N. (Ray) Spencer, Jr. of The Waterways Journal. -Ed.

Sirs: You know I did enjoy the picture of the CARBON in the December issue. I used to row all the way to Deer Creek, get aboard

and ride with Capt. John Faddis, and then row back to Blawnox. Sid Holly was the mate on her. What a way to raise a boy! No wonder schoolin' and I were never very close.

C. A. (Bill) Smith,
Innis St. Extension,
Oil City, Pa. 16301

=Bill Smith's Oil City Sand and Gravel Co. operates two towboats in the area of Franklin, Pa. and his son "Pete" operates a towboat in the Warren Sand and Gravel Co., Warren, Pa., all on the upper unimproved section of the Allegheny River. -Ed.

The Waterways Journal announced on January 16 last an unprecedented forward step. The "rivermen's bible" has opened an office in New Orleans at Suite 1024, International Trade Mart, 2 Canal Street, zip 70130. The office is in charge of H. Nelson Spencer, son of Mr. and Mrs. Ray Spencer. Nelson and his bride, the former Lois McKinney Shapleigh of Ladue, Missouri (they were married last October 23) now reside in New Orleans.

No announcement has been released concerning the possibility of a Whistle Blow this year. Walter W. McCoy, chairman of the committee, when contacted on January 26, said "My time thus far in 1971 has been confined to matters of personal urgency." This issue of S&D REFLECTOR reflects news up through January 30, the deadline when the magazine goes to the printer. As this is written on January 27 a raging blizzard with 60 mph. winds outdoors does not seem the proper moment to talk of a Whistle Blow. Maybe when the pussywillows and robins arrive.....

The former DPC steam twin-prop towboat CORREGIDOR made quite some stir when she was taken from Pittsburgh to New Orleans last fall. The old DPC CORAL SEA is reportedly at the Apex Oil Docks, St. Louis, used for pumping out oil barges. The sole survivor of the original fleet of 21 such towboats built for World War II river service is the MATEUR, now in the fleet of the Corps of Engineers, Vicksburg--she's in regular operation.

The young man pictured on page 39 this issue is Robert H. McCann.

S&D's ANNUAL MEETING

S&D's annual meeting will be held at Marietta, Ohio on Saturday, September 18, 1971. Early reservations are recommended at the Motor Hotel Lafayette, headquarters for the conclave. Write the hotel direct, zip code 45750, or phone 614-373-5522. Arrange if possible to come Friday and stay through Sunday morning. Tickets for the annual dinner scheduled at 6:30 p.m. Saturday evening may be reserved while making your reservation, limited four to a party.

The River Museum will be opened Sunday morning at 9 for the benefit of late comers. The program, now in the making and of special interest, will be announced later.

Mark that date on your calendar, week-end Sept. 17-19. See you there.

Capt. Jesse P. Hughes now may be addressed at Box 1418, Sarasota, Florida 33578. He recently wrote a lengthy and informative letter to Charles T. Campbell recalling names and locations in New Matamoras, Ohio. At one time Captain Hughes and family lived on Grandview Island adjacent to New Matamoras and at the same time Mr. Campbell was a young lad in the Campbell family home along the river shore at the lower end of Matamoras. Jesse Hughes will be 95 this coming June 7. Mr. Campbell will be 86 this coming May 20.

New Orleans is always good for a story. Saturday Review ran a piece in its Sept. 26, 1970 issue by David Butwin, illustrated with a picture of the PRESIDENT. National Geographic in its Feb. 1971 issue leads with "New Orleans and Her River," by writer Joseph Judge, and with many fascinating full-color scenes, two maps, and the DELTA QUEEN.

Butwin arrived at New Orleans by land; Judge by steamboat. "One of the best-kept secrets in lower Louisiana is how to find the Mississippi River," laments Butwin for openers.

Judge floats into New Orleans riding aboard the DELTA QUEEN. He crossed the Mississippi to have a look-see at the Avondale Shipyards where, by the way, the DC is presently being renovated. "Avondale is the largest industrial employer in Louisiana, with 10,500 workers," observes Judge.

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Published by Sons and Daughters
of Pioneer Rivermen



VOL. 8, NO. 1

MARIETTA, OHIO

MARCH, 1971

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 New Year's Eve last, Richard M. Nixon by the simple squiggle of a pen, prolonged the life expectancy of the DELTA QUEEN three more years. We would like mighty much to know why he did it inasmuch as the decision may not have been an easy one to make. The U.S. Coast Guard, federal abiter for the safety of passengers afloat, did not recommend such an extension. So, in making his decision, the president negated the considered judgment of his uniformed experts. Why for?

We'll hazard a guess. Mr. Nixon was motivated by something new under the shining sun, a profound change of tide which has become uppermost in the thinking and doing of Americans of all age groups. It's called the environment. All of a sudden it's important above all else to clean up the air, the land, the water. It's important to clean up our own lives, to go to church, to preserve the shreds of our heritage. (As this is being written a disc jockey on the radio is playing a platter, "Amazing Grace," like it was something brand new--he confesses he can't figure how the old hymn suddenly became so popular).

The DELTA QUEEN, conceived in San Francisco, hardware in Germany, hulled in Scotland, framed from West Coast oak and Oregon cedar, finished with imported teak and ironwood, became the Queen of the two best known U.S. delta lands, those of the Sacramento and those of the lower Mississippi. For a time she was with the U.S. Navy and so belongs to the nation.

Today, all of a sudden, if you want to be most unpopular the recipe is easy: tamper with the God-given good green earth or with the good heritage of the land. Somehow or other the DELTA QUEEN, with a destiny beyond human ken built into her hull lines, has become a part of all of us, and to have her unspoiled and intact is right, and by the amazing grace of the Lord we'll have it no other way.

To the management of the DELTA QUEEN go our

congratulations and prayers. Never in the history of inland navigation has there ever been a boat more famous, and fame is a dangerous thing. If the DELTA QUEEN can safely carry passengers despite the U.S. Coast Guard, would it be too bad to expose U.S. school kids once again to the un-fireproofed twenty-third psalm straight from the Bible? Jeepers what a thought.



SHOULD AULD ACQUAINTANCE BE FORGOT AND NEVER BROUGHT TO MIND?...

The above cartoon came to us from the Greene Line office in Cincinnati. It probably appeared in a newspaper---they didn't explain---but it's good. The pilot is a bit younger than some we've seen, but the one tooth and the wide open mouth are vaguely familiar. The engineroom indicator is slammed down on FULL AHEAD, which reminds us that while on the Sacramento the DC had two indicators, one on each side of the original pilot-wheel, interconnected and electrically operated. When we were preparing at Harvey, La. to bring the DQ up to Cincinnati on her first trip, all the king's horses and all the king's men couldn't make those indicators work. In some haste, for time was getting short, we went to a wrecking yard along the Industrial Canal where an enormous ocean freighter was being scrapped. "Yes, there is an indicator system on her--but hurry--the workmen are up there with torches right now," said the boss man. So the indicator in the above cartoon came hot from that ocean freighter--and in the excitement we did not learn the name of the ship, which bothers us every time we look at it. On page 30 this issue is the DQ's 1971 schedule and fares. The rates have been hoisted drastically; in 1970 the Cincinnati-New Orleans round trips started at \$513 (for D rooms) and this year they start at \$665. Tut tut. In 1927 the BETSY ANN charged \$17.50 for one way Pittsburgh to Cincinnati in the best de luxe rooms; in 1971 it's \$292. We lived too soon. Or did we?

The Story of Oliver King

by Earl F. Olson

Sirs: This past summer I have had the opportunity to gather some information on the Merchants and Planters Packet Company and on the Oliver King Sand and Lime Company, both owned by Oliver King of Knoxville, Tennessee. Two of King's daughters, Mrs. John H. (Annabel) Agee and Mrs. George McAfee had records and clippings preserved. Mr. McAfee had worked for King in the years just before river operations ceased. Capt. Paul Underwood and John Thomas who had served on King boats filled in some details.

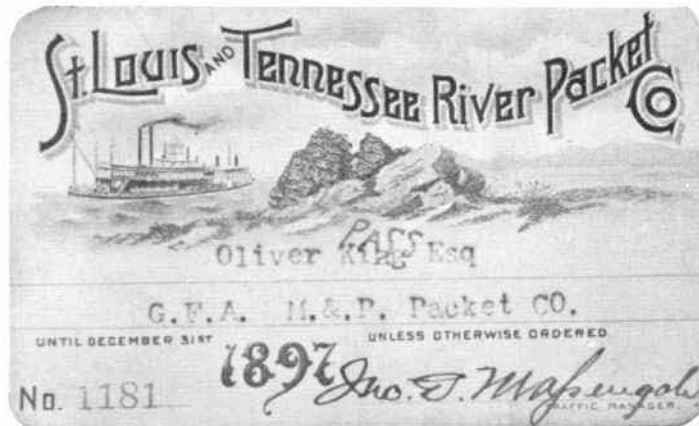
Oliver King began in the sand and gravel business with one horse and a wagon in 1884, buying sand from a Mrs. Cheatam. The next year his firm grew to a two-horse operation. About 1886 he acquired a small barge, poled it by hand to sand beds in the river, loading sand with long-handled shovels.

King's father, D. L. King, operated a 'General Draying Business' (as printed in one of his 1887 statements), calling it D. L. King and Son. Oliver King also did draying (probably having taken over his father's business) later. Oliver King was a horse fancier and loved racing. In 1888 he won enough stake with his horse (named Robert E. Lee) to arrange for building a small steamer for his sand and gravel business. The next year, 1889, he had his boat LITTLE OLIVER KING at work pushing in the fleet that now had grown to six barges.

His next vessel was the FOUCHE, 1894. As evidenced by passes in Mrs. McAfee's possession, the FOUCHE was also in the service of the Merchants and Planters Packet Company. In 1904 he rebuilt this boat and renamed it OLIVER KING. About 1915 there was another rebuilding to produce the OLIVER KING (second), and still another in 1925 for the OLIVER KING NO. 3. Base of operations was on the right bank of the Tennessee River just above the mouth of First Creek, Knoxville, earlier known as Cripple Creek (Kennedy Street wharf).

Earlier in this period, 1902, he built the ISABELLA KING, named for his mother. This is described in a two-column story in the Knoxville 'Journal.' It was also reported in the 'Sentinal.' The

The passes shown below and on the next three pages are from the collection owned by Mrs. George McAfee, daughter of Oliver King. Nearly all transportation lines, including railroads, issued such annual passes and exchanged them freely amongst executives. This collection is interesting, containing as it does specimens issued by several isolated packet operations.



The St. Louis & Tennessee River Packet Co. issued this pass in 1897 to Oliver King. It is signed by John E. Massengale (note the use of an old-style 's') and if the numbering system commenced with 1, this pass No. 1181 indicates a wide latitude of free-loaders.



The Red River Line operated out of New Orleans to Shreveport, running the W. T. SCOVELL and others. The signature is that of Charles P. Truslow, president.



The Lee Line, based at Memphis, operated a considerable fleet in 1897. Capt. Rob't E. Lee was a grandson of the line's founder Capt. James Lee.

boat itself was assembled in February and the boilers about a month later (slow delivery). The ISABELLA KING's first trial voyage was from the Kennedy Street wharf (now obliterated by urban renewal) to Spout's Spring, four miles above town. She cost four thousand dollars and measured 135 by 20 feet. Her first job was a contract to haul 700 MBF of logs from McMillan's on the Holston River below Mascot.

Another vessel reported in an 1908 news story was the ANNABELL (two l's) KING named after Oliver's daughter Annabel (one l). She was built for the excursion trade but was used in the winter and at off times in the sand trade. Her first engagement was a contract excursion at Charleston, a few days after coming out. She was equipped with a 200 hp. boiler, calliope and electric power, and with her double-deck

barge could haul 325 people. The ANNABELL KING was constructed on a part of the hull of the JANE AUSTIN which Oliver King had acquired at a receiver's sale for the Capt. D. R. Hicks Estate. When the ANNABELL KING was later sold, her new owners lost her when she broke loose and sank after hitting a bridge at Knoxville (1911).

Back to work boats. Mrs. Agee didn't have a date for the DIXIE which was a combination sand dredge and steamboat. In 1925 her father had THE KING. Her boilers and engines came off of the TOM C. POWELL which was lost on the Ohio River between Paducah and Smithland the year before. The Waterways Journal noted in the July 26, 1970 'Forty Years Ago' column that Capt. Ambrose Underwood took THE KING up the Clinch River to Clinton, Tenn. on May 20, 1930. She was towing a

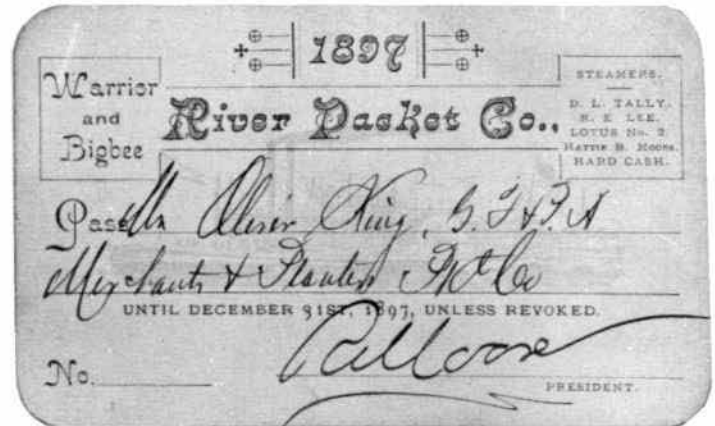
sand and gravel outfit, presumably for the construction of the Solvay Bridge at mile 44, construction of which was beginning at that time. THE KING burned below Dickinson Island. Then came the EL CAPITAN and finally, breaking the chain of steam, the motor vessel JOHN H. AGEE about 1950. It was named after Annabel King Agee's husband who died in 1948.

In addition to a sand and gravel business, draying, packet trade and excursions, Oliver King did contract towing as mentioned with the ISABELLA KING. A large part of this was hauling marble to Knoxville plants, particularly out of the French Broad and Holston rivers. He contracted with Evans Marble Co., Ross Republic, and with Stevens and Robinson. This went on over a thirty year period.

Of particular interest is the



We're hazy as to whether this is a railroad or steamboat pass but it was possible to get from Monterey to the Gulf via the Perqueria and Rio Grande, emerging at Brownsville, Texas.



The River Packet Co. operated on the Warrior and Tombigbee ('Bigbee') in Alabama. Their fleet is enumerated on this pass; D. L. TALLY, R. E. LEE, LOTUS NO. 2, HATTIE B. MOORE and HARD CASH.



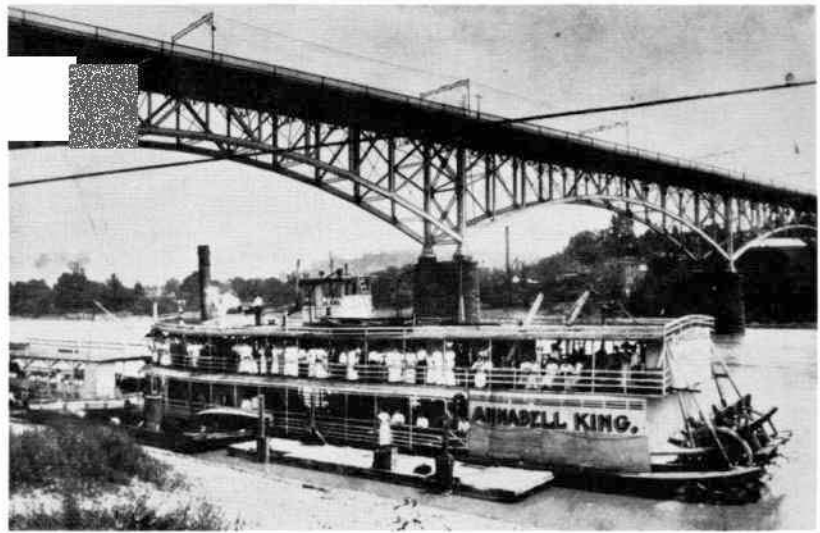
The Red and White Star Lines operated on the Great Lakes and the picture is of the CITY OF TOLEDO. Your editor when a wee lad once rode the boat from Toledo to Port Huron.



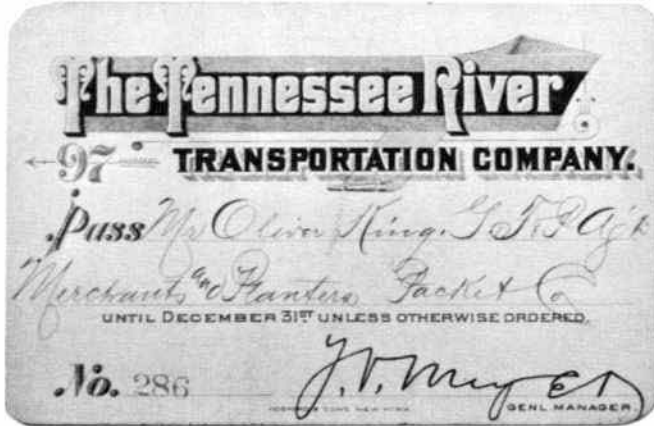
The Memphis & Arkansas City Packet Co. operated the KATE ADAMS whose picture is engraved on this pass. James H. Rees, the signer, was son of the Pittsburgh boat builder James Rees.

long haul by the ANNABELL KING as recounted by Capt. Paul Underwood with dates pinned down through the National Park Service.

At 5:26 p.m. on October 14, 1909 a tornado struck the Shiloh Military Park destroying practically everything and wrecking many of the monuments. Captain Paul Underwood recalls that he was working for C. W. Crouch, the florist, at the time, and that the storm was still quite violent when it worked its way eastward and passed over Knoxville. The following spring a contractor from the Knoxville area was engaged to make repairs at the Park (completed in July, 1910). The contractor, whose name we have been unable to trace, chartered the ANNABELL KING from Oliver King to tow a small barge fleet of equipment and materials from Knoxville to Pittsburg Landing. Paul's father, Capt. Ambrose Un-



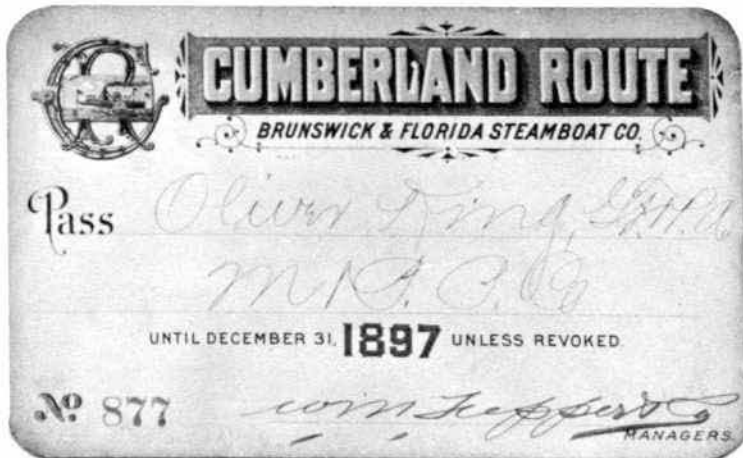
The ANNABELL KING was built from the wrecked JANE AUSTIN about 1907-1908 on a hull 112 x 18.5. Note the calliope on the roof by the smokestack. The JANE AUSTIN was built at Knoxville, 1903, and when water permitted ran between Knoxville and Dandridge, Tenn. on the French Broad. Parts of the former FLORA SWANN were used in her. She sank under the Southern RR. bridge at Knoxville, and was rebuilt to become the ANNABELL KING.



The Tennessee River Transportation Co. has us stopped cold--no information here concerning it. There was a Tennessee River Packet Co. in 1897 running the MAYFLOWER in opposition to the St. Louis & Tennessee River Packet Co. Later a barge line called itself the Ohio & Tennessee River Transportation Co., based at Louisville, Ky.



The Arkansas River Packet Co. operated the cotton packet EUGENE, Memphis and Little Rock. Capt. E. W. B. Nowland in 1898 replaced her with the LUCILLE NOWLAND.



The Cumberland Route apparently is a coastal steamship line between Brunswick, Ga. and Florida ports--quite likely Jacksonville.



The Three Rivers Packet Co. operated the ONEGA principally in the Knoxville-Chattanooga trade, and D. M. Rose was the president and general manager.

derwood, served as master; John Jackson (of Kingston) as pilot; Taylor Roberts, engineer; Mrs. Underwood as cook, and daughter Jamie as kitchen helper. Paul did some service on deck. His brother Harris was aboard, too. Paul said that the women folk were reluctant crew members, being frightened most of the time.

On the way down, one of the barges loaded with sand began to leak and was tied off at Williams Island and left behind. In passing Hales Bar they noted that cofferdams for construction of the dam had narrowed the river and concern was expressed that the swift current would make the return difficult at that point. Paul mentioned no other incidents beyond that point on to Pittsburg Landing at Shiloh.

The steamer returned light to Knoxville, but on the way she had the expected slow-down at Hales

Bar. A yawl was sent out to a point above the cofferdam, a line was made fast to the bank and the yawl was then dropped down thru the race to the steamer. As it came alongside the turbulent water upset the yawl. A second try using barrels to float the line down proved successful and the ANNABELL KING was winched up thru the chute.

This done, Paul went ashore, caught a train at the spur to the Hales Bar steam plant and rode to Chattanooga to arrange for coal for the steamer to pick up at that landing. The balance of the trip back to Knoxville was made without incident.

Some of the men who served on the King boats were:

Ambrose Underwood, Paul Underwood, Jerry Covington, Wess Hood, John Thomas, J. E. Ferguson, Lige Dawson, James Dawson, Frank Dawson, Wade Hampton, John Maples,

Sam Henderson, Dan Dykes, Jake Dykes, Jim Williams, Joe King and W. T. Terry.

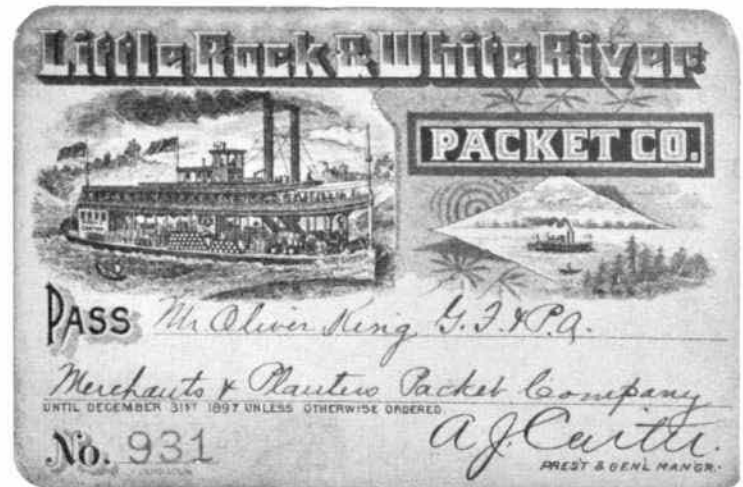
Tom Wilkie and John Dobbs are thought to have served also at times when the King boats went below Kingston.

Earl F. Olson,
Box 390,
Norris, Tenn. 37828

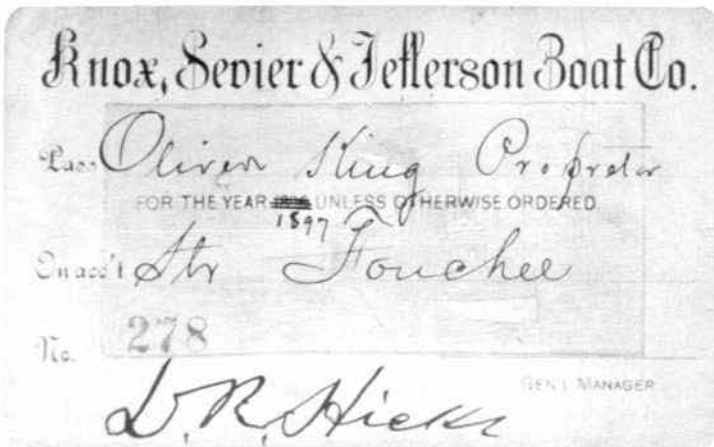
Various persons correctly identified the location of the tourist steamer GOLDEN EAGLE shown in the December issue, but C. W. Stoll was the only one who knew why the tarpaulin was slung along the boiler deck (see his letter elsewhere in this issue.) Mike Herschler, Quincy, Ill., has our thanks for a color shot of the towboat BULL DURHAM, taken last fall, in the lock at Keokuk. The new lock was built since the time when the GOLDEN EAGLE picture was taken at old Lock #19.



The Knoxville & Chattanooga Packet Co. ran the CITY OF KNOXVILLE in 1896, and A. H. Love, the general manager, lived in Louisville, Tenn.



The Little Rock & White River Packet Co. operated the small steamer MARY F. CARTER in 1897. The boat depicted on the pass bears not the least resemblance.



Knox, Sevier and Jefferson are the three counties in Tennessee through which the French Broad flows as a navigable river. Knoxville is county seat of Knox County.



The Louisville & Cincinnati Packet Co. pass is signed by Capt. Fred A. Laidley. The packets in the fleet, 1897, are listed prominently.

Sirs: Congratulations on the very fine story of the steamer CITY OF CINCINNATI in the Sept. '70 issue. My grandfather, Capt. William C. Lepper, Sr. was purser of her many years. I lived at Madison, Ind. and thought that those White Collar Line side-wheelers were the prettiest and most graceful on the Ohio.

I was living at Madison when the KENTUCKY was built from the LEVI J. WORKUM, using the engines and other parts. Capt. Martin L. Hissem came out master of her and my father, Frank C. Vawter, was purser. In the Dec. '67 issue is a story of Captain Hissem telling of his daughter; I heard her sing at the Madison Presbyterian Church, I think about 1912.

R. F. Vawter,
4822 Redwing Way,
Louisville, Ky. 40213

Sirs: In the June '70 issue is a reproduction of artist Lloyd Hawthorne's painting of Henry M. Shreve cleaning out the Great Raft from Red River. Is this photograph available? I retired at the end of 1969, and now have more time for writing.

N. Philip Norman, MD,
3240 Henry Hudson Pkway, E.,
Riverdale, N.Y. 10463

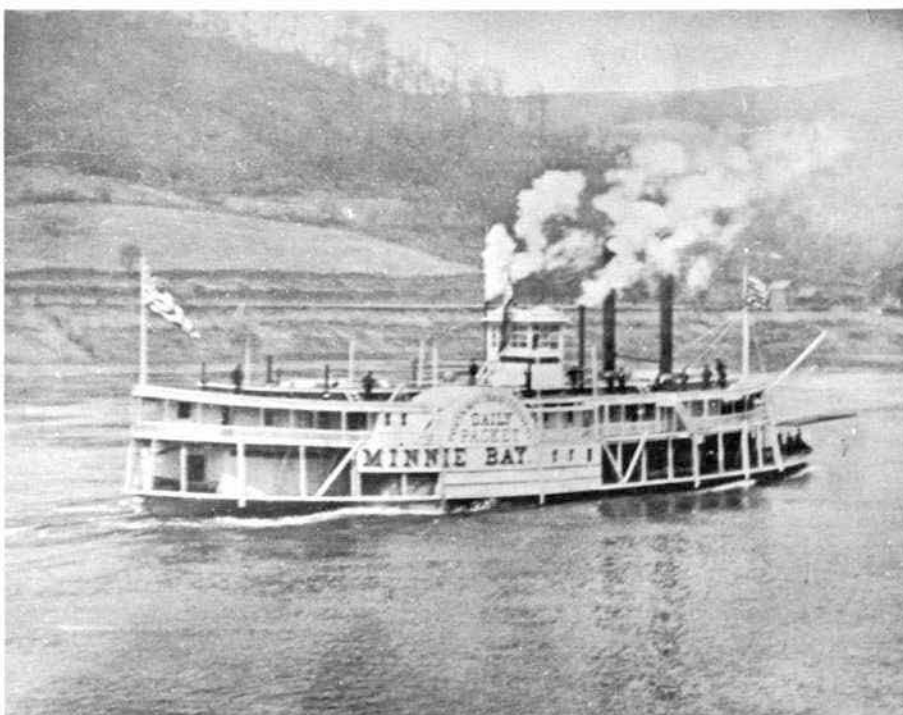
=The painting and rights thereto are the property of the R. W. Norton Art Gallery, Shreveport, La. -Ed.

Gloria Anderson, staff writer for the Enquirer Magazine (Cincinnati) telephoned S&D REFLECTOR on Monday, Nov. 2 last. She asked an odd question: "True or not true that the J. T. HATFIELD was one of the dirtiest and noisiest boats on the river?"

It seems that the day before--Sunday--the Enquirer Magazine had blossomed forth with a spread of full color river pictures under the heading "The Changing Ohio." Most prominent was one of the J. T. HATFIELD (2nd) belching smoke and under it was this caption:

"In 1904 the J. T. HATFIELD was built to tow coal and coke on the Kanawha and Ohio Rivers. She survived three sinkings and was one of the dirtiest and noisiest boats on the river."

This description of the J. T. HATFIELD (1st) obviously did not belong under a picture of J. T. HATFIELD (2nd). And as for calling any Hatfield steamboat dirty and noisy--well! Even before we were consulted the Enquirer Magazine had been familiarized of its error from the best possible source--the Hatfield family.



The MINNIE BAY existed only six years but she made a lot of waves while she lasted. This picture was taken during her trial run, 1883, by photographer Myles who ran an "art studio" at 2154 Main St., Wheeling. Could be that she is downbound below Moundsville with West Virginia hills in the background and the grading for the Ohio River RR. (later the B&O) showing. The lettering on the wheelhouse reads: PORTSMOUTH & HUNTINGTON DAILY PACKET.

She ran this trade for a year or so. Then, in charge of Capt. Edwin F. Maddy, she went to the Cincinnati-Madison trade leaving Cincinnati daily at 8 a.m. and Madison at 5 p.m., fare \$1 each way. This competition was a bit too much for the U.S. Mail Line and they bought her. Thereafter she ran Maysville-Cincinnati. Downbound with a trip of excursionists from Manchester, O. she attempted a landing on the Kentucky shore across from Moscow, O., speared a snag and sank. This happened on Nov. 15, 1889, and was the end.

Apparently she was a little too much steamboat for the Bay Line who had her built. The hull and cabin framing was built at Belle Vernon, Pa. while William McFall was running the yard there. Then she was towed to Wheeling for finishing and machinery at the shop of A. J. Sweeney & Son.

There were some innovations. The paddlewheels were built "stepped" ("staggered" is another word for this) with three flanges on each shaft, the center one having 26 arms. The purpose was probably to reduce vibration, but the common talk at the time was that the last CHESAPEAKE also built in 1883, same paddlewheel diameter, same dip, but with 14 arms on two flanges, was a better performer.

By now, having seen the accompanying picture, you've undoubtedly spotted the other innovation--the way the stern is built. The common practice in 1883 was to build a "closed stern" with the cabin bulkheaded across the rear, and the stern area on the main deck open. Both CHESAPEAKE and MINNIE BAY were constructed with this open passageway clear around the rear of the cabin. No precedent was set in so doing--it had been done before--but it was unusual. The look of a side-wheeler was improved, we think, with this MINNIE BAY-style stern. But save for isolated instances the custom did not gain favor until the CITY OF LOUISVILLE was built that way in 1894. Thereafter nearly all side-wheelers were given the stern design shown in this photograph. Our thanks to Jerry Sutphin for the picture.

Sirs: The name Natchitoches (NAK-uh-tush) from an Indian tribe of the same name means "chinquapin eaters."

Lloyd Hawthorne,
Box 1000,
Pineville, La. 71360

=A chinquapin is an edible nut from the dwarf chestnut tree. In days gone by there was a 4-foot gravel bar tailing off the lower end of Goose Island, Ohio River, (Mile 230.6) called "Chinkypin" and sometimes spelled the same way. Then Goose Island attached itself permanently to the West Virginia shoreline and Chinkypin is no longer identified on modern navigation charts. -Ed.

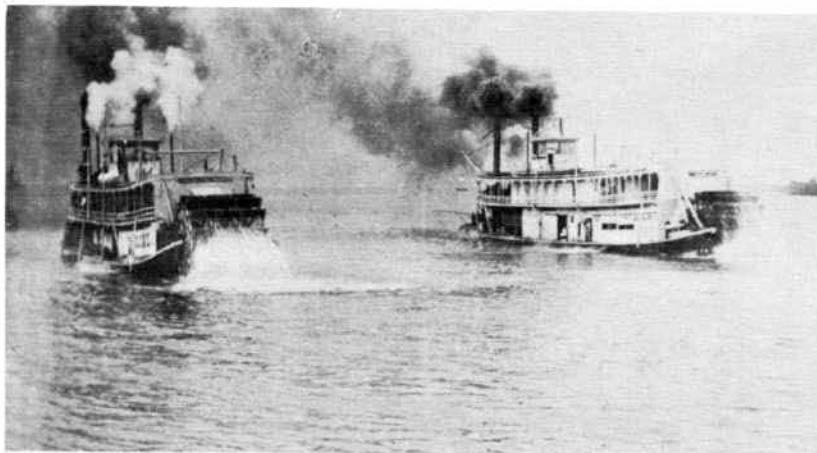
Sirs: On page 7 of the Sept. '70 issue you show a picture of the OTTUMWA BELLE with the last raft on the Mississippi taken in 1915. Dad drove the family to Winona, Minn. to see this raft which I remember well. Captain Hunter was from Winona and his daughter ran a bulk Pure Oil business there. She also built the town's first motel, the "Winteepee" on the site where the present Holiday Inn stands. I was with the Chicago Great Western RR. at Winona and Captain Hunter used to come into our office in connection with his daughter's oil business on occasion.

M. D. Harrington,
5228 11th Ave., South,
Minneapolis, Minn. 55417

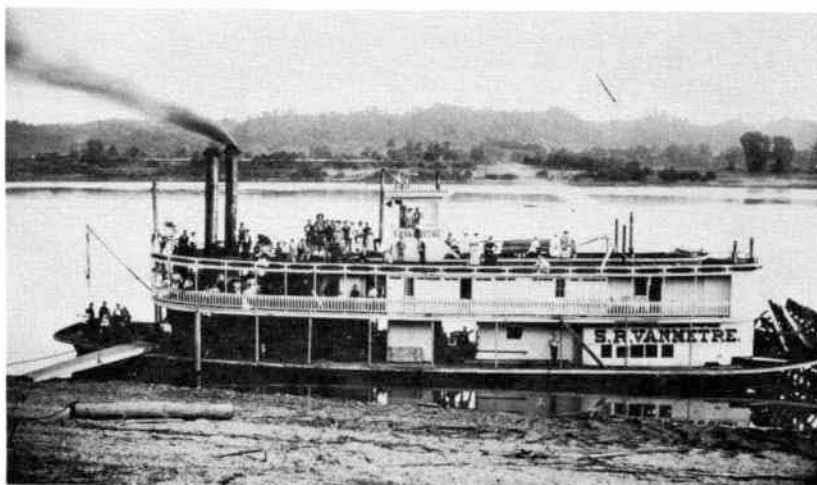
A post card from Capt. Clarke Hawley last December, postmarked Edinburgh, Scotland, says: "Today we ventured to Loch Lomond and were able to see Ben Lomond, a name that has perplexed me too long. There is a government light just above Gallipolis Locks on the Ohio River and also one just above Lake Providence on the Mississippi named Ben Lomond. Anyway, I saw Ben, the mountain, drank water from Loch Lomond and saw the steamer MAID OF LOCH, laid up for the winter, a nice side-wheeler. This is by far the most beautiful scenery these eyes have ever seen." (The "we" in the foregoing includes Robert Hammett, Doc's partner in the expedition).

Introducing David Loyd Fryant, born October 25th, 1970. Vital statistics: length, 23", beam 7", displacement 11 pounds. The parents are Mr. and Mrs. John L. Fryant, Alexandria, Virginia.

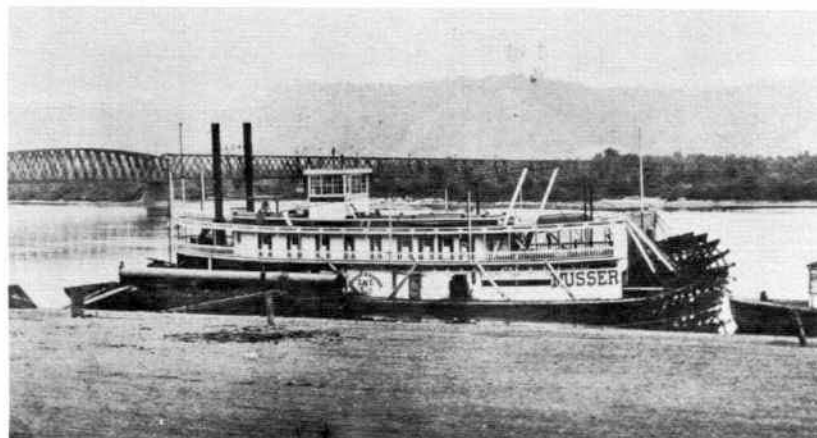
Keokuk-Quincy-Burlington



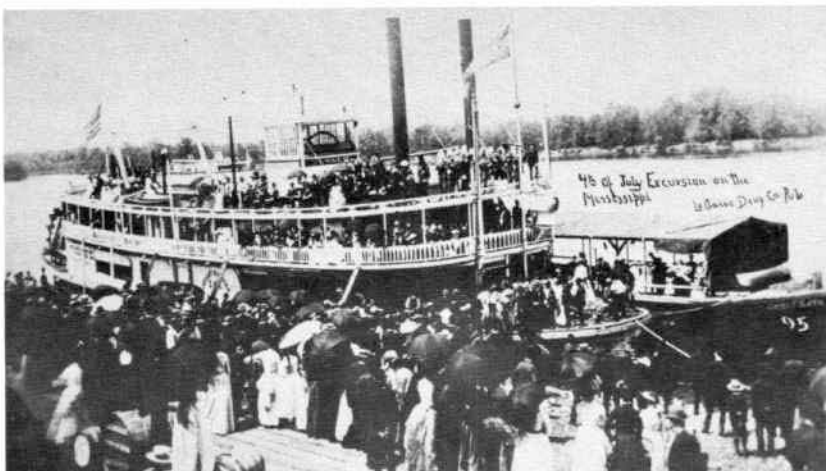
One of the most lucrative short trades on the upper Miss was between Keokuk and Quincy, 36.8 miles, a round trip a day. The SILVER CRESCENT, Capt. S. R. Dodds, started there in 1895 and continued into 1908 often beset with competition. The PAULINE (left) is racing her for a landing.



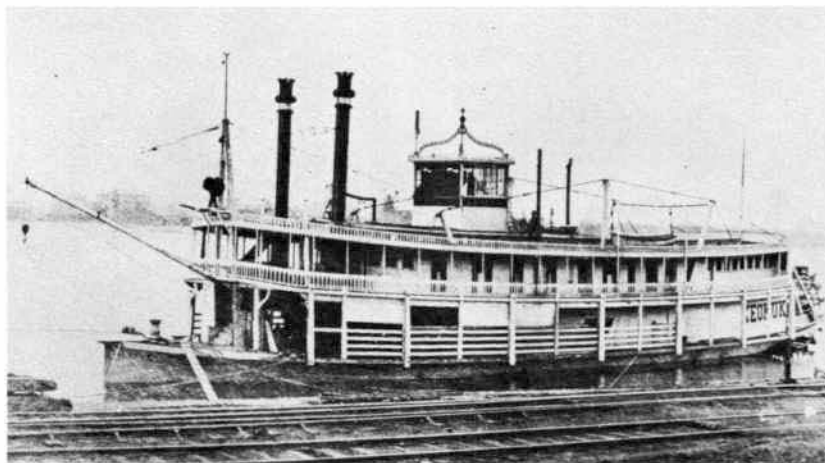
Capt. D. W. Wisherd bought the Marietta packet S. R. VANMETRE in the summer of 1895, tried on the SILVER CRESCENT for size, then extended her trade Quincy to Burlington (77.2 miles) and continued through 1898.



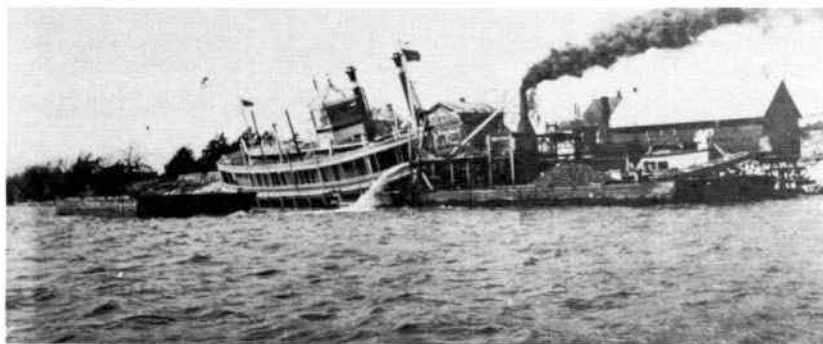
There was a rafter named MUSSEY owned jointly by Gov. Sam Van Sant of Minnesota and the Mussey Lumber Co. of Muscatine. Capt. Walter Blair and others bought her in the summer of 1907 and rebuilt her at Wabasha into a replacement for the SILVER CRESCENT.



Upper Miss rafters sometimes doubled as excursion boats. Here the MUSSER is loading a Fourth of July crowd and is towing a barge for the overflow. The MUSSER was built in 1886 at Le Claire with 13's- 6 ft. stroke engines and was no slouch. The SILVER CRESCENT had 14's- 4½ ft. stroke engines from the old Pittsburgh towboat PARK PAINTER.



The KEOKUK, built from the MUSSER, started in the Quincy and Keokuk daily trade in 1908, Capt. S. R. Dodds. Capt. Dodds stayed two seasons and his successor was Capt. Hugh McKenzie. The trade opened in late March and continued until late fall; in 1899 the SILVER CRESCENT kept going until Dec. 16, something of a record. The KEOKUK extended to Burlington and ran most of her days in this longer trade.



On Saturday afternoon, April 8, 1922 the KEOKUK landed at Nauvoo, Ill. to seek haven from high winds blowing from the north-north-east. Early Sunday morning the wind veered into the west, dead on shore. Lake-size waves piled in, the biggest Capt. McKenzie had ever seen. At 4 a.m. the KEOKUK was swamped. The river at this point was exceptionally wide due to the Keokuk Dam downriver. She was raised, and ultimately burned at Davenport in the fall of 1926.

Once long ago C. W. Stoll was visiting at Coleraine, Minnesota. In the home of his friends, the Scotts, was an aged grandfather originally from Marietta. He had boated on the OELLA and had gone "way down the river" on her. In the crew was an Englishman with a strong cockney accent. He couldn't say the boat's name understandably. Instead, he'd spell it out this way: "an Ho, an He, two Hells and a Hay."

In our Sept. '70 issue, page 31, appeared a discussion about an early sketch of Henry Miller Shreve and of how two oil paintings were made utilizing it. One of these paintings hangs in the Shreve Memorial Library, Shreveport, La., the work of artist Louise Snead. The other painting was supposed to have been in the Cabildo, New Orleans.

Now we learn that the alleged Cabildo painting never existed at all. What they have, and have had for some time, is a photograph of the engraving of 1848 done by Illman and Son's first used in the "Democratic Review" published in New York. The engraving was made from an original charcoal sketch made by George d'Almaine from life now owned by the National Portrait Gallery in Washington, D.C.

Cunard's two new 17,000 ton cruise ships being built in Holland are the first Cunarders built away from England in 140 years. They were originally contracted by Overseas National Airways, owner of the DELTA QUEEN, who proposed to name them CAROLINA and VIRGINIA. Cunard, who bought both, announced recently that the first one launched will be named CUNARD ADVENTURER scheduled to enter service out of New York this fall.

Sirs: On page 35 of the Dec. issue is a picture of the towboat J. J. McVICCAR. I remember her when she was in the oil trade out of Wood River. She 'scaped out on the roof when working at the locks and you could hear her from some distance. The old-time engineroom jingle bells were used on her and their musical tones could be plainly heard.

Robert L. Miller,
729 Hazelhurst Circle,
Keokuk, Iowa 52632

One day last October over 100 Navy and former Navy men from the San Francisco Bay area gathered at the Naval Station Treasure Island to swap sea stories about their days spent aboard the DELTA QUEEN.

Many of the men had their first "voyage" on the sternwheeler when she was a part of the U.S. fleet between 1940 and 1946.

The event was reported in "Navy Times," issue of Oct. 28, 1970, written by Lt. (jg) Barry Stephenson USNR.

Lee Mineau, a present-day San Francisco businessman, recalls it this way: "About 300 Reservists in the Bay Area were called up in 1940 and reported to the DELTA QUEEN for transportation to the Naval Station on Yerba Buena Island.

"The civilian crew was still on board. The dining tables were covered with white tablecloths and we used the ship's best china and silverware. In fact, the ship's waiters served us during mealtime. This didn't last long."

During her Navy stint the QUEEN was used as a training and barracks facility at Yerba Buena Island and later at Treasure Island.

The transition of the sternwheeler to a naval vessel wasn't without its problems. Layers of grease in the galley were so thick that all efforts failed to dislodge it. A subsequent fire did the job. Whether or not it was deliberately set by a fussy cook is not known.

When the QUEEN first went into Navy service she was still painted white. On her side bulkheads in big lettering was this: SAN FRANCISCO & SACRAMENTO 6 P.M. DAILY. At the first opportunity, Navy daubed her Navy gray from stack to hull.

Lou Spadia, San Francisco 49er football team owner, and Roy Gilbert, an administrative assistant in the 49er organization, served aboard. Five men of the original DELTA QUEEN "crew" are still participating in the Naval Reserve program at Treasure Island.

Lt. Stephenson ends his story with this observation: "One thing is for certain. If Congress does not reconsider its decision, a colorful part of Americana and Navy history will end."

While reminiscing about the DQ in Navy service, our wonders on several scores have never found adequate answers. For one thing, the DQ was stripped by Navy of her wire railings. Wood slatted railings were placed instead.

Howcome and whyfor? The DELTA KING was not so changed, and had her wire railings at the war's end. There was a big gouge in the starboard side of the KING's main deck guard, at the engine-room door, at the war's conclusion, and Dame Rumor had it that she had been rammed by a submarine off of Alcatraz Island. We have never heard the details of that encounter. -Ed.

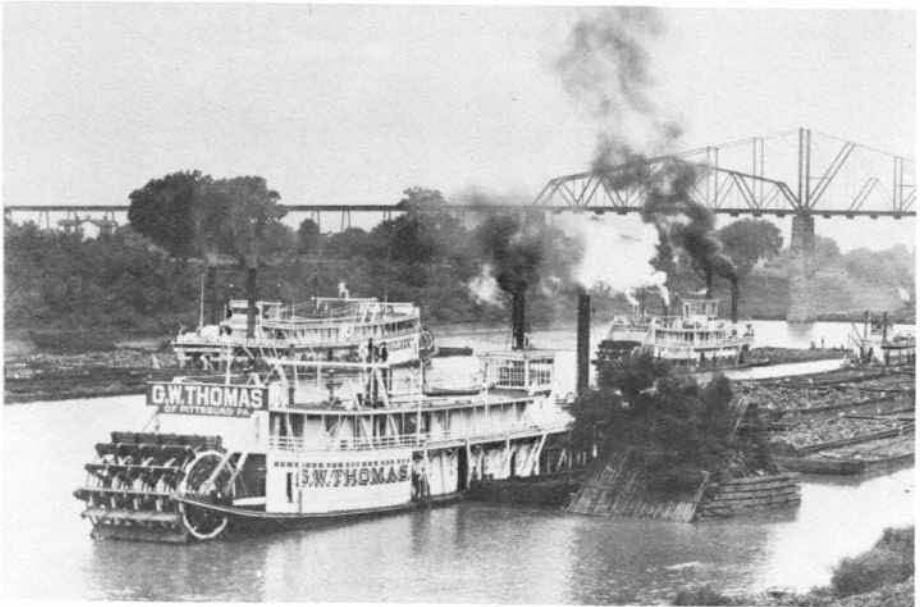
Sirs: On page 20, Sept. '70 issue, my old friend Capt. Bert Shearer makes reference to a picture in the June, '70 issue where the GEO. T. PRICE was mistaken for the DUNCAN BRUCE, and he refers to the yawl arrangement on the PRICE.

I first became acquainted with the PRICE in the early '30's when

she used to fuel at our long-gone Louisville refinery and her yawl used to impress me because it was dignified with a name--MISS GEORGIA PRICE--painted in big black letters on the head end. Whether there was such a person, or whether it was merely a take-off on the name of the towboat I never knew.

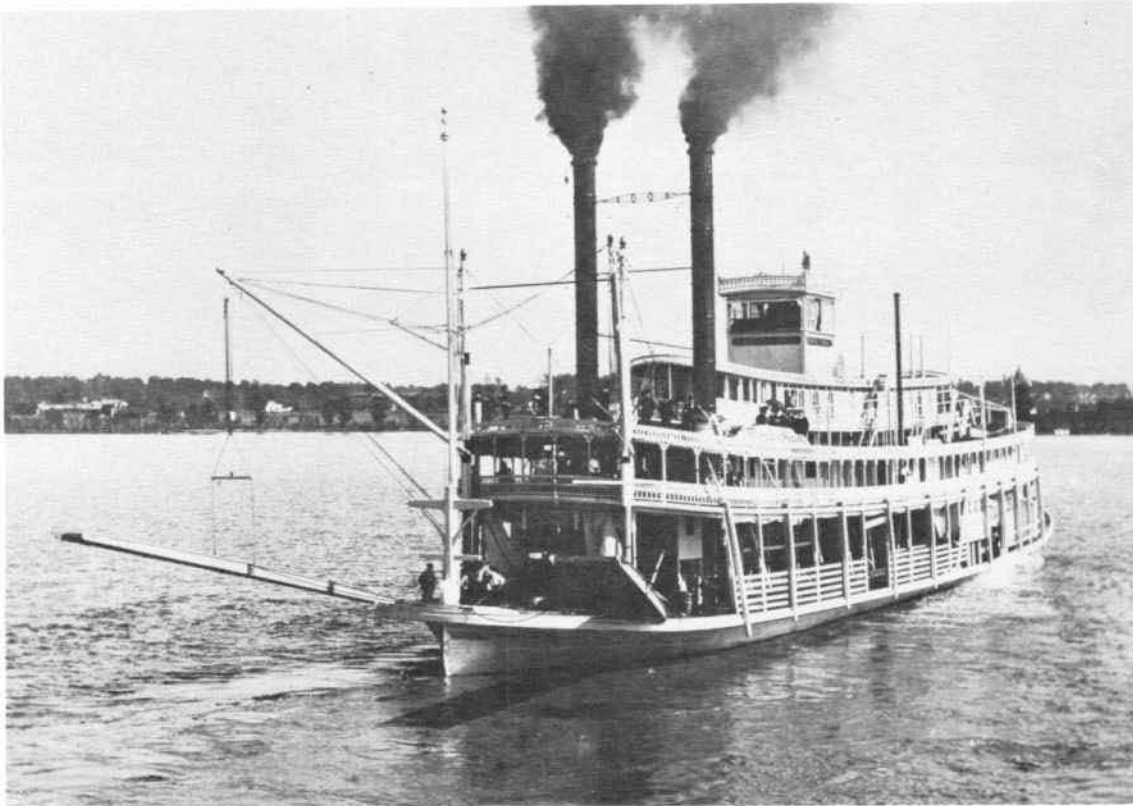
I well remember also my first meeting with the DUNCAN BRUCE. I was a pre-teen-ager, making my first and only trip on the packet CINCINNATI and we met the BRUCE at the head of Twelve Mile Island. I remember it so distinctly because I had never seen a split sternwheel boat before.

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



Near the mouth of the Kanawha River looking downstream with the B&O's old Ohio River Division bridge in the background. By dead reckoning the date must be 1912. In the foreground at the ice pier is the G. W. THOMAS owned by the Peoples Coal Co., Pittsburgh, named for Capt. George W. Thomas. She was built at Jeffersonville, Ind. by Howards in 1901 and had high pressure 17's-6 ft. stroke engines from an old Louisville ferry, the MUSIC. Across the river beyond her is the pride of the Kanawha, the compound condensing ROBT. P. GILLHAM of the Campbell's Creek Coal Co., built at Parkersburg, W. Va. in 1901. Making smoke and steam at the right is the MAJOR SLACK of the Barrett Line, built at Pt. Pleasant in 1906, named for the father of Mrs. Oscar F. Barrett. At extreme right is the combination towboat-pumpboat RAYMOND built at Raymond City, W. Va. in 1909 for the Otto Marmet Coal & Mining Co. This picture once was reproduced as a post card and had liberal distribution. We thank Jerry Sutphin for this copy photo from an original print. When your editor first went to work for Campbell's Creek in 1919 the towboats F. M. WALLACE, ENTERPRISE and the tug WASH GRAY were moored below the ice pier at lower right, all of them advertised for sale in The Waterways Journal. Time is like a river. As soon as a thing is seen it is carried away and another takes its place, and then that other is carried away also--so meditated Marcus Aurelius.

The SENATOR CORDILL



Maiden trip of the SENATOR CORDILL at the Howard Ship Yard as pictured by James E. Howard.

The SENATOR CORDILL had a gravy trade if ever there was one. She ran between Vicksburg and Natchez, a mere 74 miles, three round trips a week. There was only one town of consequence in between, St. Joseph, La., and all the rest were mud landings at plantations. No bridges to run, no locks to worry about, and a lay up at Natchez every Saturday night to clean boilers.

When the CORDILL was entered in that trade in 1902 the long trades had about played out; the St. Louis & New Orleans Anchor Line had folded, the Cincinnati-New Orleans trade had been about washed out--or burned out--when the JOHN K. SPEED burned at New Orleans that May. Packet traffic on the Lower Mississippi had segmented into a surprising number of short-haul trades served by steamboats of high repute owned and run by native southerners.

For instance the CORDILL connected at Natchez with the iron hull BETSY ANN, built new in 1899, and which ran from there to Bayou Sara (133 miles) three trips a week. This took a bit more doing but she was designed to get through the water faster, and without straining herself. The BETSY cleaned boilers on Mondays at Natchez.

The elegant BELLE OF THE BENDS at this period ran Vicksburg-Greenville (94 miles) three trips a week. She was built in 1898 at a cost exceeding that of the SENATOR CORDILL, \$33,500.

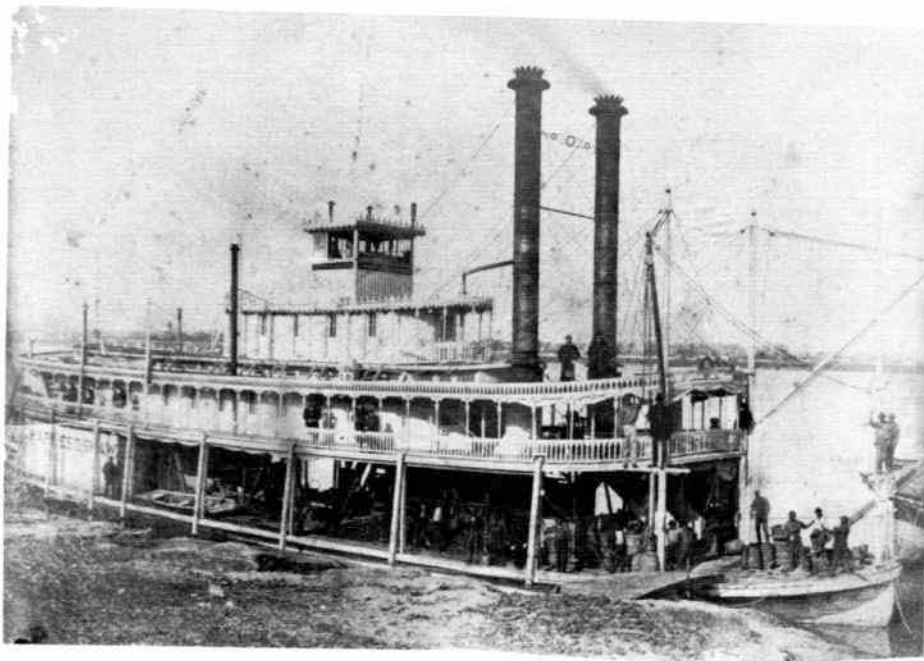
So in 1902 and for some years you could go to Greenville, hop aboard the BELLE OF THE BENDS, transfer at Vicksburg to the SENATOR CORDILL, and transfer at Natchez to the BETSY ANN. Then, for that matter, you could get aboard the ST. JAMES

at Bayou Sara (new in 1898 with wire railings and all) and sail right down to New Orleans. This was a fairly dependable arrangement; the BELLE OF THE BENDS, SENATOR CORDILL and BETSY ANN all had contracts to carry the U. S. Mail.

It was not always so. During the "palmy" era of Mississippi boating the plantations between Greenville and New Orleans were dependent on the through boats in long trades, many of which were operated by persons in Cincinnati and St. Louis. The Vicksburg-Natchez trade---where the Natchez church-goers for years timed the parson's sermon by the SENATOR CORDILL's noon departure whistle--couldn't, or didn't, support any such local boat prior to 1883.

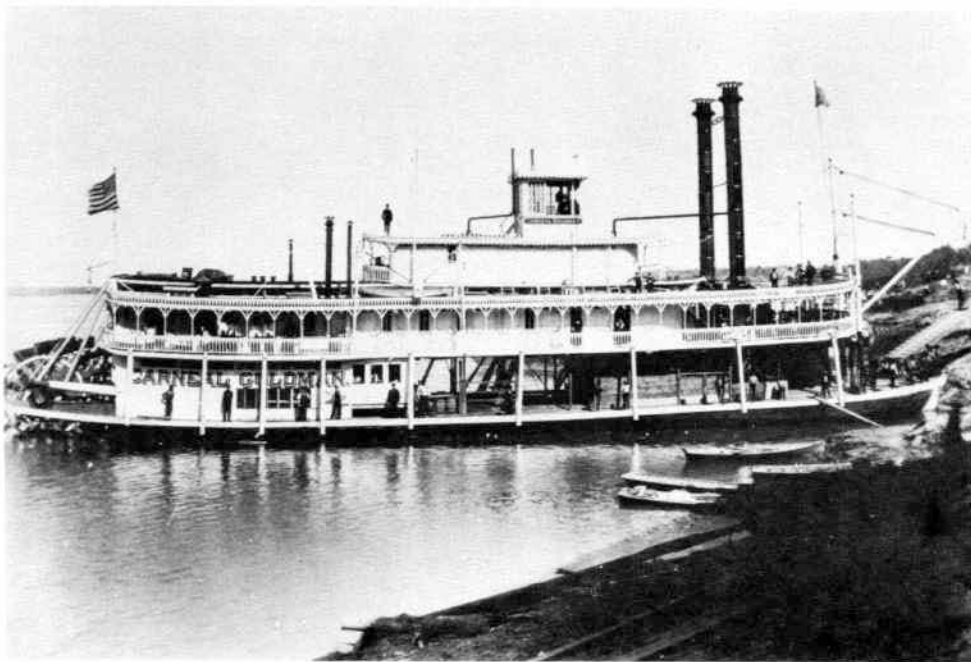
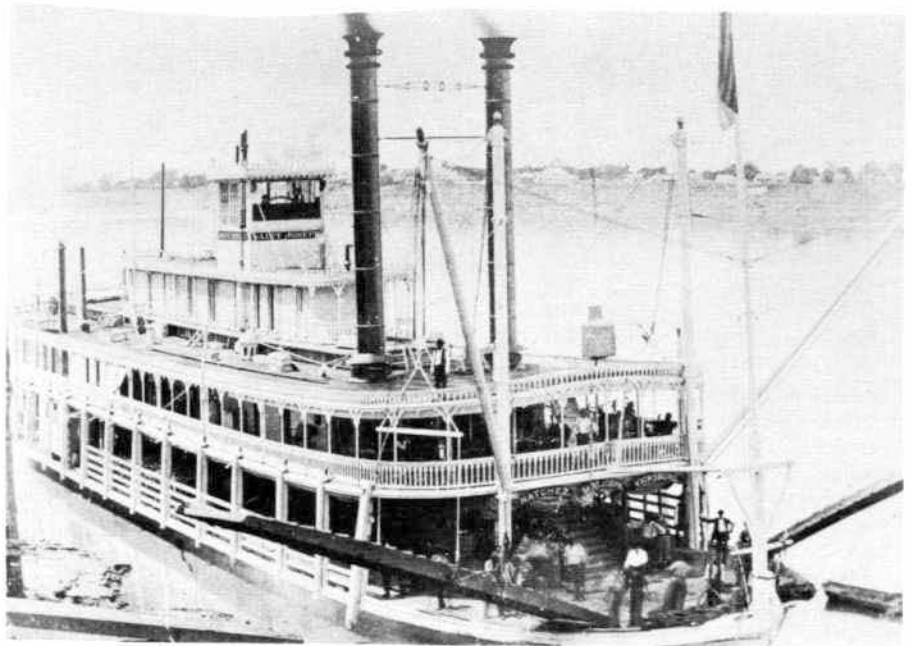
The CHARLES D. SHAW was built at Jeffersonville in that year, 1883, for the Natchez-Vicksburg trade, Capt. John C. Fowler. She wasn't much; built on a wood hull 132 by 24; but she was the goose that laid the golden egg. Two years later the more elaborate and larger sternwheel packet CARNEAL GOLDMAN was built. Although both the SHAW and GOLDMAN were Jeffersonville-built, neither seems to have come from the Howard yard. The latter was named for Carneal Goldman, Esq., a wealthy planter with large holdings in Tensas Parish, La. below St. Joseph. There still is a light at Waterproof, La. named Goldman Light although the landing was above there in the foot of Kempe Bend.

The GOLDMAN apparently did not pay her keep and was sold away---we're not sure what happened--but the SHAW plodded on until in 1893 she was replaced by a much larger sternwheeler 170 by 32 called



The CHARLES D. SHAW, first regular packet in the Natchez-Vicksburg trade. This picture was preserved by the late Capt. Sam G. Smith, St. Louis.

The SAINT JOSEPH, forerunner of the SENATOR CORDILL. In 1905 she was sold to Pittsburgh, renamed ISLAND QUEEN, and ran excursions operated by John F. Klein. Klein got into big trouble and ownership was transferred to Harrison P. Dilworth of Pittsburgh in 1908. In 1912 she was renamed MORNING STAR with Klein back at the helm. In August, 1913 handling an excursion between Monongahela and Charleroi she burned at Monongahela----fortunately the passengers were uptown. Nobody was hurt.



The CARNEAL GOLDMAN, named for the cotton planter in Tensas Parish. She ran Natchez-Vicksburg until 1891 and we have not the faintest idea of what eventually happened to her.

ST. JOSEPH, named for the one town between. The townspeople of St. Joseph, La. presented the boat with a silver water urn all the way from Cincinnati and made by the Duhme firm, and we mention this inasmuch as in later years this same fancy urn graced the forward cabin of the SENATOR CORDILL, inscribed "Str. St. Joseph," and was on her until her last dying gasp.

At that time J. N. Carpenter of Natchez, a well to do cotton man, headed the Natchez & Vicksburg Packet Co. which built the ST. JOSEPH. This boat was built at the Barmore yard, Madison, Ind., and proved so adaptable to local needs that when the SENATOR CORDILL was contracted to replace her, the hull specifications were almost identical. Old advertisements in newspapers for the CHARLES D. SHAW, CARNEAL GOLDMAN, ST. JOSEPH and SENATOR CORDILL, spanning a period of many years, all show one Thomas Reber as the company superintendent. Our respects to Mr. Reber of whom we know nothing otherwise.

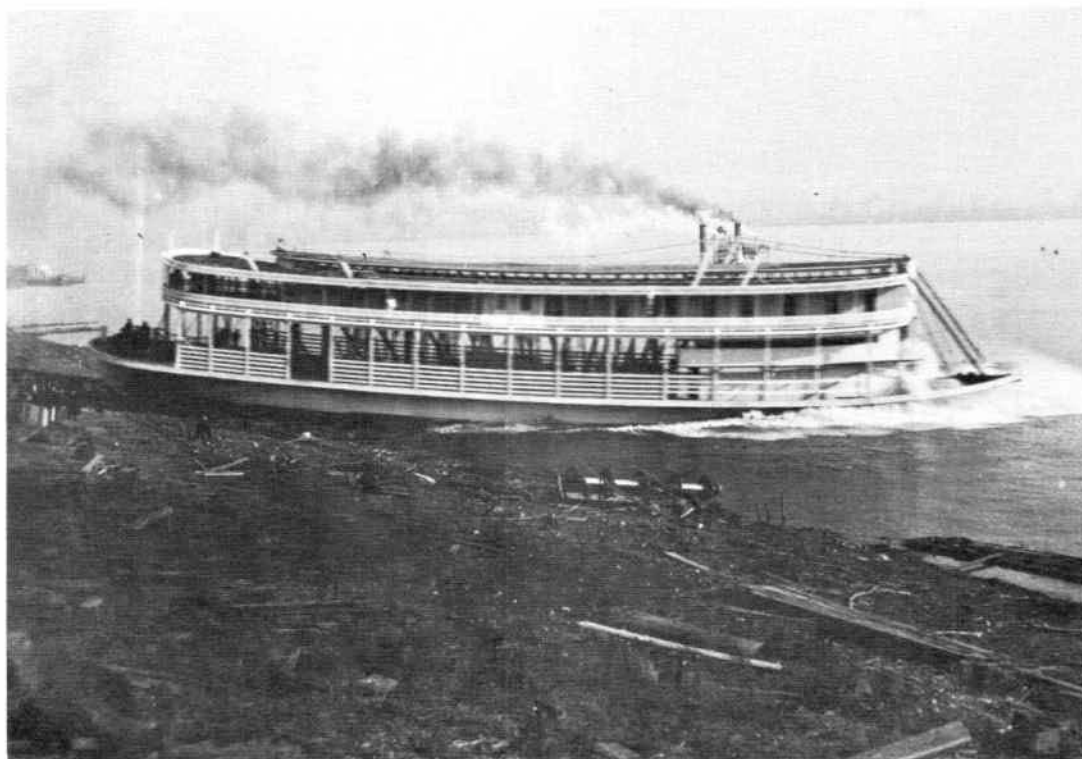
The Natchez-Bayou Sara trade's BETSY ANN was owned and operated by the Learned family of Natchez, timber and lumber people whose firm R. F. Learned & Son ran back to 1828. As this is written it still exists, now headed by Howard B. Peabody, Jr. But prior to the Learned venture into the packet business the trade to Bayou Sara had been developed by the Prince family from Wheeling, W. Va. They built the sternwheel COURIER in 1885 on the upper Ohio and took her south to run that trade--which she did--and meanwhile the Princes built a smaller boat (not much smaller but somewhat) called the STELLA WILDS expressly for the Natchez-Bayou Sara trade. She was named for the 10-year-old daughter of a planter. Things went swimmingly until the WILDS burned at Brier Landing, Miss. which today is away out in the boondocks west of the river due to Glasscock Cut-off. The BETSY ANN was just new from the shipyard at Dubuque when this happened, and so replaced her.

At that juncture the Princes relinquished the Natchez-Bayou Sara trade but got into other river ventures, running the BOREALIS REX and later the CONCORDIA from Natchez to the Atchafalaya River. Then in 1910, as of January 1, Capt. George Prince took over the SENATOR CORDILL under the corporate title of Royal Route Co., Ltd. He also acquired the U.S. Mail contract and continued the boat in the Vicksburg-Natchez trade.

II

This was the best steamboat the Prince family had ever owned--or would own. The CORDILL looked twice her size, an optical illusion true of only one other boat I can think of, the GEORGIA LEE, which was almost a counterpart in dimensions. The main cabin of the CORDILL was a "resplendent tunnel" in truth, high, wide and handsome, the overhead bric-a-brac scrollwork elegantly turned, bevelled mirrors built in at strategic angles and silver-plated guard rails horizontally along the bulkheads to lean chairs against. For all of such ostentation one wonders how-come she was given high pressure simple engines, 16's- 7 ft. stroke? She had them sure enough. The notoriety of the BETSY ANN's cross-compound condensing engines and one tubular boiler (the CORDILL had three Western-style boilers) must surely have filtered into the consciousness of the CORDILL's builders. Apparently not.

But Capt. George Prince changed that. His new purchase was in need of hull work in the fall of 1912, at which time he took her to the Mound City (Ill.) marine ways. While there he installed new compound cylinders made by the Marietta Mfg. Co., 12's, 24's- 7 ft. stroke. It is interesting to notice that before this change was made, the exhaust, or 'scape pipes, came up through the roof of the CORDILL abreast of the pilohouse same as they did on the GEORGIA LEE and on various of the St. Louis & Tennessee River Packet Co. sternwheel packets. When she was compounded, the 'scapes were moved aft.



Launching of the SENATOR CORDILL at the Howard Ship Yard as photographed by James E. Howard. The towboat TRANSIT is standing by. Notice she has five bull-rails to the section (most had four).

Cabin of the SENATOR CORDILL as it appeared when she was a new boat. The SAINT JOSEPH water urn is in right foreground. This is taken looking aft. The overhead lights and blade fans had disappeared when she came to the Ohio River. Notice the profusion of coat and hat hooks fastened into the stateroom bulkheads.



This was taken by Cincinnati photographer Paul Briol about 1932, looking aft in the ladies' cabin showing the elaborate thwartship bulkhead entered through curtained door at left to the privacy of the ladies' department. In the center is a floor-length mirror. Topping it is an elaborate example of scrimshaw. The turned wooden pendants, gloss white with gold-leaf tips, suspended from the fancy brackets, were removable.

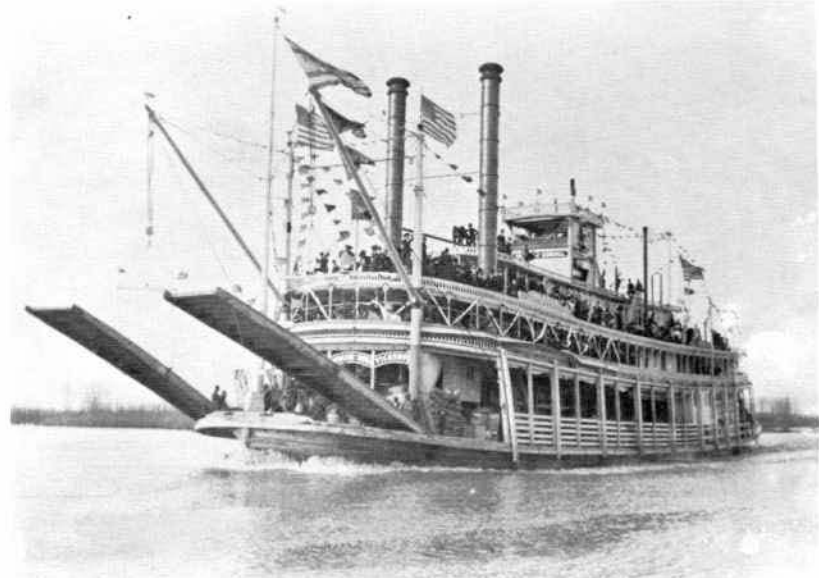
Looking forward with the SAINT JOSEPH water urn in the center. The skylights terminated forward in a semi-circular dome tinted light blue and the main center doorway was flanked with plate glass windows. The main doors each had twelve panes, some of multi-colored glass. The office was at the left and was surmounted with a skylight dome. The original floor was hardwood through the entire length of the cabin.



And so the double-stage SENATOR CORDILL blew her sonorous three-chime Lunkenheimer whistle and wended her way down the Mississippi. The channel her pilots knew was vastly different than nowadays. Leaving Vicksburg she was steered down the starboard side of Racetrack Towhead; only an Eagle Scout with a machete could track that channel today. Reid-Bedford Bend used to be the bend behind Racetrack. Diamond Cut Off now is a straight reach but, in the CORDILL's days, it was an elongated pretzel with a handle called Palmyra Lake with plantations along both sides, big ones, Leona, Englemeier, Somerset; then came Yucatan Bend, Hard Times Bend, and warp and woof to Hard Scrabble Bend which still does business at the old stand. St. Joseph, La. was on the river in CORDILL days; now a pilot never gives the place a thought. It's two miles off. Zachary Taylor would not know his own premises at Spithead. Rodney Cut Off short circuited an array of old plantation landings there. The channel used to run on the opposite side of Waterproof. Giles Cut Off, the major surgery of 1933, lopped off Marengo Bend and shoved Ferriday, La. out west near Texas someplace. The St. Louis, Iron Mountain & Southern RR. used to run right along the river for most of the way from Ferriday to Vidalia but not any more it doesn't. There isn't any river there to run beside.

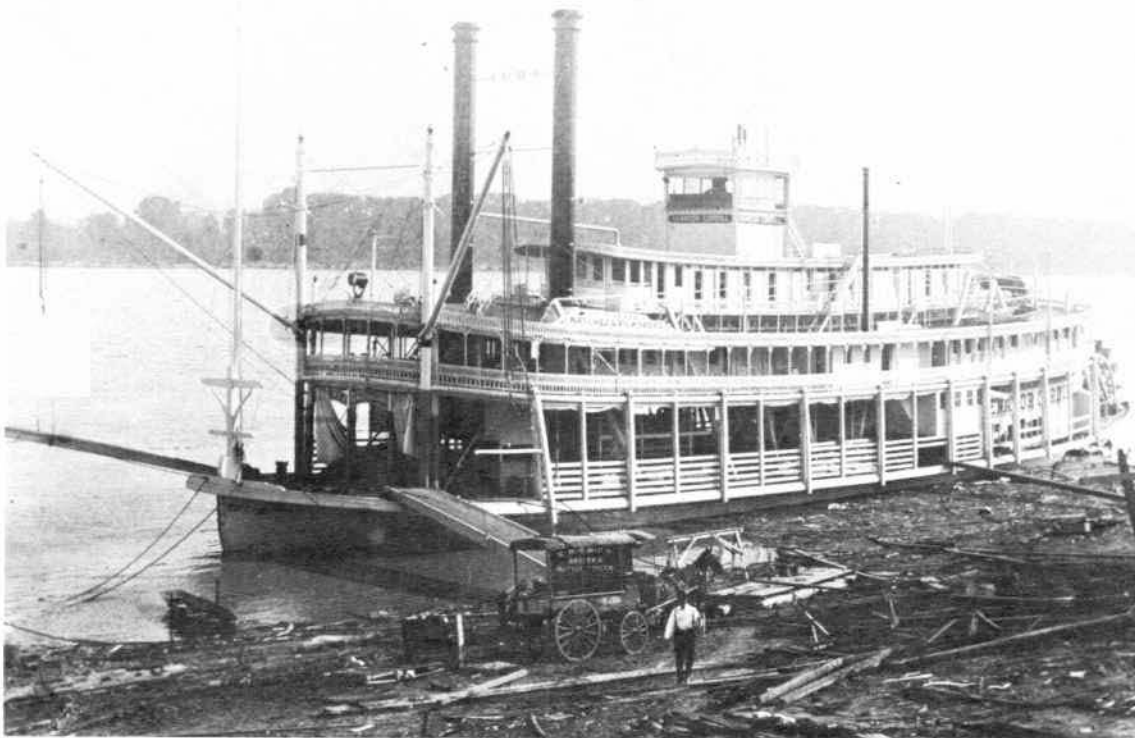
The one remaining clue to the CORDILL's days in the Natchez-Vicksburg trade, other than fond memories in the minds of old, old natives, is the government light at Natchez called George Prince Light. We spotted it a couple of years ago, but that was a couple of years ago.

One of the celebrated changes during CORDILL days was putting Vicksburg back on the river. Since a cut off of 1876 the town had become virtually landlocked. Instead of the broad river sweeping by with its expanse of wharfboats, etc.,



This picture was taken on the occasion of the parade celebrating the opening of the Yazoo River diversion in 1903. The picture was widely circulated on penny post cards later on.

the citizens in 1900 were looking out at a vast mud flat. As a remedy the Yazoo River, which entered above Vicksburg (about where KATE ADAMS Light is today), was diverted to flow down past town. By such remedy and with the Yazoo's current to slush out the mud, Vicksburg was given back its river traffic. A considerable celebration was staged on January 27, 1903 when the job was successfully done; the BELLE OF THE BENDS was the flagship of the marine parade, and the SENATOR CORDILL bedecked in bunting and flags carried notables.



The SENATOR CORDILL new at the Howard Yard getting final outfitting and stores. The wagon in the foreground says on it: E. B. SWIFT, GROCER & BUTTER DEALER.

III

Channel changes, yes, but mostly changing times made of the SENATOR CORDILL a liability. She was costing too much to run, even with her compound engines. Capt. George Prince as an economy move went to the Illinois River and bought the PERCY SWAIN, a cross-compound condenser (aha! just like the BETSY ANN) and smaller.

Of the steamboats enumerated so far, the ST. JOSEPH came to Pittsburgh and was turned into an excursion boat; the ST. JAMES also; the BELLE OF THE BENDS ran excursions at New Orleans, at St. Louis, Cairo and elsewhere. Then announcement came on July 10, 1920 that the SENATOR CORDILL had been sold to the upper Ohio.

What had happened is easy to relate and won't take long. A group of chicken-and-egg hucksters in the Gallipolis-Parkersburg area aspired with some suddenness to run a steamboat of their own. All of them were veterans of rural swap and barter, of candling and sorting eggs. Pittsburgh was a ready market always, the logical market, and the best. Poultry was sold to Pittsburgh commission merchants by weight, and a hen after three days of sailing up the broad Ohio with nothing to do confined in her coop save stuff her craw with feed constantly supplied became bewitchingly plump--and profitable. The eggs, packed thirty dozen to the case, and the cases systematically stowed aboard the steamboat, were prime in the Pittsburgh markets...none better.

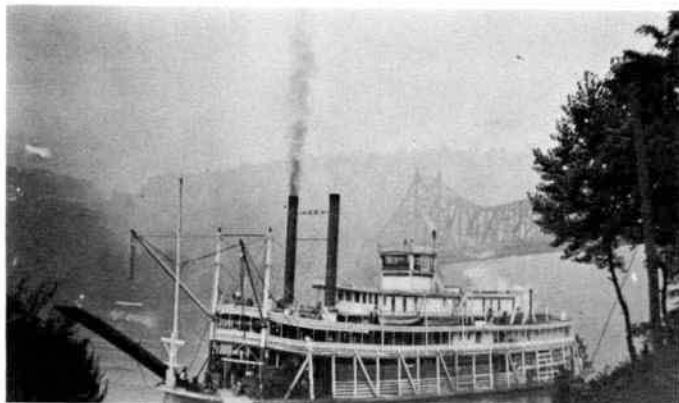
The combined shipments of these hucksters at certain seasons, particularly Easter and Thanksgiving, could---and did---easily tax the capacity of the SENATOR CORDILL. We do not have knowledge of her record cargo, but without dispute she had aboard over 6,000 cases of eggs at various times on Pittsburgh-bound trips. Contemplate please the fragility of such accident-prone cargo; figuring 360 eggs to the case the total was somewhere near the million mark; one million eggs jostling their delicate yellow yolks every time that boat rubbed along a concrete lock wall.

The audacity which brought the SENATOR CORDILL to the upper Ohio came not from any one of the chicken-and-egg hucksters. When the idea was conceived they were patronizing a packet scheduled to meet their needs albeit inferior in size to what they had been used to. They regarded this boat, the GENERAL CROWDER, as a misfit, which certainly she was. Especially compared to the old KANAWHA and later the TELL CITY--one trip the TELL CITY brought 7,000 cases of eggs (perhaps the all-time record) in to Pittsburgh for them. The hucksters growled and grumbled when the CROWDER was late or her capacity overtaxed, both chronic ailments of long trade packets, but the hucksters lacked the unity and hence boldness to act.

Capt. J. Orville Noll correctly diagnosed this huckster discontent as a stepping stone to his own ambitions. Some there were who regarded Orville as a rascal; others more charitable said he was unorthodox. Despite a rugged exterior Orville had a disarming soft manner of speech which he had learned to use to his advantage. He plied these hucksters singly and in lots with living speech, his sole capital, and these hucksters singly and in lots were stricken with sudden and irresistible conviction that the SENATOR CORDILL idea was a great one.

IV

This writer was busy getting born when the CORDILL was conceived and built, then grew up, graduated from High School, and was employed as a clerk in the Sewickley Valley Trust Co. on that fall morning in 1920 when the melodious three-chime Lunkenheimer, at once strange and joyous to our ears, blew a landing signal for Sewickley. Oh wonder of wonders! We were there at the foot of Chestnut Street in nothing flat, bank or no bank, in time to see the big sprawling port stage swung around with squeak of block and pulley and dropped to the wharf. There was a brass band on the forward boiler deck recruited from Coolville, O. playing a lively air, with occasional glaring discordance. When the band didn't play roosters crowed. The pilothouse was the tallest we had ever seen and on the engineroom bulkhead in fancifully shaded lettering was that long name SENATOR CORDILL reflected upside down and with almost mirror fidelity in the green water of the Ohio.



FIRST ARRIVAL

These were taken by your editor first time he saw the SENATOR CORDILL, right at his home town of Sewickley, Pa.

The huckster corporation owning the CORDILL was called Shippers Packet Co. and the boat plied the Pittsburgh-Charleston trade one round trip a week, 265 miles down the Ohio, 58 miles up the Kanawha. Also they served Gallipolis, 4.5 miles on down the Ohio below Pt. Pleasant where the Kanawha enters. This jaunt entailed 655 miles every six days, for on the seventh day, Monday, she rested from her labors and cleaned boilers at Pittsburgh. Such scheduling was not asking too much of any enterprising packet, but it was a decided change in the CORDILL's usual pace. In the Vicksburg-Natchez trade for 18 years she had be-

come accustomed to 222 miles per week with a one day layover, just about one-third of the effort she was now called upon to perform. Anybody who knows steamboats can sense the implications.

The inherent strength built into the boat by the Howard Ship Yard carried her along successfully for a year or so...successful as to profits and performance. The Shippers Packet Co. built an all-steel wharfboat and installed it at the foot of Wood Street, Pittsburgh, and J. Orville Noll counted the money. Things went on so swimmingly that the size of the CORDILL was deemed too small. In the fall of 1924 she was taken to the Pt. Pleasant Dry Dock Co. and lengthened forward of the boilers 23 feet, a program which took much longer to do than anybody predicted and cost about twice the original estimate. Worse, and due to the delay, the CORDILL missed her lucrative Thanksgiving and Christmas trips, while her owners paid charter for a wheezy tub named KENTUCKY which pinch-hit. "What I make on d'peanut I lose on d'damn banan," said a famous fruit vendor.

Meanwhile J. Orville Noll had charmed one of the hucksters into another venture designed to improve the service of Shippers Packet. He and D. Grover Gill went to Natchez in the fall of 1921 and picked up the BETSY ANN. She was coming apart at the seams so was taken in the winter of 1922-1923 to the John Eichleay, Jr. boatyard at Hays, Pa. on the Monongahela. There was an exchange of boilers, new breeching and smokestacks, and an invoice of some \$30,000. Nevertheless the SENATOR CORDILL and BETSY ANN, old buddy-buddies at Vicksburg, now were partners again; both shorn of their twin stageplanks and tall forward masts, and carrying single stages instead. Both also by 1925 were owing a great deal of money to creditors, a circumstance disenchanting to the hucksters. These hucksters unfrocked J. Orville Noll, sent him packing, and in his place elected J. Clarence Sheets who wasn't a bad sort, save that he was a Parkersburg huckster, nevertheless hardly deserving of the imbroglia conferred upon him. Clarence Sheets was above par; he always hovered about his eggs and chickens well dressed and groomed, and spoke with a West Virginia drawl in measured words like a Wood County banker. This caused him to speak the name of his steamboat as

"the Caw-dell" although nobody said "Cor-dill" anyhow---always "Cor-dell" like she was named for Cordell Hull and not a Mississippi congressman.

V

As it must to most Kanawha River steamboats in that day of the original low dams (there were five of them between Pt. Pleasant and Charleston; now there is one) the "Caw-dell" hooked a snag or stump, upbound, shortly after leaving Lock 7 not far below St. Albans, and sank on it. She ripped a 20-foot hole in her hull about dead center. Fortunately there was insurance and Neare, Gibbs & Co. sent their trouble shooter Capt. Billy Lepper to the scene. He got divers Tom McGuffin, George Moore and Joe Sartis who built an internal bulkhead and with the assistance and steam from a flock of towboats she was pumped out, docked at Pt. Pleasant, and repaired.

Then on Friday morning, March 12, 1927, the CORDILL departed Charleston, dams down and a considerable rise in the river, and went down loppjolliger about half a mile and lodged on the high rock bar below the mouth of Elk River. In another day or so she was completely high-and-dry, tilted at an odd fore-and-aft angle. There she stayed until the 2nd day of April when Jupiter Pluvius smiled wetly, the river rose, and she floated off. It was a lucky accident; no hull damage and only one rudder unshipped. But this happened during the prime-time egg season and entailed a costly loss in revenue.

Just how the CORDILL managed to go aground on that bar at Elk Chute, an entirely original escapade, was a subject of engaging pilothouse static for some long time afterward. Peculiarly the local Wheeling-Matamoras packet HELEN E. also was high-and-dry on Possum Bar near Clarington, O. one week before the CORDILL affair. She had landed just below the bar to pick up an empty flat consigned to Clarington. She got under way with the flat in tow, got into a hard windstorm, and was blown across the bar. The river fell and left her there. Perhaps of interest to Mr. and Mrs. Gene Fitch who operate the luxurious stern-wheeler CLAIRE E., let us add that while the HELEN E. was stranded her packet trade was cared for by the DIESEL, which now of course is the CLAIRE E. So the Fitch's ex-towboat actually ran

Taken at Wheeling by Capt. Jesse P. Hughes in the fall of 1920 when the CORDILL was making her first Ohio River trips. The HELEN E. also is at the wharfboat, loading for New Matamoras, Ohio. The bridge in the right background was torn down just several years ago.



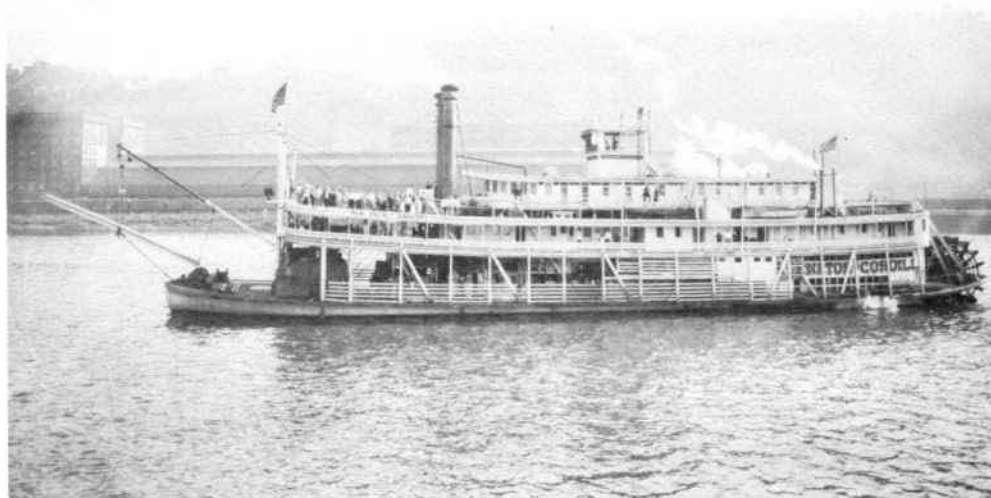


SENATOR CORDILL sunk in the Kanawha River above Lock 7, headed upstream. She lay in the channel and impeded access to the lock for downbound coal tows. Three divers and a flock of towboats got her afloat.

Here she is stranded at Elk Chute not far below Charleston on the Kanawha River, photo by Capt. William S. Pollock. Bill Pollock and yours truly got off the BETSY ANN at Ironton and went to see the sight. The plan at that time was to call in the John Eichleay Jr. Co., Pittsburgh house-movers, to slide her back to the channel. A fortunate rise in the river lifted her off.



Another view of the Elk Chute stranding taken as the river was rising and steam was being raised in expectation of floating her from the gravel bar. Capt. Jesse Patchell was on watch when the stranding happened.



Leaving Pittsburgh with the "Pittsburgh Packet Boosters." This group composed largely of department store employes and others made annual pilgrimages. Capt. Melvin O. Irwin was their protagonist and they were hard to get along with unless Irwin was in charge. Thanks to our friend Bill Pollock for the picture.

in the Wheeling-Matamoras trade for a week in 1927, until the river rose and released the HELEN E.

Troubles come in threes, even on the Kanawha, and three months after the Elk Chute stranding the CORDILL broke her paddlewheel shaft while on that river. After that was replaced, manager J. C. Sheets had still another worry on his mind. The old boilers were thin and the U.S. Inspectors had cut back the boat's allowable steam pressure. Heads were wagged sadly at what might happen when the next annual inspection rolled around--possibly outright condemnation.

This time Clarence Sheets got one step ahead of Fate and ordered a set of new boilers from the Acme Boiler Works, Gallipolis, O. He arranged with Capt. William S. Pollock to run the GENERAL WOOD in the huckster trade early in 1928 while the CORDILL's new boilers were placed. Bill Pollock's WOOD was abreast of Vienna, W. Va. when she ran through herself, knocking out the starboard engine. Oh brothers who bleed because you didn't live soon enough to run packets pay heed to all of this. We picked up the disabled WOOD with the BETSY ANN and towed her to the Pt. Pleasant Machine Works for new pitmans and engine repairs. Meanwhile the CORDILL had received her boilers and was taken to Pt. Pleasant also for minor machine work, about ready to resume her trade. Her captain, Capt. Melvin O. Irwin, a robust red-head of New Matamoras, O., was seriously ill in the Mercy Hospital, Pittsburgh.

VI

Some scenes are etched on your brain-folds with permanent fidelity. Bill Pollock and I were in the BETSY ANN's office, laying at the Pittsburgh wharfboat on the night of March 2, 1928, when Howard Morris stepped up to the counter. Howard was the Pittsburgh wharfboat manager then. "The CORDILL's just exploded her throttle at Pt. Pleasant and both engineers were killed," he said in a strained voice.

"George Litman and George McElhose?" asked Bill incredulously. Then he added as an afterthought: "Why I was just talking with both of them only hours ago." Bill had come up to Pittsburgh on

the B&O.

Gradually the details filtered in by telephone. A last minute rush was going on to get the CORDILL started up the river on her regular schedule. Steam was being raised; the machine workers had finished; the crew was aboard. Both engineers were standing by the throttle. Both pilots were in the pilothouse, Henry Holloway and Edgar Brookhart. Capt. George Beegle was about to enter the engineroom, and perhaps already had. One of the boilermakers, Roy Roe, was dressing in the tiller room aft of the engineroom preparing to return to his home in Gallipolis.

As near as anybody can piece it together, one of the engineers noticed that the throttle wasn't cracked open--a customary and vital rule when raising steam. Not much pressure had built up on the gauge, 40 pounds or less, so he eased that throttle open, turning a heavy shiny wheel about waist high with one upright handle on it of metal. He didn't wind it open; he cracked it---just like cracking open a spigot so it drips.

Nothing happened; no steam came through. Maybe he inched it a mite more; maybe not. Then came the blinding steam explosion with the sound of a cannon, followed by a prolonged roar.

Capt. George Beegle, who knew his way about on steamboats, climbed up on top of the boilers and managed to shut off the master valve. When the roaring had ceased and entry was possible, both engineers were lying dead at that throttle--or what was left of it--for it was in fragments.

Roy Roe, the boilermaker, emerged from the steam apparently unscathed and said he had heard one of the engineers remark about the closed throttle. When it exploded Roy hit the deck and muffled his face. Captain Beegle said, "You'd better go to a doctor." Roy said, "No, I'm alright." Captain Beegle was the one who needed attention; his arms and hands were severely burned thanks to closing the master valve. Roy Roe walked off the boat presently, on his way home, and collapsed. He was taken to the Holzer Hospital in Gallipolis and died. Two of the Negro deckhands, struck by flying shrapnel, were treated at the hospital, their injuries minor.

The cause of the explosion was what engineers call a "water hammer." A slug of condensate had formed in the main steam line leading aft from the boilers to the throttle. When the throttle was opened the slug slammed aft through the line and hit the throttle with super-sledge impact, shattering it. Maybe so. If so, it is the sole instance we know about.

These two engineers who were killed had been on the CORDILL near as long as she ran on the upper Ohio. George Litman was 62, native of Clarrington, resident of Williamstown, W. Va., although his family was in Orlando, Fla. for the winter. George McElhose, 50, lived in Marietta. Roy Roe was 39.

The damage to the CORDILL was slight, and as soon as a new throttle was installed she was back in business. J. C. Sheets looked ten years older from that night on; he was visibly shaken.

VII

One year later, in mid-summer 1929, the Shippers Packet Co. sold out lock, stock and barrel, transferring the SENATOR CORDILL and the Pittsburgh steel wharfboat to a new company financed by millionaire John W. Hubbard of Pittsburgh. The Ohio River Transportation Co., for that's what it was called, proposed to abandon the huckster trade to Charleston and run the CORDILL and the QUEEN CITY in the Pittsburgh-Cincinnati trade. The manager was Capt. William E. Roe who also was managing the Louisville & Cincinnati Packet Co.

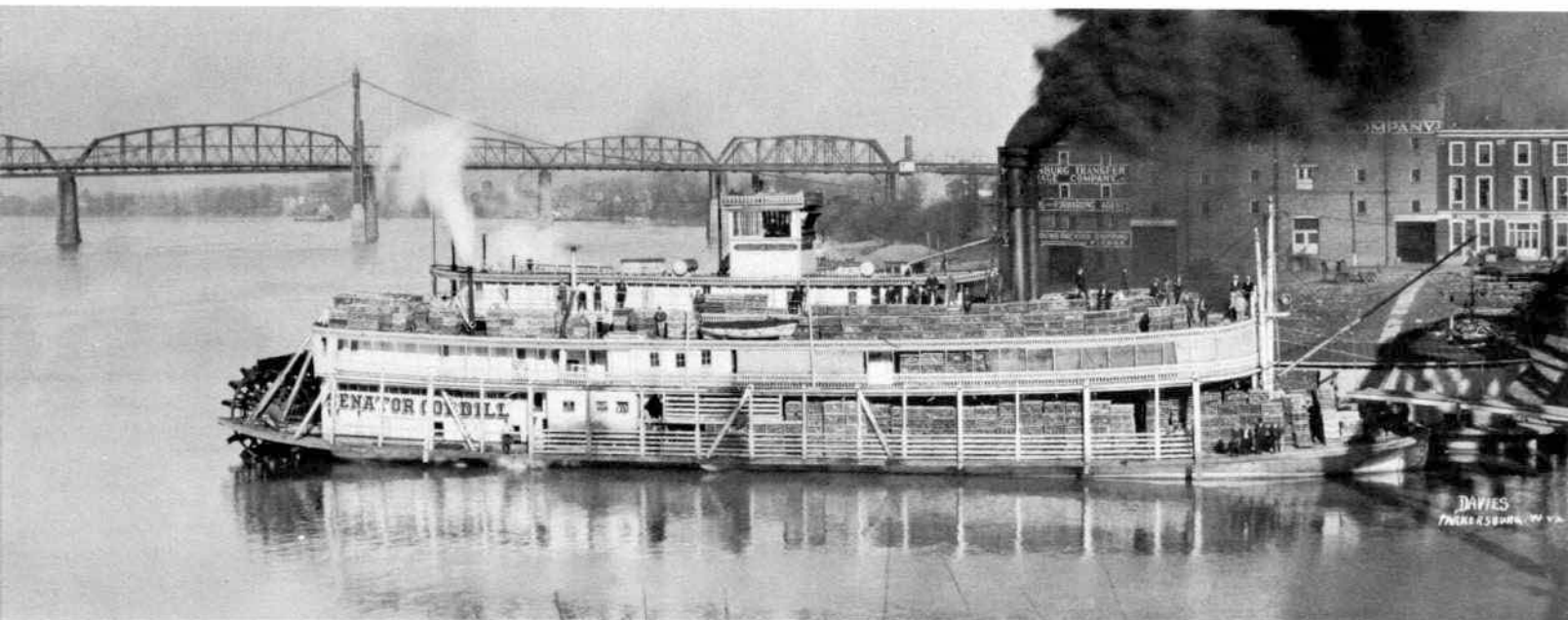
The deal was consummated in Mr. Hubbard's office in the Granite Building, and after the papers were signed and the checks passed, J. C. Sheets, Captain Roe and yours truly went to the private office on the Pittsburgh wharfboat, locked the door, sat down around a table, and let off steam. This was one of the most curious meetings in my river experience. Clarence Sheets for the

moment was a boy again, the insufferable responsibility of the CORDILL having evaporated; he was a colt turned out in green pastures overwhelmed with freedom and endless space. Captain Roe, who had promoted the deal, suddenly became the doer suffering for the deed; being endowed with nervous energy he now talked glibly of the great prospects ahead. Clarence Sheets leaned forward and smiled benevolently. Meanwhile I was pinching myself to discover why I was there at all; what these two had done was to put me and the BETSY ANN out of business. I talked a lot too. Miserable people are usually talkative. I don't remember that we decided anything but who wanted to decide anything? This was three men at a crossroad. There was no animosity. If anything, it was a little frightening.

Then came the stock market crash and austerity. The CORDILL was running Pittsburgh-Cincinnati, taking down huge bales of waste paper at barge rates to make both ends meet. On Thursday, Oct. 9, 1930 she rolled over a rock between the head of Neal Island and Lock 18, punctured the hull, and after being moored along the Ohio shore she slowly and surely settled to the bottom. She was upbound at the time. After being raised she had to go to the Pt. Pleasant docks for repairs.

"Commodore" Hubbard whose assets had visibly diminished the past 365 days due to the depression, and in some small measure augmented by the lame performance of Ohio River Transportation Co., decided to plug a few of his financial leakages. He laid up the CORDILL at Pittsburgh, paid off the crew, and contracted with the BETSY ANN to continue the business.

This arrangement probably would have gone on indefinitely save that BETSY ran through herself on the port side (the low pressure side) at Moscow, O., upbound, in April, 1931. Engineer Ray Gill rigged her to run on one engine and she was



Coops of Thanksgiving turkeys fill the main deck, boiler deck, and are stowed the entire length of the roof. These gobblers and hens in extra large wood-slatted coops were shipped to Pittsburgh, a ready market. They were advertised "West Virginia and Ohio selects." We are obliged to Dr. Robert D. Crooks for the picture taken at that place about 1925.



Sunk in the Ohio River below Lock 18 between Marietta and Parkersburg after striking an upturned rock in the dredged cut at the head of Neal's Island or just above. The river was in pool and she was recovered without much difficulty.

limped to Pittsburgh for a new pitman and repairs. Mr. Hubbard, sympathetic and benevolent, urged the BETSY crew to climb aboard the SENATOR CORDILL and keep going. Which we did.

VIII

So that is how in the course of human events I managed to turn up as master-pilot of the CORDILL in the spring months of 1931. It was not a move designed to win friends and influence people --hardly. The management of Ohio River Transportation regarded us as high-seas pirates to be quelled by sabre and sword. My problems were not assuaged one whit either in the piloting angle; I was a neophyte with barely one year's experience and all of that on the BETSY ANN. The CORDILL looked big as Mahomet's mountain to me, and well I knew that one slight mistake and she'd sink to the bottom by force of habit. I was some relieved when Bill Pollock consented to be my partner pilot, which required a bit of fenagling. Mr. Hubbard, otherwise my ally, was bitterly opposed to Bill. "He's that dangerous pilot," he stormed, "he's the one who sank the CORDILL this last time."

Oh brother.

"Let's teach Bill a lesson," I said. "We'll give Bill the job and dock his wages a dollar a day. Every payday he'll get that reminder right where it most hurts."

That's how we got Bill Pollock aboard, the portage book showing \$7 a day instead of \$8. What we didn't tell Mr. Hubbard was that the same portage book showed a mythical roustabout named O. M. Hubbard (for Old Mother Hubbard) at \$1 per diem. This also went to Bill. I was purser as well as pilot and captain.

The only hold-over among our CORDILL crew who had served aboard almost continually since 1920 was Capt. George Beegle. He was our carpenter, for that was his primary trade, and he had superintended the lengthening program in 1924-1925. He's the one, also, who shut off the master valve over the boilers at the time of the explosion. George was better than an insurance policy to have around; he knew every futtock and buttock in that boat's hull and fussed with them like they were his children. We gave him one bad time--just one--when we loaded aboard 200 tons of sacked cement at Kenova and consigned to Lock 18. George, the apostle of courtesy, had visions of another sinking with all that cement solidified. He said he was worried. That's the only time he ever departed from his norm. He felt better after we had it sacked out on the lockwall.

IX

I regretted leaving the CORDILL, I honestly did. Summer vacation time was rolling around and the BETSY ANN was slated to go in the Pittsburgh-Charleston trade to care for the hucksters. Mr. Hubbard wanted me to come out master on the QUEEN CITY; he and I got along famously. Somewhere in my scribblings I once wrote that the CORDILL was the most comfortable and satisfactory pile of lumber to pilot that I know about. It's true. In a high wind she was as deliberate as a turtle, had pretty engineroom bells, and she was one of the very few boats I really anticipated coming on watch on, day or night, rain or shine.

Later I returned to her as pilot in the summers of 1932 and 1933.

Ohio River Transportation ended up dismally with the U.S. Marshal, forced sales, and all the

trimmings. Capt. Fred Hornbrook acquired the SENATOR CORDILL on a sort of lend-lease arrangement from Mr. Hubbard and continued her in the Pittsburgh-Cincinnati trade. He needed a pilot, called me, and I hopped on downbound at Lock 6. Sort of like getting back home but there was a difference. Pilot's wages had dropped to \$5 a day. This was early in 1934. We were plagued with frequent high winds and storms, to be expected in January, but there seemed to be no let up. I damaged my reputation and the boat's fan-tail one afternoon trying to put her in Lock 9 during a gale--when she hit the wall all of the engineroom bells rang at once. That's the hardest lick ever I hit a boat on anything.

Next trip up we were fighting ice and the temperature was near zero. The ice was so solid at St. Marys we couldn't get in to the wharfboat. Times were tough. Captain Hornbrook had told me that he was reducing pilot's wages to \$4 a day effective at Pittsburgh. "If you want to keep the job it's yours--if not I have a man waiting to come," he stated. Hornbrook never equivocated in the slightest; he always stated things. If the weather had been more moderate I probably would have acceded, knowing the dire circumstances of the cash drawer. But with all that ice out there and the wind blowing I said "Get him, whoever he is."

The point of this is--pointed like a period--the CORDILL never got to Pittsburgh. Early in the dark hours before daylight, Monday, February 5, 1934, she stabbed an improperly lowered wicket and down she went, sunk in the icy stream. Pilot Wilsie Miller was on watch but he hadn't a chance; it just happened. Herb Sidenstricker was the clerk who got me alerted and out of bed. Before I'd pulled on my shoes the lights went out. Next thing mate Wylie Hill and I were out on the starboard guard amidship on the boiler deck. He was asking, "Do you think she'll turn over?" One glance downriver showed me where we were; just above the chamber at Lock 14 headed in for the upper guide wall--dam was down. "No," I was say-

ing, "too shallow here." A voice in the blackness called "I'm drowning!" Then everything was still and dark.

By instinct I took up the stairs for the roof and the pilothouse. Captain Hornbrook was out by the bell. He saw me. "This is the end of everything," he said quietly.

Wilsie Miller was still in the pilothouse, up there alone; there wasn't much point in leaving, for the coal stove was going and it was warm and cozy there. "How does it feel to be on watch and have a steamboat sink under you?" I asked him. He said the whole front end raised up when the wicket stabbed the hull under the forecastle. "I knew she was a gonner right then," he said. "I steered her for the upper guide wall but she was sunk before we got against it; I tried to blow the distress whistle but only one toot came out and then the steam was gone. I thought oh-me."

In the excitement one Negro rouster had dived into the river from the tip-end of the stageplank and another had dived from the forecastle. Both were drowned. The voice Wylie Hill and I had heard was the latter. The water covered the main deck, deeper as you went aft, and I suppose there was about six feet depth in the engineroom.

There was no way to get ashore although we were within twenty feet of the guide wall. The main concern was fire but a thorough check confirmed that all was well.

So everybody huddled in the forward end of the main cabin around the stove, rousters and all, and told his version of where he'd been and what he'd done. Every now and then great fields of floating ice rubbed against the outboard guard. The lock crew brought a yawl alongside just in case but nobody wanted to leave. There had been enough trouble out there in the dark.

When daylight came--a matter of four hours--the crew got the stage swung around. J. Mack Gamble drove me to Clarington where I caught a bus home. The end of the SENATOR CORDILL came right there,



The morning after the night before. Sunk in the Ohio River at Lock 14 near Clarington, O. The river was half-full of running ice. The weather for the next two weeks was excessively cold and hampered raising operations. The original gingerbread around the pilothouse roof had been removed the year prior.

and what follows is merely toting the corpse hither and yon.

X

The U.S. Engineers at once took steps to raise the sunken boat. She blocked traffic to the lock where she lay and the wickets at Dam 14 could not be raised until the wreck was removed. The task was performed under the most trying of conditions with the temperature always below freezing. She was finally floated and then towed to the U.S. Repair Depot in the mouth of the Muskingum at Marietta. The IROQUOIS, Capt. Leon Ash, towed her down.

At Marietta she was leaking badly and steam was raised on the main boilers to run the syphons. The U.S. Engineers were anxious to get rid of this responsibility and sent to Mr. Hubbard an invoice for the expenses incurred for raising, towing and storage. Mr. Hubbard refused to pay and initiated a suit against the U.S. Engineers for negligence at Dam 14 with complaint that the improperly lowered wicket was unmarked and unlighted, and that no warning had been conveyed to the CORDILL's pilot of the situation.

Existing laws permitted the U.S. Engineers to declare the CORDILL an existing wreck removed at public expense in the interest of maintaining navigation and unclaimed by her owners. She was offered at public sale to the highest bidder.

She was knocked down to Charles Zubik of Pittsburgh for a nominal price--something like \$700. The R. J. HESLOP towed her to Pittsburgh and she was temporarily moored in the Allegheny River below the Sixth Street bridge, being too high to go further due to low bridges. Part of the superstructure was removed and it was at this time that your editor acquired the pilotwheel, took it home, and planted it in the front yard at 121 River Avenue, Sewickley.

Parenthetically, that old pilotwheel showed plainly, its round spokes worn flat, that the SENATOR CORDILL was hand-steered perhaps all the time she was on the Mississippi. She was steam steered with a Gardner gear on the Ohio.

The old hull, with the gaping hole where the wicket had speared through bulkheaded, was sold to somebody at Parkersburg, W. Va. and taken there to no good purpose; it lay around in the mouth of the Little Kanawha a year or so and ultimately vanished--perhaps the 1936 or 1937 flood attended to that.

And that's about all of the story of the SENATOR CORDILL. Our apologies for not mentioning by name the many pursers, clerks, pilots, engineers and captains who crewed her 1902-1934. Her early years on the Mississippi included many personalities of that region unknown to us. Once long ago we saw mention in the "Twenty Years Ago" column in The Waterways Journal that Capt. Tom Waldron came up from Vicksburg to Jeffersonville to take out the new boat in 1902.

Finally we apologize for the excessive length of this recitation. Our excuse can be put in the form of a question originally asked and answered by Byron: "Why is a ship under sail more poetical than a hog in a high wind? The hog is all nature, the ship is all art."

Lee-Natchez Steamboat Race Centennial Medal
Issued by the Steamboat Historical Society of America
Struck in Sterling Silver, Franklin Bronze and Nickel Silver
Size: 39mm



The Franklin Mint, the world's foremost private mint, has designed and struck a medal commemorating the 1870 race of the ROB'T E. LEE and the NATCHEZ. These are 39 mm. in diameter, slightly larger and thicker than a U.S. silver dollar, approximately the size of the above illustration.

These are available in solid sterling silver, mounted in a Lucite display stand, at \$10 each.

Also in solid nickel silver mounted in a mint-sealed display card, at \$2.75 each.

Prices include postage.

Checks should be made out to The Steamship Historical Society of America and orders mailed to A. Spencer Marsellis, Box 149, Montclair, New Jersey 07043.

The Memphis Furniture Manufacturing Co. has a whopping fleet of truck trailers, big as box cars and in interstate service. The top sections are painted brown, the lower parts are brilliant red and a white stripe encircles the mid-sections. They are named for Memphis Furniture executives and family members, all save one named GEN. ROBERT WOOD for the president of Sears-Roebuck.

Then one day Capt. Clarke Hawley was talking with a mailman in Charleston, W. Va. "Say, Doc," asked the mailman, "how come your name is on a big truck trailer--I saw it while I was visiting in Dallas, Texas, not long ago." Doc did a double-take. "Yeh, it said CAPT. DOC HAWLEY, STEAMER DELTA QUEEN," said the mailman. At the same time another one showed up christened CAPT. WAGNER, STEAMER DELTA QUEEN.

Robert J. Morrow, board chairman of Memphis Furniture, is an avid DELTA QUEEN fan and has made many trips aboard between Memphis and New Orleans.



Sirs: In the Sept. '70 issue on page 8 you go on about a whistle from the Tiejuna Asphalt plant at Colfax, La. but you don't tell about the town. Colfax possesses a history of its own that sets it apart from all other towns and cities along the Red River. Its main business street still smacks of frontier flavor, while the residential areas to some extent reflect a mixture of the antebellum and Victorian eras. A couple of old brick sugar warehouses still stand, reminders of the time when steamboats plied the Red. A touch of the French heritage shows in some of the old buildings near the levee, but the levee itself is of recent times. Massive pecan trees shade most of the town.

Old bills of lading from the Fairmont landing in Grant Parish (at the A. A. Dean plantation below Colfax) show that pecans were shipped on steamboats to New Orleans in 1888. These shipments in barrels were handled on commodity freight rates.

Last Nov. 5-7 the second Louisiana Pecan Festival was celebrated at Colfax, a big to-do with Fess Parker (TV's Daniel Boone) there munching papershell pecans.

Berry Haws,
Box 1000,
Pineville, La. 71360

=The pecan business really got off the launching pad when somebody found how to graft papershells to the wild native trees. The early commercial groves were along the Mississippi around Convent and Vacherie. The Burbank credited with making the first successful graft was the slave Antoine at Oak Alley Plantation before and during the Civil War. The Red River nuts shipped by steamboat in 1888 were wild native nuts. Colfax, La. didn't get into the lucrative papershell pecan industry until maybe 1914.

The incredible part about Colfax, La. is that the town is named for Schuyler Colfax, v.p. of the U.S. during the Grant administration, and Colfax is the parish seat of Grant Parish, named for U.S. president Ulysses Grant. Well, and anyhow, papershell pecans in Grant Parish, La. are as good as cash in some stores there. -Ed.

We are indebted to Otis B. Flinchbaugh, Jr., Cincinnati, for some fine photographs including a handsome one of the towboat MONONGAHELA while owned by Carnegie Steel Co. and moored at Evans-

ville downbound with a steel tow. In a future issue we plan to do a story on the MONONGAHELA, probably the best remembered of the larger class steam towboats. Her pilotwheel was presented to S&D some years ago by Mr. McDonough who dismantled her at Parkersburg, W. Va.

The Cincinnati Post & Times-Star, issue of Thursday, November 26, 1970, runs a story of a Kentucky River ferry franchise which is celebrated as "the oldest continuous business of record in Kentucky." This ferry is at Valley View, just above Lock 9, at Mile 157.9. John Craig started the ferry in 1785 with a "perpetual and irrevocable" franchise from the state of Virginia. His successor David Baker procured a Kentucky franchise in 1812. C. C. Howard is the present operator and has served since 1950. We are indebted to Charles E. Brooker of Fort Thomas, Ky. for bringing the story to our notice.

Sirs: Would it be possible to run full-length articles on the

Diamond Jo or the Streckfus boats sometime? I enjoy the REFLECTOR, in fact it is the only periodical that I actually look forward to getting.

Jerry L. Canavit,
402/C Cropsey Avenue,
San Antonio, Texas 78226

Alene Stottlebower was the subject of an illustrated story appearing in the Indianapolis Star Magazine, November 15, 1970. Alene grew up and has always lived in "the City 'Neath the Hills" Madison, Ind. The story of Tom Dunbar related in our last issue reminded Alene that his wife was a Madison girl, and that Tom Dunbar's brother Jim married a girl from Louisville, Hilda Crump, whose father was engineer on the CORKER. Alene has arranged a membership subscription of the S&D REFLECTOR to go to the Switzerland Public Library, Vevay, Ind., and one to the Carroll County Library, Carrollton, Ky. She reminds us that a river regatta will be held at Madison this coming July 3-5.



Among the odd-lot pictures we have gathered up from time to time is this one of the gas boat ESTELLE D. taken at the old James Rees & Sons shop, foot of Fancourt St., Pittsburgh. She has towing knees and also looks very packet-boaty with the many windows and an elongated pilothouse with fancy flubdubs. Seems she was built at Ravenswood, West Va. in 1909 by Capt. E. H. Lemley and was named for his good wife Estelle. We never have heard what Capt. Lemley used the boat for, and would like to know. Then the ESTELLE D. gravitated to Paducah and we see in an old Waterways Journal she was towing bargeloads of shells out of the Tennessee River to Brookport in 1922, and our dog-eared List of Merchant Vessels, 1925, lists her as owned by Capt. Philip A. Ritchie, Paducah. She burned at the foot of Norton Street, Paducah, in April, 1931. So this gas boat on a wood hull 62.5 by 19.4 putt-putted around 22 years and that's sort of a record for the breed. Incidentally, the towboat in behind at the left is the MARGARET owned by Rodgers Sand Co., Pittsburgh, and just over top of her pilot-house is the Soldiers and Sailors monument atop of Monument Hill, now long gone.

Sirs: You mention in the Dec. issue that the Red Cross used the ILLINOIS for flood relief work. Was this the first instance in which the Red Cross used river steamboats for such missions?

V. B. Castle,
Corinth, Miss.

=Clara Barton, founder of the American Red Cross, was the first to bring relief to flood sufferers with a Red Cross sponsored steamboat. She went to Evansville during the 1884 spring flood and "borrowed" the sternwheel JOSH V. THROOP. This was a small sternwheeler built in 1880 at Evansville by brothers George S. and John H. Throop and named for their deceased father. They donated the boat for the flood work. An iron cross was hung between the stacks painted red. Supplies were handed out on two voyages to Cairo and back. The Mississippi flooded, and Clara Barton went to St. Louis, got the sternwheel MATTIE BELL, loaded her with relief supplies, and performed a similar mission clear through to New Orleans. So in 1884 she spent four months on the Ohio and the Mississippi. She

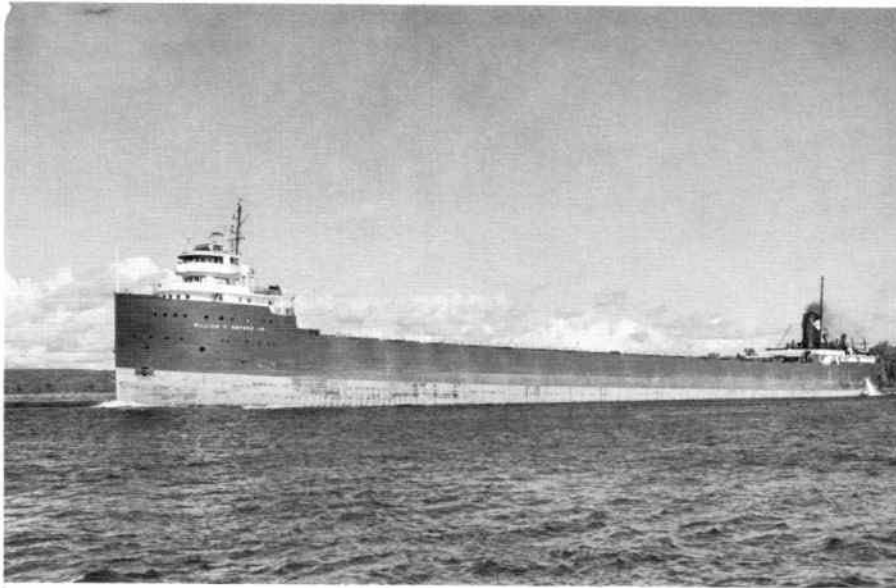
had been president of Red Cross since 1882 and continued into 1904. Our thanks to the Inland Rivers Library for assistance in answering this inquiry. -Ed.

THE OHIO ADVENTURE

By Jim Baker



For the above cartoon, a lesson in ecology, we are indebted to The Marietta Times.



The above 590-foot ore carrier WILLIAM P. SNYDER, JR. is the formidable counterpart of the sternwheel towboat W. P. SNYDER, JR. moored at Marietta, both named for the same man. This picture was taken in Little Rapids Cut, St. Marys River, Sault Ste. Marie, on Aug. 15, 1957 and we are grateful to John M. Bascom of Toronto, Canada, for sending it. The Shenango Furnace Co., a subsidiary of Pittsburgh's Crucible Steel Co., built an ore carrier 530 feet long in 1906 named WILLIAM P. SNYDER. This was followed in 1907 by the WILPEN, 554 feet long, named for the W. P. Snyder estate and homestead at Sewickley, Pa. The WILLIAM P. SNYDER JR. pictured above was built in 1912. All three of these Great Lakes carriers still operate, but have been sold to other owners. The WILLIAM P. SNYDER, JR. in 1967 joined the fleet of the Pickands Mather & Co. and lately has again been sold, now operated by Cleveland-Cliffs Steamship Co.

The 1969-1970 Annual Report of the Inland Rivers Library was released in latter October. This six-page resume is authored by Thomas G. Addison, librarian, Rare Book Room, the Public Library of Cincinnati and Hamilton County (Ohio).

One of the added books is a report of the provisional committee of the Chamber of Commerce, Pittsburgh, Pa., 1897, entitled Lake Erie and Ohio River Ship Canal. In 1897 Pittsburgh's C of C was drum-beating for such a canal to Ashtabula, O. on Lake Erie.

Proposals for such a connection date to 1824 when the U.S. made surveys and examinations. No copy of the report of the U.S. Engineers is extant, but from a copper plate found in 1890 in the vaults of the Treasury Department at Washington, and from which several maps were printed, it appears that lines from the mouth of the Beaver reached the shores of Lake Erie at Erie, Pa., Elk Creek, Pa., Grand River and Cleveland, O.

Such a canal actually was built and opened to traffic in 1840 between the mouth of the Beaver and Erie, Pa. There were 133 locks in the 136 miles, four feet depth and lock size 90 by 15 feet. It was profitably managed by a private corporation until 1869.

Now, one century later, Pittsburgh wants no part of a modern water route connecting with Lake Erie.

Sirs: In the fall issue #14 of "Canal Currents" published by the Pennsylvania Canal Society, is a reprint of the article entitled "Canal Talk Revived" which appeared in the June '70 issue of S&D REFLECTOR.

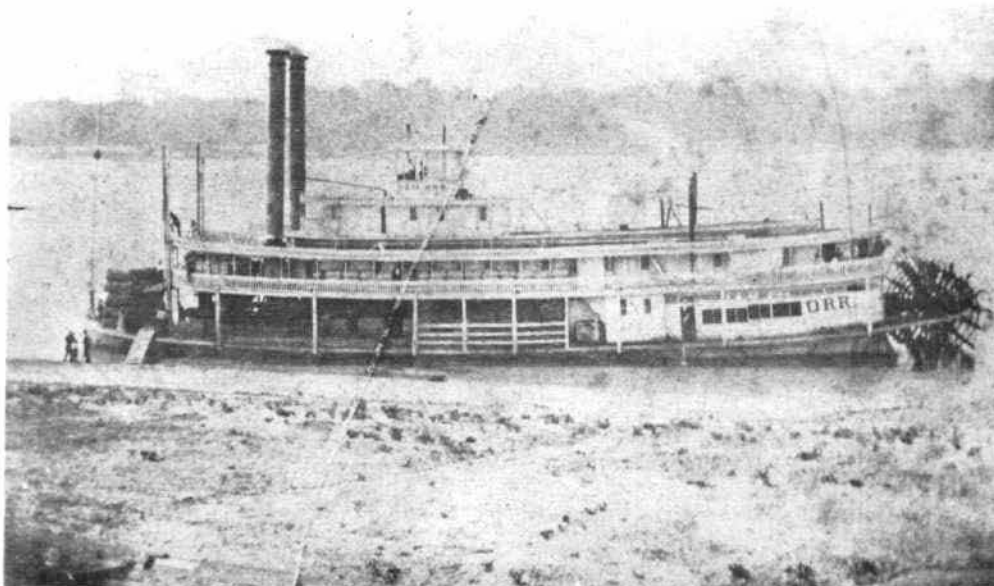
The Pennsylvania Canal Society has about 250 members, many of whom resarach canal history and visit and photograph canal remains. Scheduled activities include a tour of the C&O Canal in the spring of 1971, and a tour of the Sandy and Beaver Canal in the fall. The latter tour is being arranged by members of the Pittsburgh District.

Julius W. Murphy,
116 Rochester Road,
Pittsburgh, Pa. 15229

= "Canal Currents" is a slickstock magazine same page size as S&D REFLECTOR. The editor is William H. Shank, 809 Rathton Road, York, Pa. 17403. Issue #14 had 6 pages and 13 illustrations. No clue is provided about how to join or how much. -Ed.

How come?

A city tax was levied at Paducah for two consecutive years to pay for a judgment on account of the SAM ORR, shown in this photograph.



The whole discussion started on Feb. 12, 1934 when J. T. Donovan of the Henry A. Petter Supply Co., Paducah, wrote The Waterways Journal as follows:

"We find in a condensed history of Paducah that for two consecutive years, 1867 and 1868, a tax was levied here 'to pay on the judgment in the case of the owners of the steamer SAM ORR against the city of Paducah.' In 1867 the levy was 40 cents per \$100. In 1868 the levy was 35 cents per \$100. Would it be possible for you to tell us the details of such an unusual demand on the taxpayers?"

Managing editor Sam G. Smith of The Waterways Journal answered to say "We regret very much that we are unable to give this information."

So matters rested until Paul Seabrook, New Albany, Ind., found a photograph of the SAM ORR and it was reproduced in The Waterways Journal in the issue of May 12, 1956. A fragmentary description accompanied, based on information found in the Dec. 1941 issue of "Indiana Magazine of History." No mention appeared as to why the taxpayers of Paducah had to pay at least two consecutive assessments to satisfy the "SAM ORR judgment" against the city and hence its citizens.

In the Tell City, Ind. "News," April 5, 1957, Bert Fenn took pen in hand and amplified the story of the SAM ORR considerably, drawing on local newspaper accounts he had researched. In the period 1871-1875 the boat was owned by a Tell City resident, John Kutsch. In the latter year she was given a new hull, renamed ROBERT J. YOUNG and John Kutsch immediately thereafter got into a heap of trouble.

Your editor, cognizant of what had been going on, was some surprised when the mailman delivered to our desk a letter postmarked Evansville, Ind.

and signed by Samuel Orr, president of the Orr Iron Co., 1100 Pennsylvania St., that city. He said that the packet SAM ORR was named for his great-grandfather.

So bit by bit the SAM ORR story has emerged.

Latest on the rialto is a letter from Capt. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 who relates that he is a nephew of the late Henry A. Meyer of that place, the eminent philatelist, who had left amongst his effects a folder marked "for Fred Way." The folder was enclosed. In it, as you may suppose by now, was a sheaf of documentary research on the subject of the steamboat SAM ORR.

Without going into a lot of detail, and principally for the purpose of answering the original question asked 37 years ago, it now develops that the packet SAM ORR, owned at Evansville, was hijacked together with her cargo and U.S. Mail, by and with the consent of Paducah citizens, an act of piracy which resulted in the complete theft of the cargo, the loss of the mail, and the destruction of the steamboat.

Hi-jacking was a serious business in 1861.

The SAM ORR was a modest-sized sternwheeler, hull 150 by 29, built at New Albany, Ind. that year (1861) for Evansville people who figured running her up the Wabash River, for which purpose she proved too large. She was named for an iron merchant of Evansville. So she free-lanced a bit, occasionally taking the place of the CHARLEY BOWEN between Evansville and Cairo, made a trip up Green River and one trip to Pittsburgh. Then came a streak of luck.

The regular Paducah-Evansville packet DUNBAR, owned and operated by the Fowler family of Paducah, was forced to evacuate because of the southern leaning of her owners. The Fowlers took the DUNBAR up the Tennessee River for safe-keeping

and arranged with the Evansville-owned SAM ORR to keep the trade going. Capt. McClurg of Evansville took command and it looked like his boat had found a lucrative niche at least for the duration of the hostilities. For the Civil War was on.

All would have gone well, possibly, save that the steamer W. B. TERRY, running tri-weekly in the Paducah-Eastport trade up the Tennessee, was flying the new Rebel flag and was engaged in commerce with the enemy. The U.S. gunboat LEXINGTON was sent up from Cairo, landed ominously alongside the TERRY at Paducah, whereupon the TERRY's crew fled up the hill. The commander of the gunboat, R. M. Stembel, seized the TERRY as a prize of war and towed her back to Cairo.

The W. B. TERRY was not a large steamboat and her seizure by a massive U.S. gunboat which had steamed all of seven hours up from Cairo to perform the arrest bordered on the ridiculous. The charge that the TERRY's crew had been trading with the enemy was probably true enough, but the end result of the affair was that not one of the crew was apprehended. All the U.S. had for its trouble was a dinky packet five years old. The seizure had been made in daylight hours, at seven in the morning, and many Paducah citizens witnessed the scene. They didn't like what they saw and in short order the TERRY incident became magnified about town. The hot-heads yelled for revenge, and the sooner the better.

At this point the SAM ORR wended her way down from Evansville with a goodly cargo, entered the back channel of Owens Island, and met the side-wheel EASTPORT entering the mouth of the Tennessee with the DUNBAR in tow enroute to safe keeping. Capt. Gus Fowler was aboard the DUNBAR and the usual pleasantries were exchanged.

Captain McClurg still was not suspicious. But when he approached the Paducah landing he noted that the landing and wharfboat were crowded with people, unusually so. He hardly knew what to make of all this, but then ordered the boat rounded to in the usual way and landed. No sooner had the ORR been tied to the wharfboat when Capt. Wythe Fowler (brother of Capt. Gus) came to the roof where Capt. McClurg was standing, drew a pistol, cocked it, and aimed it at McClurg's head.

According to McClurg, Fowler ordered him to go ashore at once "or he'd blow his brains out." McClurg lost no time making his departure. Then Wythe Fowler rang the roof bell and ordered the lines cast off. One of Fowler's men, engaged in trying to let go a fouled line, was mistaken by another of Fowler's men as an ORR deckhand trying to put on extra turns. The man was twice shot for his troubles but not mortally. These were the only shots fired.

Many of the ORR's crew were still aboard when the boat was started up the river. A landing was made about a mile above Paducah where they were put ashore without their personal baggage.

In such manner was the seizure of the W. B. TERRY avenged at Paducah. The SAM ORR was impressed into Confederate Navy service and her entire cargo pirated. There seems to be no record of what happened to the U.S. Mail, but the boat's regular mail clerk was unceremoniously relieved of his duties ere the departure from Paducah.

According to an account in the Evansville "Daily Journal" the mail agent was chased by several of the pirates who "brandished knives and pistols about his head."

Maybe there was some satisfaction in Paducah over this retribution, something of a triumph. But, if so, it was short lived. The U.S. clamped an embargo on the city. As example the side-wheel EMMA DUNCAN downbound from Cincinnati landed at Evansville. The U.S. Surveyor boarded her, inspected the bills of lading in the office, and required that all of the freight aboard consigned to Paducah be unloaded forthwith. Out on to the levee came 50 bags of coffee, 20 casks of bacon, 20 barrels of whiskey and large lots of soda, candles, soap, salt, pork, and other things. The whole of this was stored in a warehouse "until some arrangements are made about the return of the steamer SAM ORR and her cargo."

This action hit where it hurts, at Paducah's breadbasket. A group of responsible citizens went to Memphis to persuade the Confederate Navy authorities to release the SAM ORR, stressing the danger of acute distress to Paducah citizens who were dependent on river delivery of food and supplies. Further, the Evansville "Daily Journal" learned that promises had been made in Paducah to pay for the loss of the cargo.

The Federals relaxed the Paducah embargo in the interest of relieving possible famine there, and word came in early February, 1862 that the SAM ORR and other steamers had been burned by the Confederates on the Tennessee to prevent their capture.

Paducah now could not deliver back the "stolen" steamboat and was obligated for the misappropriated cargo. The question was much more than a matter of dollars and cents. The Evansville owners of the SAM ORR, and the Evansville merchants who had forwarded the cargo on her, had done so only after assurance had been given at Paducah that by gentlemen's agreement the arrangement would be immune from the military affairs of the conflict. The honorable thing was to pay the loss upon which a judgment had been obtained. The tax assessments of 1867 and 1868 resulted.

This is the story as near as we can piece it together after the elapse of more than a century. But the tale of the SAM ORR goes on for another round or so.

The wreck of the SAM ORR was retrieved from the Tennessee River and an Evansville newspaper under date of January 16, 1865 says this: "The new SAM ORR made a short trial trip on Saturday, and worked in a manner highly satisfactory to her owners and officers. She will load out at once on Government account, and will go to Eastport. She will be as fleet as an antelope and as pretty as a bird." The original owners had rebuilt her.

There survives a freight bill dated July 29, 1866 headed "Evansville, Paducah, Johnsonville and Eastport Weekly Packet SAM ORR, Capt. Allen Duncan, master; Vinyard and Breeden, clerks."

On August 5, 1871 the SAM ORR was bought by John Kutsch, Tell City, Ind. Bert Fenn says "of John Kutsch we have learned very little save that he operated a produce business at Main and Jefferson Streets where Gerber's furniture store now

is located in Tell City. Louis Zoercher recalls hearing that Kutsch was a cornet player and a founder of one of the local bands."

Apparently a new hull was built on the shore at Grandview, Ind. in 1875 and the SAM ORR was placed over on it, at which time her name was changed to ROBERT J. YOUNG, emerging with the same ownership as the previous SAM ORR.

John Kutsch and John A. Wilburn, the latter of Grandview, Ind., went partners in 1875 on a shipment of produce to New Orleans. Kutsch was in charge of the YOUNG, towing the barges, and one barge was lost at the Sisters Islands. When the produce was sold Kutsch remained in New Orleans to make final collections and the YOUNG was sent back upstream. Kutsch because of the high rate of exchange had \$10,000 in cash when he climbed aboard the side-wheel THOMPSON DEAN to rejoin the YOUNG. The towboat was overhauled below Lake Providence but the skipper on the DEAN thought it unsafe to put Kutsch over in mid-river and, instead, took him on above and landed him at Lake Providence. While there, Kutsch was robbed of his funds, and eventually arrived home in Tell City penniless.

This caused quite some uproar, as may be imag-

ined, and John Wilburn, Kutsch's partner, preferred charges which didn't stick in court, but Kutsch was forced to declare bankruptcy.

On July 7, 1875, at Grandview, the ROBERT J. YOUNG and four barges were sold by the U.S. Marshal to John A. Wilburn for \$2,800. In September Kutsch's business property on Main Street in Tell City was sold.

According to the Cannelton (Ind.) "Reporter" under date of Sept. 4, 1875, the ROBERT J. YOUNG was then sold for \$5,500 to Capt. Wilson Daniels of Troy, Ind., who intended "to take her to New Albany to be somewhat remodeled and repaired, and then take her to the Arkansas River." The Cannelton "Enquirer" of Sept. 4, 1875 reports that J. M. Daniels resigned as principal of the Troy schools to join his father in the office of the YOUNG to go to the Red River, and that Capt. James Phelps of Shreveport, La. was in town assisting Capt. Daniels in getting the boat ready for the trip south.

And, with that, we bid adieu to the SAM ORR, later ROBERT J. YOUNG, wondering whether she headed up the river for New Albany, or whether she took off for Red River. And as to what happened after that nobody yet knows.

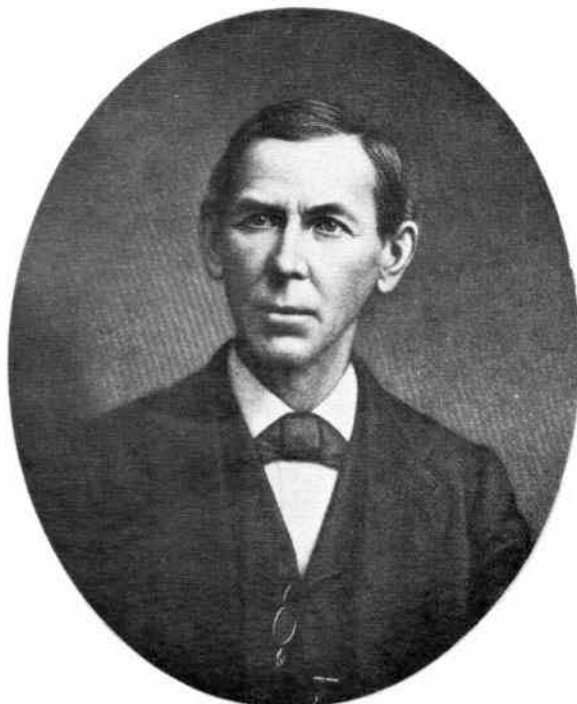
DELTA QUEEN 1971 SAILING SCHEDULE

CRUISE DATES	PORTS (ORIGINATIONS & DESTINATIONS)	SAILING DAY & TIME	STEAMBOAT DAYS	FARES PER PERSON Includes: Berth, Meals, Entertainment and Steamer Passage				
				C	B	A	AA	AAA
Apr. 16-Apr. 22	New Orleans to Memphis	Fri. Noon	6	Chartered By National Trust For Historic Preservation				
Apr. 23-Apr. 29	Memphis to Cincinnati	Fri. Noon	6	Chartered By National Trust For Historic Preservation				
Apr. 30-May 2	Cincinnati to Louisville-Derby (round trip)	Fri. 6 PM	2	\$110	\$136	\$166	\$196	\$216
May 4-May 23	Cincinnati to New Orleans (round trip)	Tues. Noon	19	\$665	\$760	\$950	\$1045	\$1197
May 24-June 2	Cincinnati-Nashville (r.t.)	Mon. 6 PM	9	\$360	\$414	\$504	\$585	\$657
June 3-June 20	Cincinnati to Kentucky Lake (round trip)	Thu. Noon	7	\$280	\$322	\$392	\$455	\$511
June 11-June 13	Cincinnati weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
June 14-June 18	Cincinnati to Pittsburgh (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
June 18-June 20	Pittsburgh weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
June 21-June 25	Pittsburgh to Cincinnati (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
June 25-June 27	Cincinnati weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
June 28-July 2	Cincinnati to St. Louis (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
July 3-July 5	St. Louis July 4th weekend (round trip)	Sat. Noon	2	\$90	\$100	\$120	\$140	\$154
July 6-July 11	St. Louis to Cincinnati (one way)	Tues. Noon	5	\$200	\$230	\$280	\$325	\$365
July 12-July 16	Cincinnati to Pittsburgh (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
July 16-July 18	Pittsburgh weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
July 19-July 23	Pittsburgh to Cincinnati (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
July 23-July 25	Cincinnati weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
July 26-Aug. 2	Cincinnati to Kentucky Lake (round trip)	Mon. Noon	7	\$280	\$322	\$392	\$455	\$511
Aug. 6-Aug. 8	Cincinnati weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
Aug. 9-Aug. 13	Cincinnati to Pittsburgh (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
Aug. 13-Aug. 15	Pittsburgh weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
Aug. 16-Aug. 20	Pittsburgh to Cincinnati (one way)	Mon. Noon	4	\$160	\$184	\$224	\$260	\$292
Aug. 20-Aug. 22	Cincinnati weekend (round trip)	Fri. 6 PM	2	\$90	\$100	\$120	\$140	\$154
Aug. 23-Aug. 25	Cincinnati to Louisville (round trip)	Mon. Noon	2	\$80	\$92	\$112	\$130	\$146
Aug. 26-Sept. 2	Cincinnati to Kentucky Lake (round trip)	Thu. Noon	7	\$280	\$322	\$392	\$455	\$511
Sept. 3-Sept. 6	Cincinnati Labor Day weekend (round trip)	Fri. 6 PM	3	\$135	\$150	\$180	\$210	\$231
Sept. 7-Sept. 26	Cincinnati to New Orleans (round trip)	Tue. Noon	19	\$665	\$760	\$950	\$1045	\$1197
Sept. 27-Oct. 7	Cincinnati to St. Paul (one way)	Mon. Noon	10	\$350	\$400	\$500	\$550	\$630
Oct. 8-Oct. 11	St. Paul Columbus Day wknd. (round trip)	Fri. 6 PM	3	\$135	\$150	\$180	\$210	\$231
Oct. 11-Oct. 16	St. Paul to St. Louis (one way)	Mon. 6 PM	5	\$200	\$230	\$280	\$325	\$365
Oct. 17-Oct. 23	St. Louis to St. Paul (one way)	Sun. Noon	6	\$240	\$276	\$336	\$390	\$438
Oct. 23-Oct. 26	St. Paul Veterans Day weekend (round trip)	Sat. 6 PM	3	\$135	\$150	\$180	\$210	\$231
Oct. 27-Nov. 1	St. Paul to St. Louis (one way)	Wed. 6 PM	5	\$200	\$230	\$280	\$325	\$365
Nov. 2-Nov. 5	St. Louis-Quincy (r.t.)	Tues. Noon	3	\$120	\$138	\$168	\$195	\$219
Nov. 5-Nov. 8	St. Louis-Memphis (one way)	Fri. 6 PM	3	\$135	\$150	\$180	\$210	\$231
Nov. 8-Nov. 11	Memphis to New Orleans (one way)	Mon. 6 PM	3	\$120	\$138	\$168	\$195	\$219
Nov. 12-Nov. 15	New Orleans weekend (round trip)	Fri. 6 PM	3	\$135	\$150	\$180	\$210	\$231
Nov. 16-Nov. 22	New Orleans to Memphis (one way)	Tues. Noon	6	\$240	\$276	\$336	\$390	\$438
Nov. 23-Nov. 28	Memphis to New Orleans Thanksgiving trip	Tues. 6 PM	5	\$225	\$250	\$300	\$350	\$385

*Each Steamboat day includes one night's Lodging, Meals, Entertainment and Passage.

FOR RESERVATIONS AND FURTHER INFORMATION, CONTACT GREENE LINE STEAMERS, PUBLIC LANDING, CINCINNATI, OHIO 45202. (513) 621-1445

Dravo



We'll leave the decision to the girls---is there a family resemblance common to these two gentlemen?

LEFT: John F. Dravo for whom the town of Dravosburg is named (Monongahela River Mile 16.6, present-day headquarters of the Ohio Barge Line.)

RIGHT: Frank R. Dravo who with his brother Ralph organized a river contracting business which burgeoned into the present-day Dravo Corporation.



In the last issue of this magazine mention was made of John Fleming Dravo (1819-1905) for whom Dravosburg, Pa. is named. Now the big problem arises: Was there relationship between John F. Dravo and the two brothers who founded the present-day Dravo Corporation, Francis R. Dravo (1866-1934) and Ralph M. Dravo (1868-1934)? The answer at the conclusion of what may be described as a fairly extensive bit of research is "Yes." John F. Dravo was their great-uncle.

John F. Dravo was the first riverman in the Dravo family, near as we can find out. He had a great part in freeing the Monongahela River of tolls, was a producer and shipper of river coal and coke (being president of a coke firm in the Connellsville, Pa. region with 300 ovens) and for many years was the president of the Pittsburgh Coal Exchange. He was further distinguished by having had a towboat named for him, the JOHN F. DRAVO, built in 1867 (and no photograph of it is known to exist).

John F. Dravo's grandfather was Antoine Dreveau (1769-1851) born in Paris, France, who became the protege of one Marquis de Lussiere who maintained an extensive estate near Paris. All went swimmingly for a time and Antoine developed quite a green thumb; he made of the estate a showplace of flowers and fruit trees. Then came the French Revolution--the Bastille fell and was destroyed in 1789--and the Marquis fled to America. He landed for some reason in the valley of the Monongahela River opposite the mouth of Turtle Creek above present Dam 2, bought property and built a home. Antoine Dreveau also came and created of the property some semblance of the horticultural beauty he had achieved in France. This home of the Marquis, by the way, was later remembered as "Hamilton Hall;" it stood many years.

The Marquis returned to France after things had

simmered down over there, but Antoine Dreveau removed to Pittsburgh, bought property between Penn and Liberty fronting on Hay Street, married a girl who lived in the city (Elizabeth Doussman), built a brick home and started a florist business. In 1808 Antoine was naturalized and his name was anglicized to Anthony Dravo.

Anthony and Elizabeth had ten children, one of whom, Michael, was in the coal business near McKeesport most of his adult life. He married Mary Fleming, of Scotch-Irish extraction, and three children were born to them, the eldest being John Fleming Dravo, born at West Newton, Pa., October 29, 1819, pictured at upper left.

Another of the ten children of Anthony and Elizabeth was Francis Rouaud Dravo (1808-1863) who at the age of twenty-one married Elizabeth Miles Moore, five years his junior, and they set up housekeeping in 1828 in the Dravo home on Penn and Liberty. Father and mother Dravo meanwhile had removed to the East Liberty section of Pittsburgh on Shady Avenue (the hotel Kenmawr later was built on a part of it) where there was more elbow room for raising flowers and shrubs. The Great Fire in Pittsburgh (April 10, 1845) destroyed the original downtown Dravo house, but Francis and Elizabeth rebuilt it and lived in it until 1863 when Elizabeth died.

Francis and Elizabeth had eleven children, one of whom was James Darlington Dravo (1837-1885) who grew up to become a grocer in Allegheny City, now Pittsburgh's North Side. Later he was treasurer of a wholesale grocery firm. He married Ellen H. Marshall, nine months his senior, and this couple had four children; Mary, who married Clarence Pettit; Ada, who married William M. Black; Francis Rouaud; and Ralph Marshall.

Francis, who became generally known as Frank,

was born in Pittsburgh on August 19, 1866. His younger brother Ralph was born also in Pittsburgh on September 21, 1868. These two men, as events turned out, formed the Dravo Contracting Company, which later became the Dravo Corporation with its offices at One Oliver Plaza, Pittsburgh, and with the large plant at Neville Island, Pa.

Frank was killed when a local PRR commuter train he had boarded at Sewickley derailed while approaching the Federal Street station, Pittsburgh, precipitating the locomotive and most of the cars into the D. L. Clark Candy Co. (Clark Bars), this on February 26, 1934. His brother Ralph died later that year, on November 11. Frank left no children. Ralph left a daughter Elizabeth who later married Alfred Gibbs Harlow. (Keystone Division's diesel twin-sternwheel BETTY was named for her.)

Both Frank and Ralph Dravo lived in Sewickley, Pa. many years. Also in Sewickley lived Capt. William M. Dravo (1834-1904), younger brother of John F. Dravo. There were various other rivermen named Dravo, one of the more prominent ones being Capt. Charles A. Dravo who owned in and commanded the side-wheel ST. CHARLES in the Pittsburgh and Cincinnati trade in the early 1870s; also purser W. S. Dravo on the side-wheel JUNIATA about that same period. Capt. William B. Dravo commanded the big towboat CHARLES BROWN and was drowned while out working on an icy fantail; his son Norman X. Dravo was killed when the towboat HARRY BROWN (first) exploded.

The picture and description in our last issue of the first railroad transfer on Western waters brought forth from Bob Smith the scene below. It was taken at the Aliquippa Works of the Jones & Laughlin Steel Corporation, and in the background is the Ambridge-Aliquippa highway bridge.

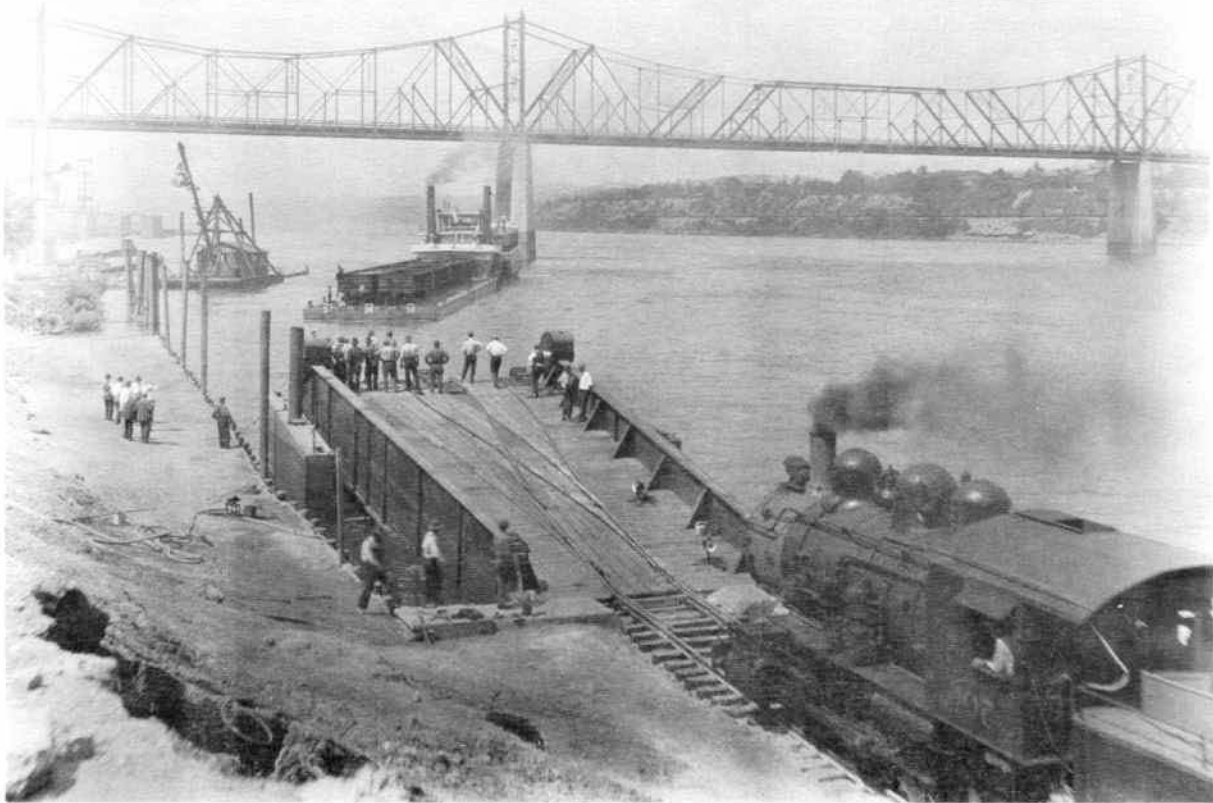
In 1927 a disagreement arose between J&L and the Pittsburgh & Lake Erie Railroad regarding freight rates on steel products the P&LE was handling between J&L's Pittsburgh works and the Aliquippa plant at Ohio River Mile 15.6.

The upshot was that J&L built a car ferry, ran trackage to the river, built terminals, and in the picture below the towboat SAILOR is arriving with the new ferry loaded with laden gondolas on the first trip of the shuttle service. The date is July 1, 1927.

Later on the rates were adjusted and the river ferry service was discontinued. On this same location J&L today has a huge river-rail terminal in which finished product is loaded under roof into awaiting barges.

The Aliquippa and Southern Railroad's engine #107 shows in the picture. This line is a railroad wholly owned by J&L serving the Aliquippa plant with 45.85 miles of track. Today it has 17 diesel locomotives and 922 cars, and performs switching service with the P&LE.

Across the river is the site of the old town of Economy, Pa. where the Harmony Society settled in 1824, now restored into a tourist attraction.



Railroad Transfer Service
Inaugurated in 1927 between Pittsburgh and Aliquippa, Pa. with special barge and equipment. See the article at upper right.

Sirs: Well now, isn't this a fascinating little vessel? It appeared on the cover of the November 1970 issue of "Science" and I thought it might strike your fancy. Missed the meeting this year but see you the next time around. Keep up the good work with the REFLECTOR.

Robert Peterson,
One Riverside Road,
Riverside, Ill. 60546

"Science" is the official publication of the American Association of Science with headquarters in Washington, D.C. The persuasion which led the editor to use this picture eludes us; nor do we know where or when it was taken. -Ed.

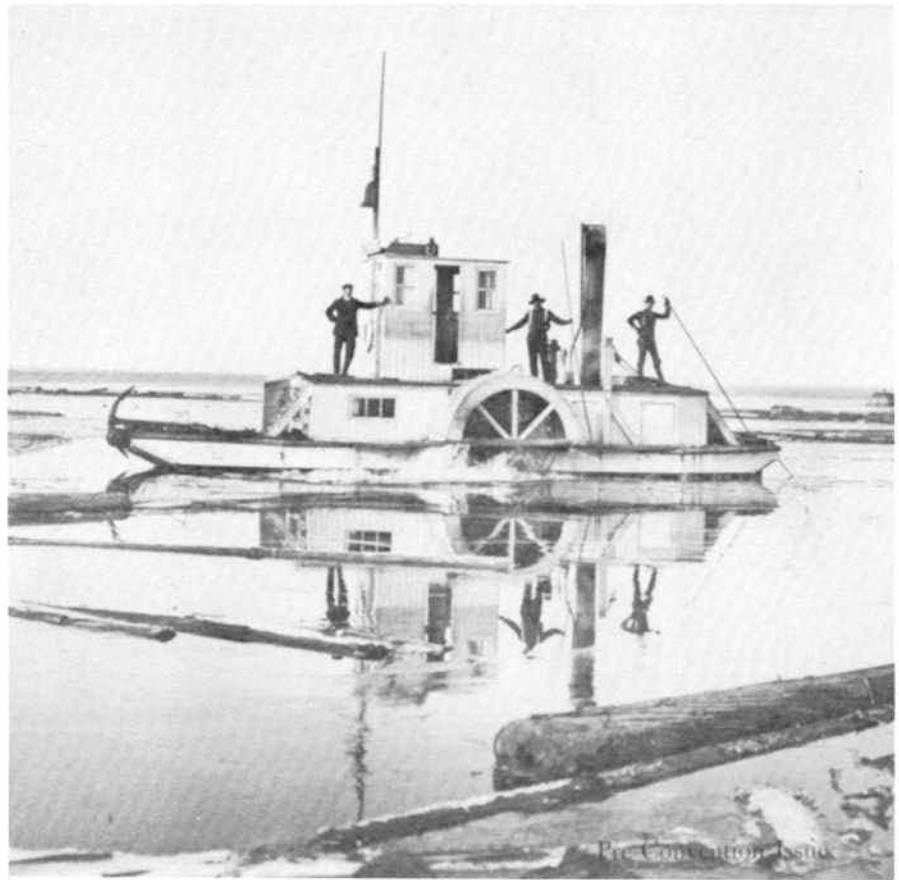
Sirs: Under separate cover I am sending you a copy of my book, "Historical Collections of Brown County, Ohio" with my compliments. You may not agree with some of the river material, but I hope I'm not off base too far. I sell this book for \$17.50 post-paid in case you want to make note of it in our wonderful magazine, the S&D REFLECTOR.

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

=The new book is a whopper, 1,340 pages, hard cover, done offset and printed by Hammer Graphics, Inc., Piqua, Ohio. There are excellent illustrations. Chapters IV and V are particularly fascinating, dealing with river and railroad doings along the Ohio between Higginsport, Ripley and Aberdeen. Fact is we did not know there was a railroad at one time along the Ohio between Ripley and Levanna, the Ohio River & Columbus RR., running out to Georgetown and Sardinia, O. It was dismantled in 1917. In 1904 this RR. had a gasboat connection between Ripley and Maysville, Ky. We remember the boat, the MILDRED RUNYAN, in her latter days when she was converted to steam. This book tells a lot. Author Thompson now is preparing a similar volume on neighboring Adams County, Ohio. -Ed.

Of all the many thousands of letters written to "Save the DELTA QUEEN" we hand the laurels to 11-year-old David Miller, son of Mr. and Mrs. Robert L. Miller of Keokuk. His letter:

Fred Schwengel, REP.
Washington, D.C.



The American Association of Science picked her.
(see letter top left)

Dear, Mr. Schwengel

I wish to bring up the DELTA QUEEN issue. I am in 6th grade and I am worried. The DELTA QUEEN is THE last of Mississippi River Steamers. If America puts it out of commission, future generations will not see or feel the joy of being on a steamer. In case you havn't been on her, she's beautiful. They tore the stairs out 3 times, because NOTHING was to good for the Queen of the Delta. Please do not deprive people of this beautiful sight.

Furthermore, the Delta Queen is safe from fire, it has...

1. A sprinkler system that puts out fires the second the electric-eyes spots them.
2. A group of night watchmen, who patrol the whole boat in the few places there aren't electric-eyes.
3. There are about 6 fire stations on each deck (about three on each side).
4. It has asbestos on the boilers and imflamable paint.

So you can see it is very safe.

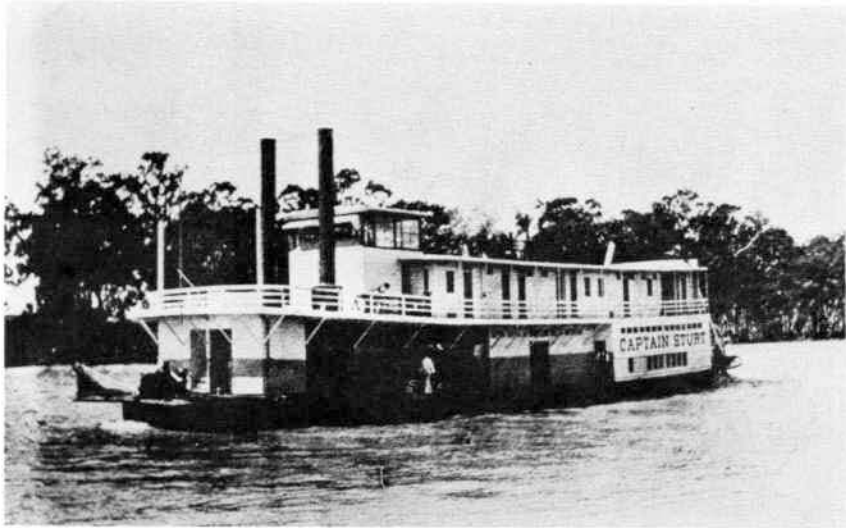
Yours truly,
David Lyle Miller

P.S. It implays all of the races, and many will drop into the poorhouse if their jobs are taken away.

Louise Hornbrook Bush called us by phone while she and her husband Tom were visiting in Pittsburgh during the holidays. Louise is the daughter of the late Capt. and Mrs. Fred Hornbrook. She and her husband reside at 716 Yale Avenue, Cincinnati.

We are grateful to Mrs. Roy B. Morningstar, Bowling Green, Ky. for frequent envelopes containing clippings from Louisville, Ky. newspapers. The Courier-Journal and Times, last Dec. 6th, ran a large ad for Stewart's, a leading Louisville shopping store, in which seven attractive full color prints of steamboats by S&D's river artist William E. Reed were offered at \$11.95, "a perfect gift for your home...a touch of fading Americana."

The Winter Number of Steamboat Bill offers these same seven prints for \$11.45. Included in the series are the DELTA QUEEN, BETSY ANN, GRAND REPUBLIC, HOMER SMITH and one of the BELLE OF LOUISVILLE racing. Applicable sales tax from your home state should be added when ordering from Mode-Art Pictures, Inc., 3075 West Liberty Ave., Pittsburgh, Pa. 15216. Tell them you saw it in the S&D REFLECTOR.



CAPTAIN STURT

She helped build locks and dams in Australia.

In 1915 the Charles Barnes Co., Cincinnati, built a set of high pressure engines 12's- 5 ft. stroke which were sent by ocean to Adelaide in southern Australia, and thence to the Murray River. They went in a new towboat named CAPTAIN STURT, pictured above, which was used in building locks and dams on the Murray (15 in all) which today, in 1971, are still operative. The Murray is 1600 miles long and most of it is navigable. Including its tributaries, the Darling, Murrumbidgee and others, the waterway system comprises some 3250 miles in the states of Victoria, New South Wales and in parts of South Australia and Queensland. A cruise boat, somewhat like the DELTA QUEEN, today makes five-day round trips on the Murray (260 miles) from Murray Bridge to Morgan with a crew of ten. Fare is \$50 including taxi fare from Adelaide, 50 miles. The cruise boat's name is the COONAWARRA (meaning black swan). The CAPTAIN STURT went out of service in 1935. Runs in our mind that she was built also at Cincinnati and was shipped knock-down to the land of the Aussie.

Sirs: The article in the June '70 issue about the TRANSPORTER in the windstorm near Joppa recalls to me that one fireman lost his life. I don't know whether he was blown overboard or what happened; he was from Pittsburgh and I have forgotten his name.

Joe Gould's story about Red House Chute takes me back. I was not on board at the time of the accident to the ROBT. P. GILLHAM there. I had gotten off at the ferry landing at Pt. Pleasant as she started up the Kanawha that trip. After she was patched up I got a call to catch the morning K&M train and meet her at Raymond City. Well, the train stopped at Red House and a moment after it left there they broke an air hose. That stopped her.

While repairs were being made I heard the LUCIE MARMET blowing fog whistles and then, to my surprise, the ROBT. P. GILLHAM answered her.

You can bet I hopped off the stalled train and went down over

the hill. I hailed her and they put out a yawl and took me on. By the way that happened on a Christmas morning. We went on down to the Campbell's Creek landing, cleaned boilers, and then went on down the Ohio as usual.

Irwen F. Wright,
2106 Hobbs Road,
Nashville, Tenn. 37215

"A stooped old man, in a beat-up black raincoat with rust-colored canvas hat and crepe-soled shoes, named Bruce Edgington, met the DELTA QUEEN at every stop.

"Bruce, as he's known along the rivers, worked on the DQ from 1948 to 1967, at various jobs. Capt. Harry Hamilton describes him as 'a real river rat' with a hospitable emphasis on 'rat.'

"He used to collect things, mostly newspapers, but he collected so many there was no room left for him in his bunk," said

Captain Hamilton. 'So he slept in a chair in the hallway.'

Bruce Edgington gets around. The above quotes are from a feature story appearing in the Cincinnati Enquirer Magazine, Sunday, November 29, 1970. Gloria Anderson, who wrote the piece, quotes a conversation with Bruce.

"This boat never lost a passenger," Bruce says, boarding the QUEEN at Ripley with a Sunday



Bruce Edgington

"Time to stop all this junk talk."

morning paper for the captain. 'I think it's a real bad thing to take her off the river. She's still as good now as she was years ago. This boat has been a big part of my life.'

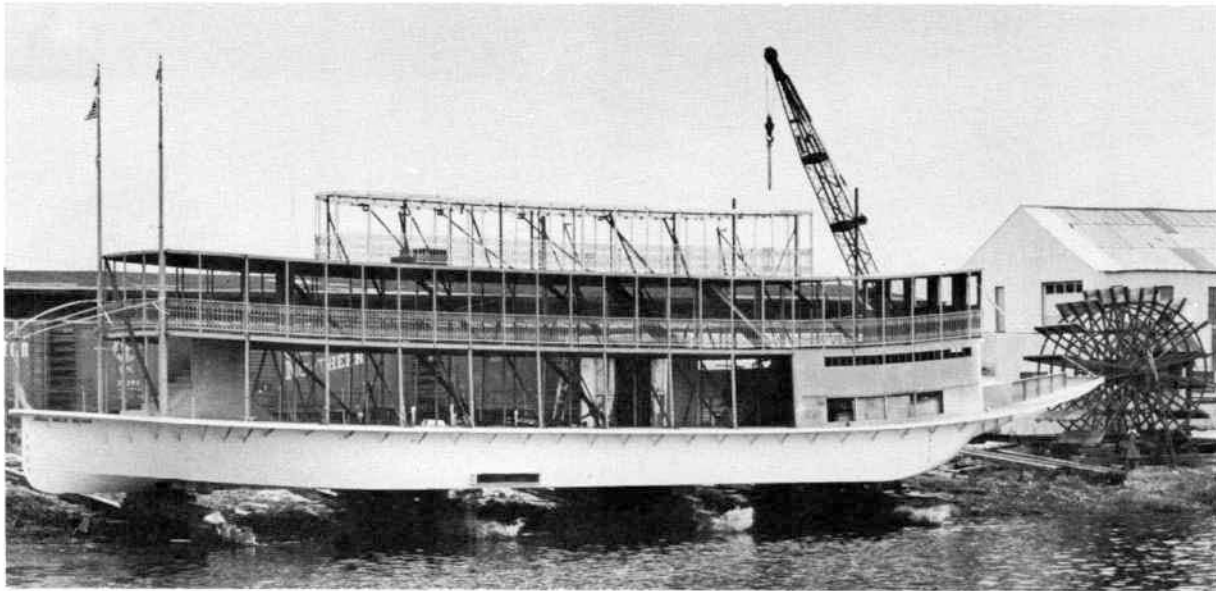
"That it was a 'big part' of his life is about all Bruce wants to say about the DELTA QUEEN.

"She may not be dead, after all," he reminds folk. Then he excuses himself, saying it is time 'to stop all this junk talk.' And he is gone. Standing alone on the shore, waving to the boat that has been a big part of his life."

Capt. John Tobin was the noted owner and master of the all-time palatial side-wheel J. M. WHITE (1878-1886). His grandson, John Tobin White, resides at 202 Rosewood Drive, Metairie, Louisiana.

The welcome mat is out to Mr. and Mrs. Ray Samuel who have just joined S&D. Ray is senior vice president of the International City Bank and Trust Company, New Orleans.

A masterpiece from the master craftsmen



This and the following pictures on the next pages were taken at the Dubuque Boat & Boiler Co. of the excursion steamer JULIA BELLE SWAIN. The paddlewheel and rudders were removed prior to the launching. All construction is of steel except the boiler deck railing and the texas which are aluminum. The pilothouse will be on top of the texas.



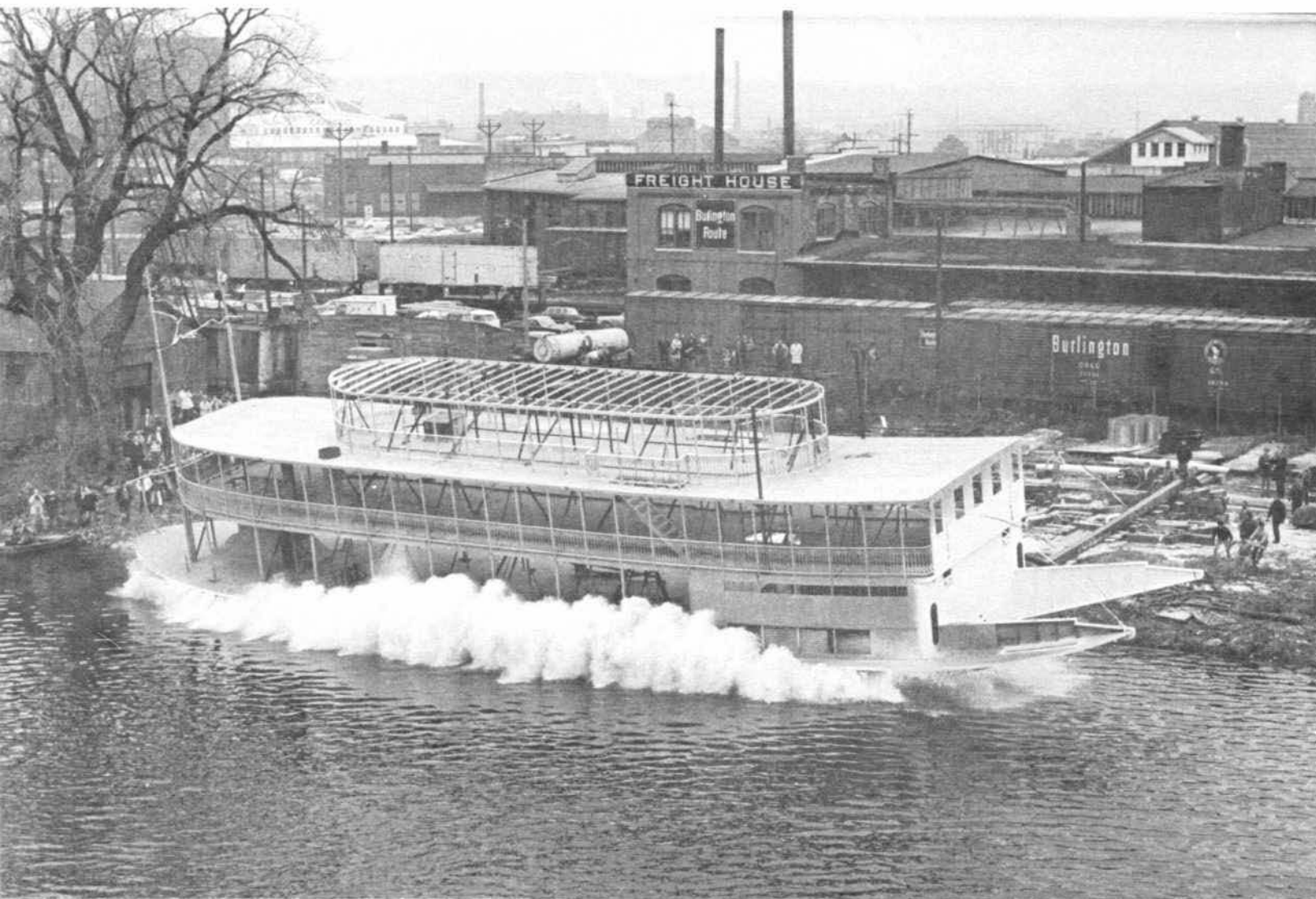
A close-up at the moment of launching on Thursday, November 12, 1970 at 1:32 p.m. The Peoria Journal Star sent over the helicopter showing at the right. The gallows frame rising from the stem suggests that she will have twin stages. The sheer built into the decks is particularly pleasing. This is the first commercial sternwheel steamboat launched for inland river service since 1940, 30 years ago.

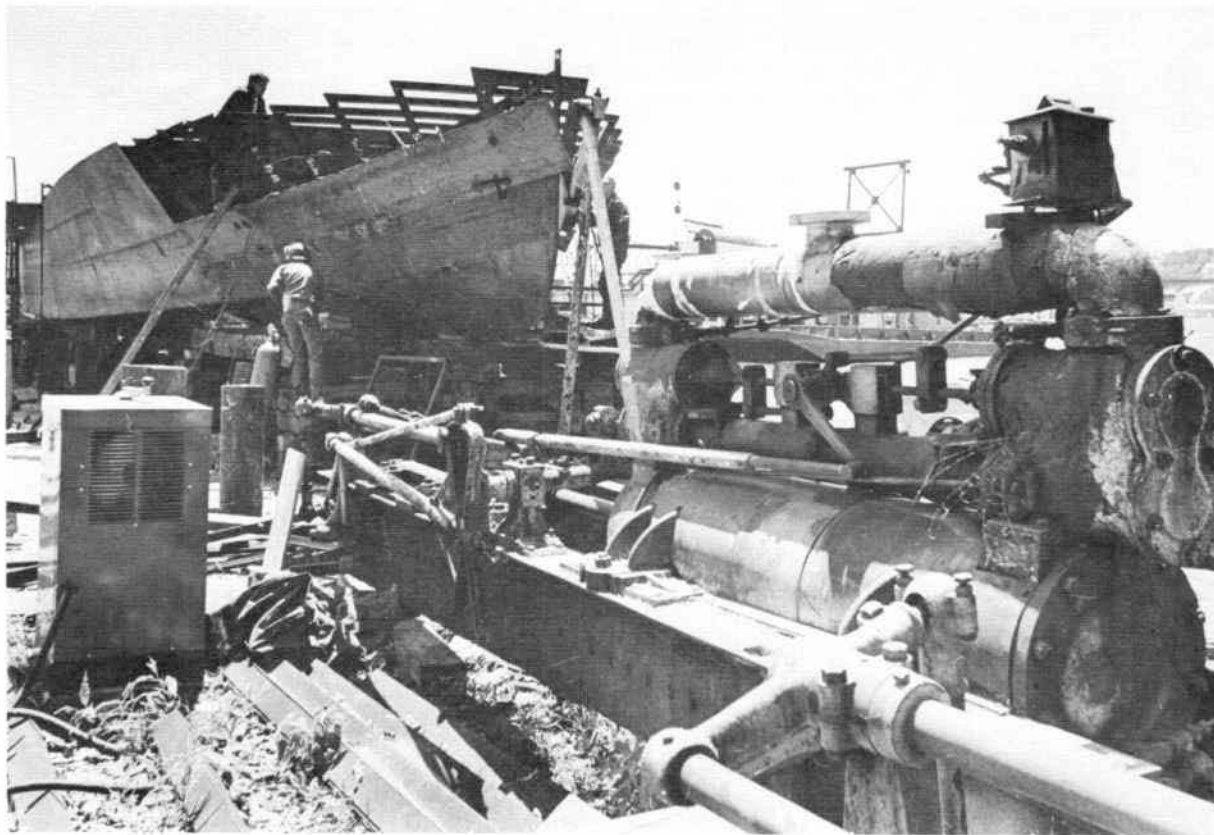


This is how it looks

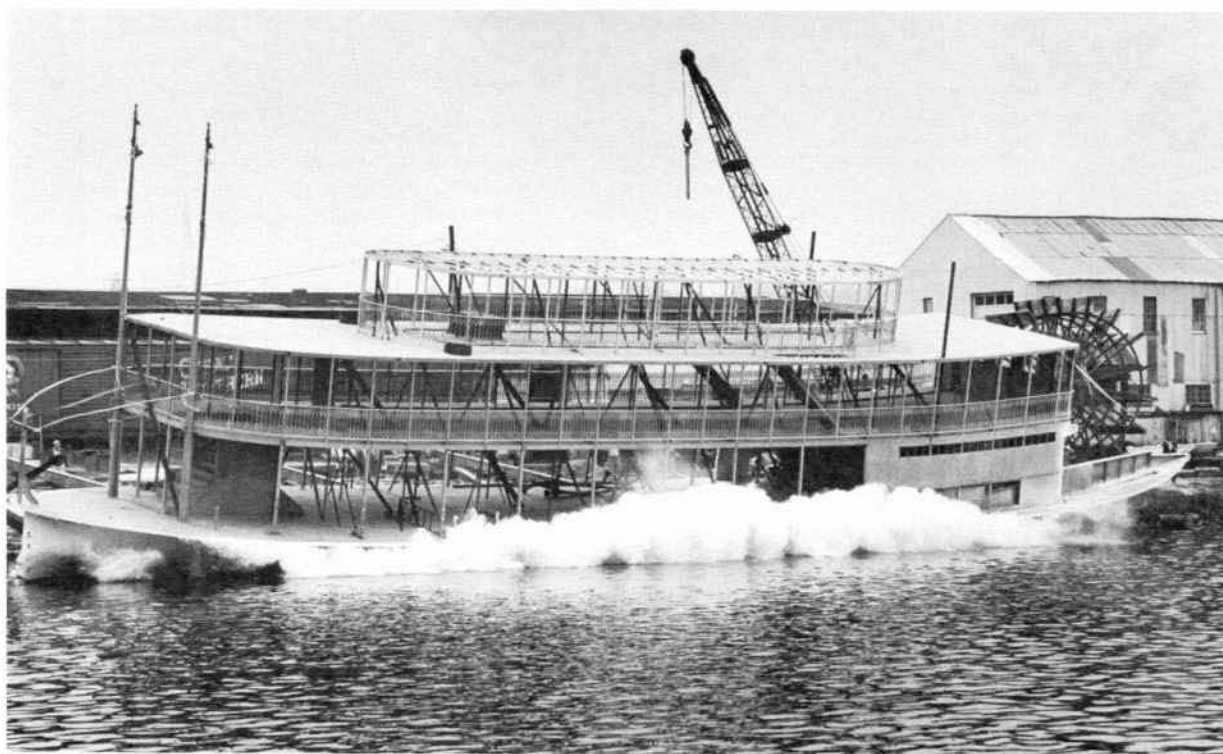
Taken just prior to the launching. Top row from the left: Robert E. Lee Trone and Dennis Trone. Middle row: Betty Masterson of the Peoria Association of Commerce and Mrs. Dennis (Libby) Trone. Bottom row: Bill Ward of the South Peoria Bank & Trust Co. and Mrs. Robert (Carrol) Trone.

BELOW: View taken from the helicopter of the launching (and this may be a first instance of that) by photographer Tom Carter of the Peoria Journal Star. Staff writer Jerry Klein reported that trains stopped to watch as the helicopter hovered to position raising catspaws on the November-gray surface of the Dubuque harbor.





A good look at one of the Gillette & Eaton steam engines, taken during the boat's construction. This machinery came from the ferry CITY OF BATON ROUGE, 12's- 5 ft. stroke.



Excellent side view of the launching taken at 1:34 p.m. on launch day. It goes without saying that she was launched on Nov. 12 because next day was Friday the 13th and who wants to borrow trouble!

Sirs: There is something about the friendly way in which the S&D REFLECTOR is put together that makes a person want to get out a sheet of paper and send an answer.

I am now looking at the December issue.

Lin Caufield's photo of the crew of the BELLE OF LOUISVILLE makes a splendid cover.

On page 38 is an article about an old friend, the SARI-S. For nine years that boat was moored in the Chicago River at the foot of Ontario Street. Riding in on the Northwestern RR, as we curved south nearing the Madison Street terminal, she was there--after dark a blaze of light in that drab section.

We took a cab over to the SARI-S and had lunch on board several times. The machinery was on display on the main deck. A wide stairway led up to the second deck which had been cleared of partitions to make a diningroom. An "every-man-for-himself" band could be heard from the texas. The name on her side was painted SHOWBOAT SARI-S.

The dinner menu featured these items:

Riverboat Gambler's Eggs served with a Slab of Ham or Bacon and Hashed Brown Potatoes--\$2.75.

Baby Back Ribs New Orleans.

Shrimp Showboat.

Deck Hand's Feast.

The latter was chopped sirloin and pumpernickel.

On the back of the menu was a short history of the boat, which I now quote:

"The SHOWBOAT SARI-S was built at McKees Rocks, Pa. in 1896 and her machinery installed by the Marietta Manufacturing Co. on the Ohio River from where she was taken to St. Louis and operated for 30 years by the Missouri-Pacific RR as the JAMES Y. LOCKWOOD. She was later moved to Natchez, Miss. The SARI-S is 165 feet long and 33 feet wide. The hull is of heavy duty steel construction and one of the first of the river boats to be constructed of this design with the wooden superstructure. She was brought to Chicago under her own power from Natchez in July, 1961 by Captain Salon who purchased the vessel from the Mo-Pac. The boat was partially dismantled at Lemont, Ill. in order to clear the low bridges leading into Chicago."

There is record in the annual U.S. Engineer's Report for the period July 1, 1902 to June 31, 1903, noting that she was locked

through a Muskingum River lock during that interval.

Also in the December issue, on page 38, is a picture of the MANHATTAN. She is reported having locked on the Muskingum in the U.S. Engineer's Reports for the fiscal years ending June 31 in both 1897 and 1898.

Jerry Sutphin sure comes up with some interesting pictures in this issue, and the one of the BURNSIDE sunk at the Lowell Lock is tops. Now Jerry Devol can tell exactly where she lay.

We people who are too lazy to attend the S&D annual meeting appreciate the photographs of the people who were there. I enjoyed the caption "as a goose cropping endive in the moonlight." That must be an Allegheny County phrase.

(Ed. Note: We heard it with a slight variation on the Cumberland River between Burnside and Nashville some years ago).

Thank you for printing the entries from Capt. Leon Ash's diary about the IROQUOIS on the Muskingum. I searched the 1934 newspapers at Zanesville and did not find anything. Ralph Cross knows the Muskingum doings about that period--he was watching the boats go by, and that's better than reading newspapers.

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

Sirs: Please let me thank you for publishing the very interesting article about my grandfather Thomas Dunbar in the December issue of your magazine. Both my brother Tom and I enjoyed reading it. My cousin, Mrs. Maurice Finnegan of Madison, Ind. sent me a Xerox copy of it. Whoever wrote the story knew him well. I remember him saying "Rooshians" but didn't think anyone else did. Also the way he wore his glasses.

To me he was a kind, wonderful grandfather. I can still see him at his drawing board using a stub of a pencil. His mind was extremely alert and in his last days he was working on a way to capture smoke from steel mills and make it usable.

His wife (my grandmother Dunbar) died a few years after he passed on; my father James Dunbar died in 1950. John Dunbar, my uncle, has been ill many years and now is in the Veterans Hospital in Pittsburgh.

Margery Dunbar,
1035 North Negley Ave.,
Pittsburgh, Pa. 15206

Donald Grot, the Ottawa, Ill. native who joined the Coast Guard and saw service in Alaska and in Honolulu, now is booking supervisor for the United States Lines in Oakland, California. He and his wife Maria reside at 5025 Woodminster, Apartment 305, Oakland, Calif. 94602.

The second run--that's what the editor calls it--the second run of the magazine RIVER DRIFT. It was mailed from St. Louis on Dec. 22 last and got to our desk on Jan. 14 having we presume drifted aimlessly in post offices meanwhile. This RIVER DRIFT is published by The Waterways Journal and is edited by James V. Swift.

Among a half-dozen interesting illustrated articles is an explanation of the whereabouts of a town named Mondak, Montana. We mentioned the place some while ago and couldn't find it on maps. According to this yarn Mondak only lasted nine years (1905-1924) and quit business when the Great Northern RR. closed its local depot there. The town was "three miles west of present-day Buford, Mont. on the Montana-North Dakota line."

Among other interesting items related in the article is one thrown in gratis and it says just that "Monday came into being late in 1905." This we dispute. We were born on Sunday, February 17, 1901, and it was followed by a Monday. Our friend S. Durward Hoag has supplied us with all of the calendars 1776-2028 and there are, were, and will be Mondays in all of them. Pardon us, Jim, but your ship is slowing.

Edward H. Scheibler, author of two feature stories in past issues of this magazine, now is an instructor in the Mount Hermon School, Mount Hermon, Mass.

William Horn, steamboat carpenter and mate long with the Greene Line Steamers, is in his ninety-second year and lives at Beattyville, Ky. Bill Horn started on the river in 1902 when he got a job on the towboat ALICE BROWN. He was a member of the expedition sent to California in 1946 to crate the DELTA QUEEN for her voyage to New Orleans.

Frank Teuton, author of "Steamboat Days On the Tennessee River" advises that all copies of the book have been sold. One thousand were printed.

CINCINNATI'S INLAND RIVERS LIBRARY

"The Ohio Archivist," a new publication produced by the Western Reserve Historical Society, Cleveland, and edited by Kermit J. Pike, featured in its first issue the following story titled "Cincinnati's Inland Rivers Library" written by Thomas G. Addison.

The Inland Rivers Library was established in 1955 by an agreement between two organizations, the Sons and Daughters of Pioneer Rivermen and the Public Library of Cincinnati and Hamilton County. In 1941 the Sons and Daughters established a museum at Marietta, Ohio, devoted to river history. While collecting display material for the museum they also acquired a large number of books, letters and pamphlets dealing with steamboats and river subjects. The Sons and Daughters realized the importance of this material as a source of research, but were in no position to have it catalogued and put to use. In 1955 the president of the organization, Captain Fred Way, Jr. and the head of the Cincinnati Public Library discussed the possibility of forming the Inland Rivers Library and the materials from Marietta were brought to Cincinnati. To them were added maps, books and documents dealing with the rivers that had already been acquired by the Cincinnati Public Library. The Inland Rivers Library is housed in the Rare Book Room of the Cincinnati Public Library. The Rare Book Room staff consists of four people, one of them working exclusively with the Inland Rivers collection.

The Inland Rivers Library is interested in all aspects of the Ohio and Mississippi Rivers and their tributaries during their period of commercial navigation (from about 1800 to the present) including the following: flatboat, keelboat and steamboat development; the decline of the passenger trade and the rise of the barge towing industry; the development of the locks and dams from the early private attempts to the present system; and the role of the Corps of Engineers, the Coast Guard, the Steamboat Inspection Service and many other agencies involved in making river traffic safer. The Library has collected information on river towns, particularly the influence the river had on their development. Since 1955 it has acquired over ten thousand photographs of steamboats, steamboat interiors, views of river towns and similar subjects. It maintains a clipping file of newspaper articles from the larger cities on the inland rivers in order to have as complete an account as possible of what is happening on the rivers today. Maps, prints, city directories, blueprints, phonograph records and tape recordings, and any other material that may be of help to people studying the rivers are of interest to the Library.

Manuscript material consists of letters, way-bills, inspection papers, journals and logs kept by captains, pilots and engineers, in addition to account books kept by steamboat clerks and by businessmen on the river. A recent manuscript acquisition is a log kept by Captain Charles L. Ackley on the gunboat TYLER during most of 1865. The TYLER was part of the Union fleet of river gunboats during the Civil War. About thirty boxes of material dealing with many different aspects of the river are included here.

In 1968 Mr. Clyde Bowden, who at that time was in charge of the Inland Rivers Library, compiled a catalog of the collection. The catalog con-

sists of photo reproductions of catalog cards and is being sold by the library. The material in the collection is listed in the library's card catalog by the author, title and subject, in the printed catalog by main entry only. Each year the Inland Rivers Library publishes an annual report which is sent to the Sons and Daughters of Pioneer Rivermen and to anyone else who might be interested.

The Rare Book Room cataloger is responsible for cataloging the Inland Rivers material. The photograph collection is mainly of steamboats; these are filed alphabetically by the name of the boat. A few subject headings for some classes of boats and for some boat-related subjects do exist. Pamphlet material is arranged by author only. The library has had neither the time nor the staff to make subject cards for this material and consequently it is less accessible than it should be.

The library's main purpose is to provide research materials for anyone who is doing work on the rivers, and is happy to answer questions presented on the rivers or on the collection.



How about it? Any idea who he is? Sure! Who else---this lad grew up to run as clerk and purser on the BETSY ANN, GENERAL WOOD, SENATOR CORDILL, QUEEN CITY, GORDON C. GREENE, and finally on the DELTA QUEEN ---and today he lives in Cincinnati at the Fountain Square Hotel.

This gentleman is identified at the bottom of the center column, page 3.

The S&D REFLECTOR with this issue enters upon its eighth year. The magazine in your hands is the twenty-ninth we've put to bed and you'd think by now the whole job would come easy. Far from it! At this point an editor gets a bad case of stage fright brought on by the finality of this last moment when the raw sheets, prepared articles and items, photo paste-ups, headlines and so on freeze into eternal rigidity. Just a moment ago we again read the lead story about the SENATOR CORDILL for the eighth time to be sure it was good enough, and all of a sudden it turned right before our eyes into something utterly stupid, dull, sluggish and unfeeling. Worse, it's too late for remedial action; it'll have to stand. Where oh where did we go wrong--up until a few moments ago it sounded and looked good. Our Webster's suggests that inexperience is the cause of stage fright like this. So seven years at it, now going on eight, isn't enough apparently.



Riverfront hotels catering to a fairly high class clientele were popular "summering resorts" in the gay ninties. This one was along the Allegheny River 14 miles upstream from Oil City at Mile 148. It was run American plan with attractive weekly family rates, and devoid of central heating and plumbing. Most of the rooms had open fireplaces and, as consequence, there were many brick chimneys poking through the roof. Guest rooms were on two floors. For the convenience of guests the "outdoor-style" toilets were in a tall building at the rear, two decks high, access by a boardwalk with lattice siding. Thus at the PRESIDENT HOTEL there was no necessity for the upstairs guests to "go down to the toilet." You "went out to it" across the boardwalk at a considerable altitude.

During this hotel's hey-day there was a dirt road over hill-&-dale to Oil City, but the convenient access was by the railroad across the river with a ferry connection. When the river was up a bit motorboats plied the 14 miles to Oil City, and 6.6 miles upstream to Tionesta.

There was a good bit of nostalgia about this two-story fire trap but it nevertheless fell into hard times, and different managements. When your editor went to Warren, Pa. with the LADY GRACE in 1958 the hotel was in business and one of the fine ladies running it baked us a lemon pie. In 1962 on another such trip with Walter McCoy the old hotel was vacant. In 1968 it was torn down.

We are grateful to I. R. Grimm, an Oil City

40

jeweler, for the above picture. Mr. Grimm did not know when it was taken but our guess would be about 1905.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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