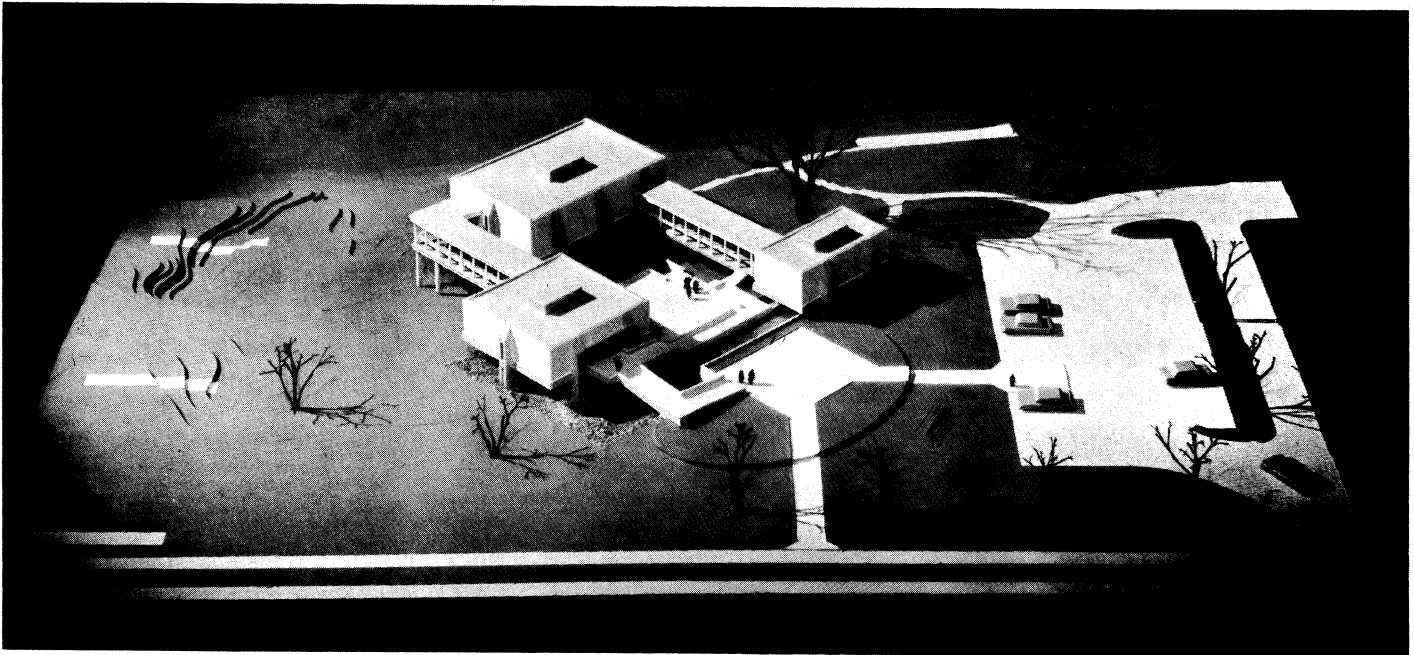




River museum plans unveiled



-photo by Bob Ley.

Marietta's new River Museum, a half-million dollar three-room complex, has the green light and construction may commence this fall. It will be located along the Muskingum River in the area between where the steamboat W. P. SNYDER, JR. is presently moored and the Washington Street highway bridge, below Front Street and bordering the river. The property, owned by the city, was deeded to the Ohio Historical Society as a gift. Bids for construction of the new facility will be taken prior to July first.

A model of the multi-unit museum is currently on display at Campus Martius Museum, prepared by the architects, Eesley, Lee & Vargo, Marietta. This model was "unveiled" on Friday, February 26th last, at a gathering held in Campus Martius. Some of those attending the ceremony were Daniel R. Porter, director of Ohio Historical Society, Charles C. Pratt, assistant director, and William Keener, curator of history for the society. Jerry Sutphin of the U.S. Engineers, Huntington, accompanied by Mrs. Sutphin, represented S&D. Robert A. McKelvey of the U.S. Engineers, Marietta Area Chief, was present. Mrs. Catherine Remley, cura-

tor of Campus Martius, was the hostess of the occasion.

Of the funds available for construction \$400,000 is from state bonds, and the balance was added by the Ohio Historical Society from the sale of property in Columbus. Director Porter was optimistic that the actual cost will be less than the projected half-million.

Frank Lee, one of the architects, said the buildings will have the main floor elevated to the 45-foot flood level, using concrete floors mounted on concrete pillars. The buildings will be mainly of wooden construction mounted on two-foot concrete sills. Mechanical equipment for heating and air-conditioning will be roof-mounted.

Primary reason for the three-unit structure is the wish to divide exhibits into three groups, displaying pre-steamboat, steamboat, and modern. Each phase will have separate space with connecting causeways.

A parking area will be provided for 25 cars and five buses.

The late Courtney Ellis, river engineer, willed his collection of steamboat pictures and material to Western Kentucky University, Bowling Green, Ky. Mrs. Robert F. Koenig, of the library manuscript department, advises us that the collection now is being catalogued.

Housekeeper S. Durward Hoag of the Motor Hotel Lafayette, Marietta, reports that the Tom Greene Memorial Light (of which he is lightkeeper) has been renovated by the U.S. Coast Guard. The work was done in latter February and includes a new lens glass, housing and a supply of special bulbs. The visibility for pilots has been greatly increased.

Sirs: Many oldtimers tell me they were members of the crew on the SENATOR CORDILL the night she hit the wicket at Lock 14, Ohio River, and so ended her usefulness. Would it be possible to print a list of the crew at the time?

Bob Smith,
Linden Apartments,
Sewickley, Pa. 15143

=Capt. Fred. Hornbrook, master; Wilson (Wilsie) Miller and Fred Way, Jr., pilots; Fred M. Hoyt, purser; Herbert Swan and Herbert Sidenstricker, clerks; Norwood Chamberlain and Walter Webster, engineers; Wylie Hill, mate; Alonzo Sewell, second mate; George Beegle, carpenter. -Ed.

Sirs: During the time when I was clerk on the SENATOR CORDILL then running out of Pittsburgh some of the cabin panels were opened up during repair work. Silted in between those double bulkheads was a lot of fine sand, almost positive evidence that at some time or other she had been sunk part way up into the cabin while in Mississippi service. Do you know anything about that?

The story of the CORDILL in the March issue tells of various accidents she had on the Ohio and Kanawha rivers. I recall hearing in addition that she once sank in shallow water at New Martinsville but was repaired and pumped out by the crew. Another such case happened to her in Siegrist Rifle above Pomeroy.

Ralph Oursler, one of her crew, told me the CORDILL once broke a paddlewheel shaft at Ravenswood and had to be towed away for repairs. On another occasion she

stripped her paddlewheel at Emsworth Locks.

You say she had a Gardner steam steering rig. It was called a Clark rig, a rather rare breed.

On page 19, top of column one, you say she ran 222 miles a week in the Vicksburg-Natchez trade. Check your figures; more like 444 miles.

There will always be a few unsolved mysteries about that dear old vessel.

Robert H. McCann,
Fountain Square Hotel,
Cincinnati, Ohio 45201

PS: That picture of me on page 39 in the last issue was taken when I graduated from Sewickley High School in 1926.

=Yes, she did sink on the Mississippi--once at least--at or near Vicksburg in March, 1918. Capt. George Wilson raised her. -Ed.

Capt. and Mrs. L. K. (Larry) Ehringer now reside at Beach Cliff Place, Suite 207E, 22451 Lake Road, Rocky River, O. 44116. Capt. Ehringer is personnel manager with The Kinsman Marine Transit Company, engaged in Great Lakes transportation, with of-

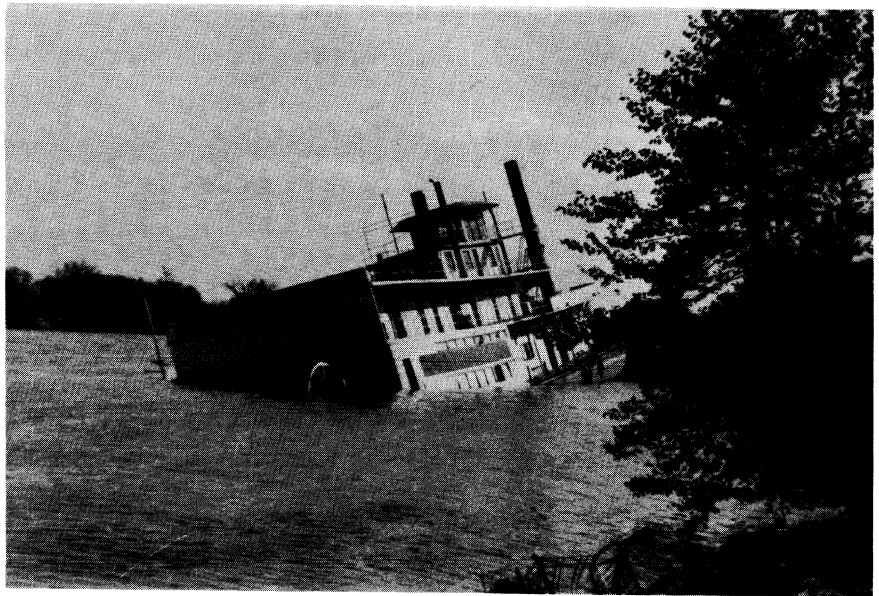
fices in the Rockefeller Building in Cleveland, Ohio.

Clyde Bowden of the Public Library, Cincinnati, advises us that a reprint has been issued of "The West: its commerce and navigation" by James Hall (1793-1868) which contains valuable source statistics about Ohio and Mississippi river commerce and early steam navigation. The book was originally released in 1848. The reprint is available from Burt Franklin Publishers, 235 East 44th St., New York, N.Y. 10017 at \$20 the copy.

Sirs: This article on the SENATOR CORDILL in the March issue leads me to ask how such boats were raised, refloated, and put back in service? Pictures in the S&D REFLECTOR show them sunk, but no inkling of salvage methods.

Charles E. Galt, Jr. MD,
513 West Fox St.,
Carlsbad, New Mexico 88220

=Nearly every case is a challenge to the ingenuity of those in charge. Anything can happen when a boat is being raised and it usually does happen. -Ed.



Above is a rather sorry picture of the towboat WEBER W. SEBALD taken last November 5, 1970 at St. Albans, West Va. by S&D member Herschel W. Burford of that place. We are indebted to Dan Owen for sending the print. One of this boat's pilothouse nameboards is in the River Museum, Marietta, sent by William W. Kell, city manager, Ashland, Ky., and delivered by Ashland Oil. The SEBALD originally was the JOHN W. WEEKS, built in 1928 at Dubuque, Iowa, and was renamed when sold to the American Rolling Mill Co. (Armco) in 1948. At the time of the sinking, shown above, she was in the fleet of the Mountain State Construction Co., St. Albans, West Va.

Sirs: In the March issue--that last paragraph on page 39: What in the world do you think was wrong with the SENATOR CORDILL story? I read it nine times to your eight and it sure looked good to me. Our editor can write anything he wants to but I challenge his comments as to there being anything wrong with it.

Now then, about that picture and story of the MINNIE BAY (she was a pretty little packet wasn't she!) Capt. Ellis Mace once told me how the CITY OF LOUISVILLE came to have such a stern design. He said Commodore Laidley had remarked that everybody working in the Mail Line had given him advice, and asked Ellis to volunteer his suggestions. Ellis's idea was to run an after guard around the stern of the cabin with about 6 to 8 feet of gangway.

Laidley did so, but left only a four-foot gangway. Later, seeing his mistake, Laidley increased this to six feet when he built the CITY OF CINCINNATI.

Ellis, I believe, got the idea from the MINNIE BAY.

C. E. Montague, Jr.,
Kitchen Building,
Ashland, Ky. 41101

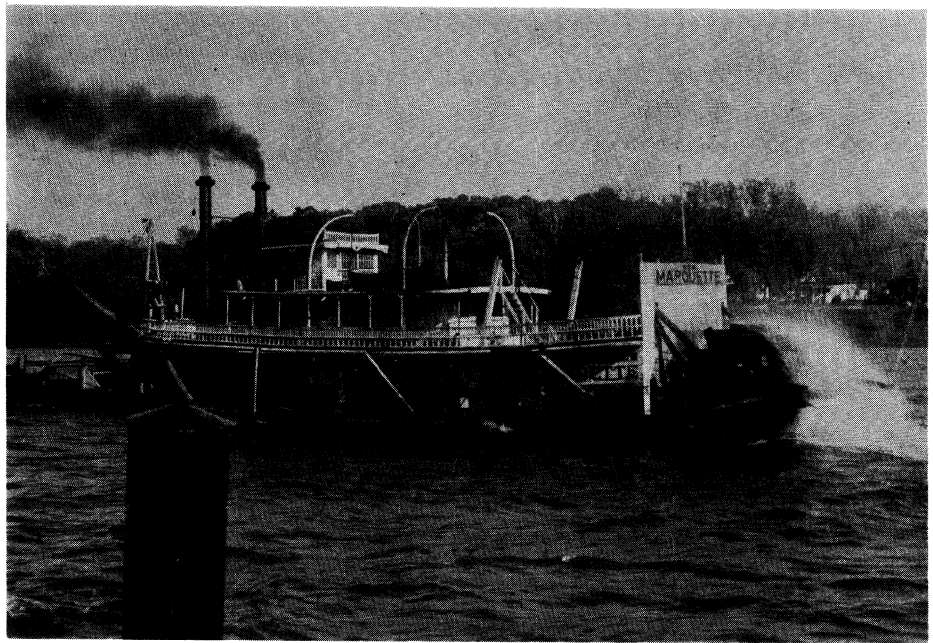
Sirs: Anything read eight times gets to sounding pretty stupid...

Stuart Talbot,
Box 1818,
Chicago, Ill. 60690

Sirs: My wife hails from Waterproof, La. and her family still lives there. Her father used to tend lights on the Mississippi and I'm sure he is familiar with Goldman Light mentioned in the SENATOR CORDILL story, last issue. The Goldmans still live there. Thanks also for the interesting story on the SAM ORR.

Phillip L. Kiely,
702 Court Building,
Evansville, Ind. 47708

J. Mack Gamble was released from the Peterson Place, Wheeling, in latter March. After a two-day check-up at the Bellaire, O. hospital, he returned to his hometown, Clarington, Ohio. For the present he is residing at the home of Mrs. Frank (Ede) Wiseman, sister of S&D's vice president Bob Thomas. Letters may be addressed simply J. Mack Gamble, Clarington, Ohio 43915 and visitors are most welcome. Mrs. Wiseman resides in the main part



MARQUETTE

Pretty fancy for a sand-sucker towboat.

William E. Reed handed us this picture lately, and he obtained it from Ben Gilbert, Huntington, West Va. The MARQUETTE is no old-timer, as old-timers go, built in 1912. But in all of the years we have collected boat pictures this---yeh!---this is the first time we have seen what she looked like. She's rather ornate and fancy for a sand-sucker (packet railings yet) which leads us to wonder if maybe in her youth she handled excursions. The lifeboats and special davits seem to confirm such suspicion. When first built in 1912 her name was SAM'L PETERS but in her sand trade days owned by Moline Consumers Co., Moline, Ill. she bore the name of MARQUETTE. They still owned her in 1929. Maybe somebody can remember what finally happened to her.

of Clarington; ask the first person you see.

Ted Pearsall, S&D's river fan of long standing, is a junior in the University of Texas, specializing in business management and international finance. He spent two weeks during spring vacation with his parents in Henderson, Kentucky.

A special thank-you-sir to Jack (Sandbar) Zenn who made and presented to us a table lamp in the form of an old-time packet smokestack, white collar, feathers and all. It was thirty-three years ago in 1938 when Sandbar brought the ADVENTURE GALLEY down the Youghiogheny River from West Newton to McKeesport with a coonskin capped crew of youngsters reenacting the original pioneers on their way to settle Marietta. The original trip was made in 1788, not only putting Marietta on the map but opening the Northwest Territory.

Robert L. Stone, president of Mode Art Pictures, Inc.; advises us that the THIRD and LONG AWAITED Whistle Blow record will be released sometime this month (June). It will be priced \$5.95, same as the last ones. Ask for "Whistle Echoes #3."

The earlier records are in supply, "Whistle Echoes #1" and "Whistle Echoes #2." Both for \$10.45.

All three for \$15.

Add your state sales tax.

No c.o.d.'s please.

Address:

Mode Art Pictures, Inc.,
3075 West Liberty Ave., Pittsburgh, Pa. 15216.

The Clinch River in Tennessee is navigable for 62 miles. The Allied Structural Steel Co. at Eagle Bend, 61 miles up, gets regular barge delivery.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 8, NO. 2

MARIETTA, OHIO

JUNE, 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.

The destruction of the Howard Museum by fire is reported in this issue commencing on page 5. We now have a late bulletin with more cheerful news. Although the Howard homestead has been declared a complete loss, some of the valuable possessions have been saved. Best salvage so far is the collection of glass negatives, pictures taken by the late James E. Howard, many of which have been re-produced in S&D REFLECTOR from time to time--one was the SENATOR CORDILL on the March front cover. These plates were stored in the attic of the destroyed house, an area completely charred, a big gaping hole in the roof overhead, into which water from fire hoses had been gushed. That such fragile plates survived is a near miracle, and such would not have been the case had not a group of dedicated fans rescued them promptly. They were taken to the basement of the Jeffersonville Library where each plate was washed, dried, and placed in a new envelope. The crew worked four or five nights to do this job. Our respects and congratulations to Alan and Rita Bates, Lin and Jan Caufield, Jimmy Reising, Greg Goldstein, Gene and Lois Toggweiler, Charley and Mary Lou Brasher, Roddy Hammett, Doc Hawley and to the others who participated. Writing on March 23 Alan Bates says: "A couple of nights more and the collection will be saved for future emergencies and disasters. So far we've only broken one. It wasn't me and I won't tell who did it."

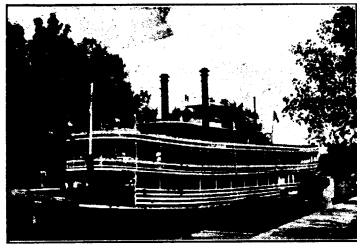
Henderson and Evansville Packet

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HENDERSON WHARF BOAT PHONES 39 and 306

EVANSVILLE WHARF BOAT PHONE 933

Sometimes in preparing stories an editor runs into things he has never heard of. Here at the left is an example, the PERCY SWAIN running Henderson-Evansville four round trips daily, Sundays included. This is the front page of a folder included in the Swain family scrapbook loaned by Mrs. Julia Belle Swain Shelton to Dennis Trone. No date, but sometime in the 1910-1913 period. The center spread in this same folder is a schedule for the Evansville Suburban & Newburgh Railway Company giving 15 daily runs eastbound Evansville to Newburgh Road and Boonville, Ill. This was an electric interurban line. We'd sure like to hear more on this.

Then, too, in Mrs. Shelton's collection there are leaflets and posters advertising the JULIA BELLE SWAIN on excursions at Madison, Ind. and Louisville under Swain ownership, this meaning prior to 1924. That the Swains were active in these Ohio River operations is news to us.

The story of the Swain operations in this issue is made possible in large measure through the generosity of Mrs. Shelton and Dennis Trone, through whose efforts we were enabled to reproduce many photographs. For many of the factual details we are indebted to Bob Burtnett's writings some years ago. Bob lived in Chillicothe, Ill. and worked with the Caterpillar Tractor Co. Later he was sent to Brazil, and as of this moment we have lost track of

him. Anyhow Bob surely knows his Illinois River steamboats.

John Lamour, contributor to the Great Lakes Log, and who lives at 123 East Front St., Monroe, Mich. 48161, now is an S&D member.

Apropos to the story about the Dravo family in our last issue, Anthony Davia, now living in the Mount Lebanon section of Pittsburgh, recalls that Frank and Ralph Dravo started the Dravo Contracting Co. in 1891. "I went to work for them as a waterboy in 1898 when the firm had been in existence only seven years," he says. Mr. Davia, who retired from Dravo in 1955, is 86. He was the firm's general purchasing agent then.

We have a letter from Miss Mary Beth Hile, 692 Oxford Boulevard, Pittsburgh, Pa. 15243, who tells us that she is a great-granddaughter of Capt. Albinus J. McKean, better known as Capt. Lee McKean, master-pilot of some of the larger coal-pushers including the JOHN WALTON, SAMUEL CLARKE, COAL CITY, W. W. O'NEIL, BOAZ and JOHN A. WOOD. Her grandfather Albinus C. McKean went on the boats about 1907 and became a river engineer. Miss Hile would appreciate hearing from persons who were acquainted with either or both of the above.

Howard Steamboat Museum Destroyed in Jeffersonville Fire



Courier Journal & Louisville Times photo by Al Allen

One of the most difficult jobs so far assigned to this desk is to report to our readers that the Howard Museum at Jeffersonville, Indiana, was gutted from cellar to roof by fire during the early morning hours of Thursday, March 18, 1971. This news travelled with the speed of a shock wave the length and breadth of the rivers. The immediate concern was not so much an assessment of the damage, but universal concern for the welfare of Mrs. Loretta Howard, S&D's honorary president and inspiration of the Howard Museum project.

Staff writer Cliff Robinson of the Louisville Courier-Journal & Times lost no time. He called on Mrs. Howard at her home across the street from the Howard homestead ruins.

"I think I know who it is," she said, shielding her eyes, "It looks like Cliff."

"You're not even crying," said Cliff.

"No," she said, "I guess it's gone, and tears

will only give you red eyes."

She paused a bit. "Yes," she said slowly, "I sat on the side of the bed and watched the flames lighting up the third-floor windows. But somehow I didn't have any real feeling. I guess I was sort of numb."

Mrs. Howard said her only thought as she watched the fire through her bedroom window was a pledge she made to her husband, the late James E. Howard, years ago.

"Jim often said he wanted to leave whatever he could to future generations, so they would know something about the great steamboat era of America, and the part we played in it," she said. "I told him I'd do what I could to see it through."

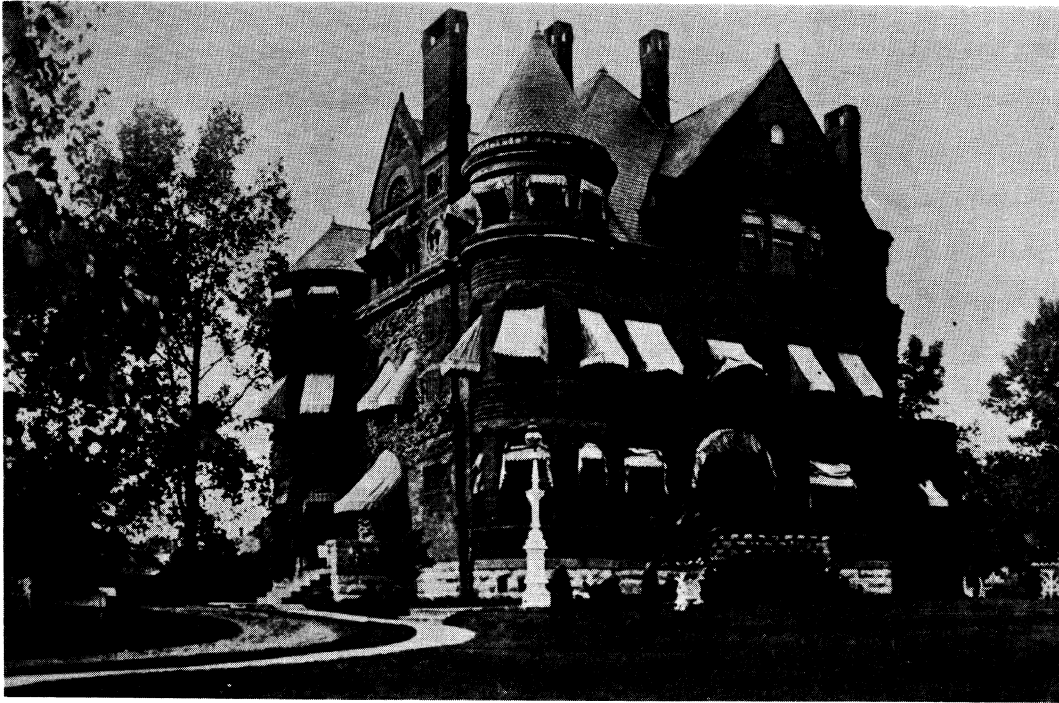
There was sort of an unwritten credo about the Howard Ship Yards. When it is not necessary to change, it is necessary not to change. As late as 1903 lumber was sawed on an upright gang saw

dating back fifty-two years. The sawmill building and the mold loft dated back to the winter of 1850-51. Some of the men who helped build the loft were still on the 1903 payroll. Oxen were in use dragging lumber from the mill.

Jim's father Ed J. Howard had built the mansion about 1890 at the close of an era. Best customer of the Howard Ship Yards was the St. Louis and New Orleans Anchor Line which 1870-1890 had ordered over a half-million dollars worth of side-wheelers (18 in all) and when the CITY OF HICKMAN slid down the ways in 1890--whether anybody at the time knew it or not--it was the last. Thus the luxurious Howard homestead was in some ways a monument to better times.

The Howard mansion, for that's what people called the homestead, had six feet of water in its gilt-and-ivory drawing room at the crest of the notorious 1937 Flood. Jim Howard and his wife Loretta figured they were no worse off than many of their neighbors in Jeffersonville. They did like everybody else; they broomed out the mud when the water receded and put their house in order.

When the remnants of the yard were drowned out in the 1937 Flood there wasn't much left intact but the homestead. Then came World War II and in 1942 the U.S. Navy acquired the shipyard by condemnation proceedings. Jim Howard probably heaved a sigh of relief. Sometime after that he com-



The Howard mansion in its prime, the exterior of stone and brick, the interior a showplace of woodwork fashioned by artisans trained in the construction of ornate cabins for Mississippi brag side-wheelers. We count thirty awnings in sight.

The front of the house several days after the fire, photographed by Philip Bettag. Please note the leaded and stained glass upper window sections and the elaborate stone frieze at the extreme left. The carriage house showing at extreme right was not damaged.



menced thinking about a museum.

There were false starts and discouragements. Jim Howard's vision and enthusiasm was not shared by his Jeffersonville townsmen. Nevertheless Jim went ahead and catalogued the artifacts saved over the years, souvenirs and mementos of the JOHN W. CANNON, ROBT. E. LEE (second), J. M. WHITE; records and correspondence stretching through most of the nineteenth century; tools, half-section models--at one time the Howard Yards was advertised as "the oldest continuously operated shipyard in the United States," a brag which met no arguments. Jim Howard, aware of his heritage since young manhood, had mastered the art of photography and by now had a collection of some 1200 glass negatives detailing steamboats and how they were built. His zeal for the preservation of the Howard story led him to tape-record the

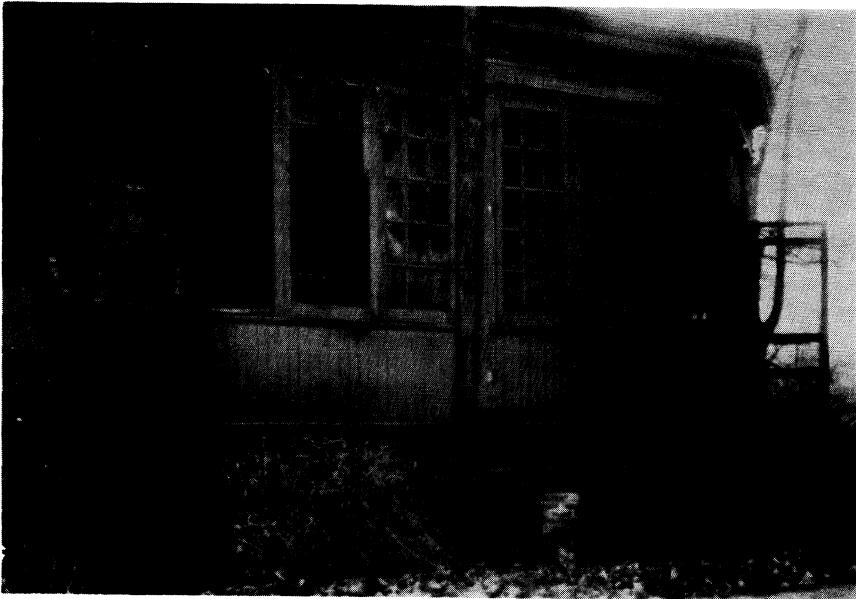
story of his historic inheritance---a project which chewed up several miles (literally) of sound tape.

But it was not enough. A committee appointed to determine the financial foundation upon which such a museum must be dependent came up with a thumbs-down verdict; it was no-go. Some who were close to Jim Howard say that his health failed noticeably---he was a spare-framed person who might be mistaken at first glance as a poet too bashful to admit to or recite his own composings. There are some who say Jim pined away when his museum project was rejected. In a matter of eighteen months he died.

And so the flickering torch was passed to his widow Loretta, a Hoosier-born optimist with a scorn for adversity, armed with a minimal High School training (one year) and a built-in creed



This picture is made from one of the salvaged glass photographic plates which survived the fire. Taken by Jim Howard years ago it shows the bedroom of Mrs. Ed J. Howard, Jim's mother. At the time of the blaze the brass bed in the foreground was in another room across the hall and came through intact, although the bedspread was sooted and waterstained. Alan Bates, who furnished this print, says he believes the dresser (right) was in the attic; it was found with its finish blistered and scorched.



Photograph by Philip Bettag

+++

...This catastrophe has sent a shock wave up and down the river. The warning to other museums housing priceless historical relics is clear and explicit.

S. Durward Hoag

that Fate leads the willing, and drags along those who hang back. Loretta Howard enlisted the talents of Elizabeth Broecker, a bundle of organized energy. These two by sweet-talk and persuasion brought in Katherine Richardson, Dr. Daniel Cannon, Pres Long, Alan L. Bates, David G. B. Rose (of Rose Island fame), Dick Halvorsen and some more. Their conclusion: The way to start a museum is to start.

Alan Bates and Elizabeth Broecker sought support throughout the state of Indiana with scant success. "If you ever want to meet a cold-eyed, misanthropic martinet try the second receptionist at any foundation," recalls Alan. "The Howard Museum was started by a small group of dedicated zealots who spent days and nights and holidays cleaning house, lettering displays, shining silverware, and arguing. Dick Halvorsen built models and cases; Pres Long refinished the sandalwood Steinway (which was dunked in the 1937 Flood), and Mrs. Richardson enlisted professional help from a son-in-law as well as applying her own energies. Seems to me we opened the first Sunday in May, 1958."

Mrs. Howard, who had her living quarters then on the third floor, became the curator and guide. She did this as a labor of love, and when cash was needed for this-and-that she wrote the checks on her own account. While touring visitors she used no stylized stratified spiel, just dipping out priceless anecdotes and humor.

It was fun, like running a river packet, and vulnerable to outlandish mishaps. One night the furnace blew up. In order to replace it the Howard Shipyards records were sold to the Lilly Library, Indiana University. This surgery of assets was necessarily performed without an anesthetic, most painful to all concerned.

Then that grand lady Mrs. Howard fell, broke a hip, and Mrs. Richardson became the curator. Later Mrs. Howard had another such mishap, spent a lengthy period recuperating, but got out of confinement in time to watch the museum burn on St. Patrick's night, 1971.

Ironically, the museum project was on the up-

turn when the Howard homestead was destroyed. A playhouse for drama and dining had been established in the adjoining carriage house. The Jeffersonville city fathers had taken over the care of the lawn and premises. Jeffboat and other Jeffersonville firms had bought the place for museum purposes.

Mrs. Howard says this of the fire: "My only real thoughts as I watched the blaze were, there go all of grandfather and grandmother Howard's efforts, and all the beautiful things they left to us and history. --But why get hysterical? That doesn't save anything."

On this Easter Sunday morning as we write this paragraph we have before us a 16-page list of the Jim Howard glass plates salvaged from the fire--and this is for the 8 x 10's only. The 5 x 7's are still to be catalogued. Elanora Wilkinson is doing this job, and more power to her.

Some years ago the Inland Rivers Library at the direction of Ernest I. Miller sent a crew of photographers to the Howard Museum, with the blessings of Loretta Howard, and made two contact prints from each of those hundreds of glass plates. One set was for the Howard Museum (and how did they fare, we wonder?) and the other set is at Cincinnati in the Public Library. So, had the plates been lost in the fire, the Cincinnati prints would have served a highly useful purpose.

In recounting the details of the fire we have so far failed to point out another safeguard for the perpetuation of river relics. The entire salvage work at the Howard Museum was carried out by volunteers--not of the Museum's officers--but by a crew of river persons, most of them (and we are tempted to say all of them) members of S&D and not otherwise connected with the Howard project save by sympathy for what was at stake.

There is a moral hidden here somewhere--perhaps that river persons down deep in their hearts are joined invisibly into one big family. Those outsiders who incautiously meddle into, or try to dictate to, or who display apathy in managing river treasures, are more apt than not to meet the River Clan head on with all rules of combat suspended for the duration.



Photograph by Philip Bettag

FIRST IMPRESSIONS

+++

...All the pictures that Capt. Henry Lindenburn had taken and saved in his lifetime were lost in the Howard Museum fire. His daughter had presented them.

Charles F. Deitz

+++

...I hate to bear bad news...

Albert E. Bryant

+++

...Can you imagine how Mrs. Howard must have felt, sitting at the window next door, watching a lifetime of memories go up in smoke and flame? Sad indeed.

Delly Robertson

+++

...I just left the Howard house. It is now an empty shell, completely burned out. There are holes in the roof that you could drop a boxcar through. They may

be able to poke around in the ruins and find a whistle or two but the rest of the collection is gone, gone, gone.

Alan L. Bates

+++

...I was over at the Howard Museum last fall and rooted around in the attic and found stuff more interesting than the displays downstairs. Saddest loss maybe was the JOHN W. CANNON room, with its nicely cased model, chair inlaid with JWC, several dishes, certificate of inspection, and considerable correspondence regarding construction and outfitting of the boat. All in all, for my taste, that was the most interesting and best organized display in the place.

Doc Hawley

+++

...quite a loss...enclosed is a newspaper clipping giving details of the fire.

R. F. Vawter

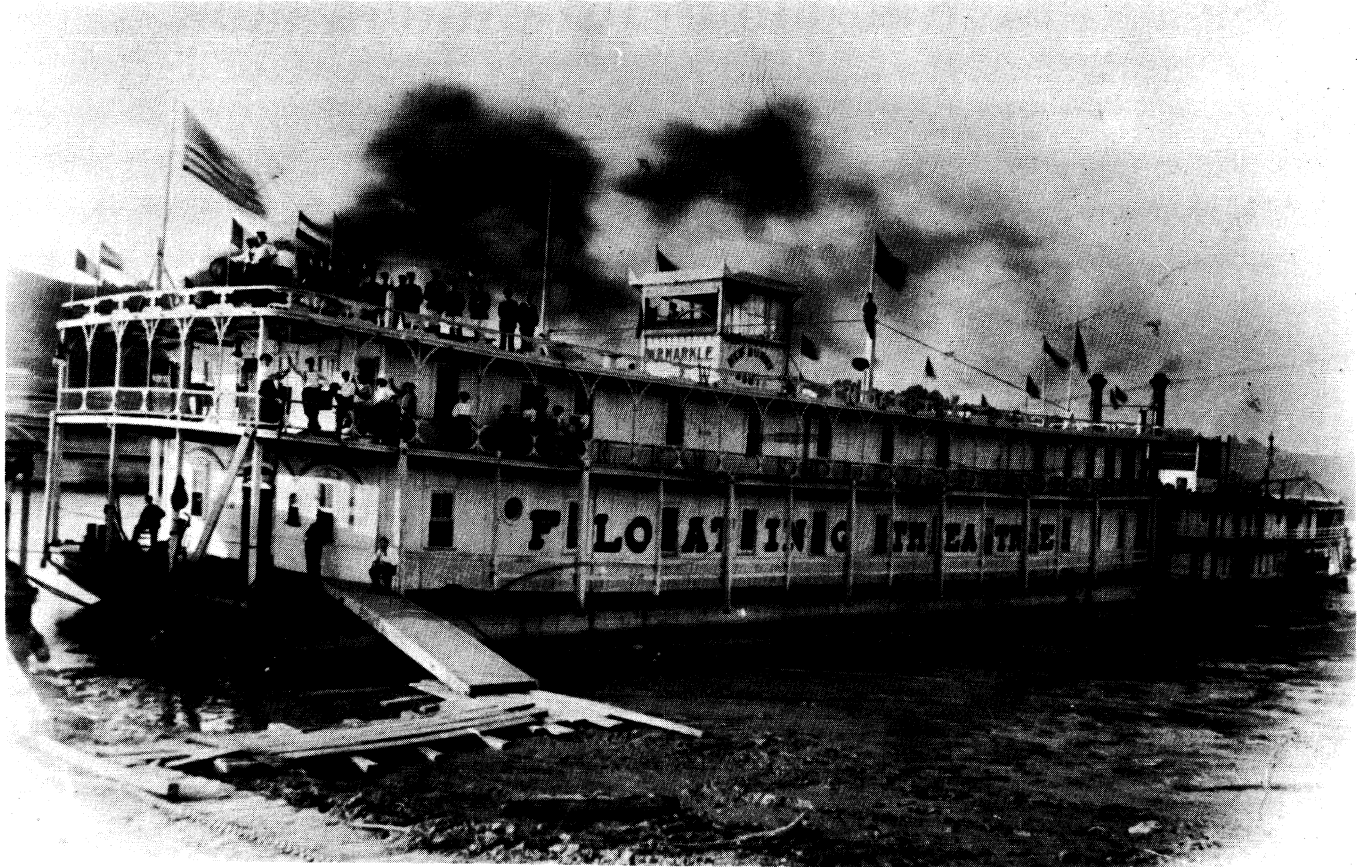
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...The enclosed clippings are all I know at the moment. A great tragedy. The story says the fire started in the basement and with holes in the roof it sounds as though little could have escaped.

Bert Fenn



Courier-Journal & Times photo



Above is the W. R. MARKLE NEW SUNNY SOUTH showboat nosed in head downstream at Huntington, West Va. just above the wharfboat. A makeshift walkway has been built across the mud to the stone wharf grade. The showboat band in uniform lines the roof rail. Most--probably all--of the persons on the deck below are actors. We count 33 persons in sight, a fair approximation of the weekly payroll which must be met to run the show and move the floating theatre from town to town.

Thirty-three sounds like plenty but oftentimes the pilot and occasionally the engineers on the accompanying towboat did bit parts, and everybody available was recruited for the street parade and of course the band boys doubled as the orchestra and also gave a daily band concert, and some few of them played calliope. The ladies in the cast pitched in for the hotel chores, beds to be made,

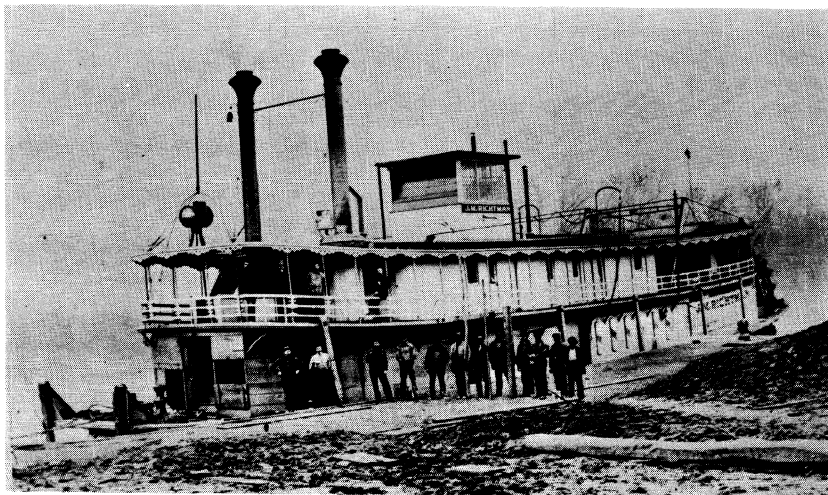
sheets to be mended, carpets swept, and all of the laundry work was done on board.

And so it was that the navigating crew, the show troupe, the kitchen department, the advance billing men and the office department interlocked into a large family, each with chores. The stage curtain often went up twice daily--for an afternoon matinee (ladies please bring the children) and the evening performance.

This picture is dated 1907 and comes from the collection of William E. Brandt of Steubenville thanks to William E. Reed. We're surmising that Bill Brandt probably got it from Bob Markle, his good friend and neighbor--son of W. R. Markle. The towboat at the right is the CONQUEST, one of the multitude of old Upper Mississippi rafters which served out usefulness shoving showboats.

The CONQUEST originally was named J. M. RICHTMAN, built in 1899 at Sterling Island, Mo., above Grafton and present-day Lock 25. Capt. J. M. (Jim) Richtman later commanded the pleasure steamboats operated by the Drs. Mayo. Capt. Harvey Neville bought the RICHTMAN, renamed her CONQUEST, and ran excursion parties. He sold her to W. R. Markle and M. O. Swallow in 1905. On Sept. 20, 1909 a tropical hurricane sank the boat at Bayou Sara, a total loss. The late Capt. Clark Sheets, long with Union Barge Line, was aboard when the storm struck but escaped to safety with others of the crew.

Fortunately for Capt. W. R. Markle, he had sold both SUNNY SOUTH and CONQUEST four months before, entire, to W. C. Quimby of Zanesville, O. After the loss of the CONQUEST Capt. Markle bought back the showboat and operated it in 1910 and part of 1911. Then Capt. J. W. Menke ran it several years.



J. M. RICHTMAN

Petersburg is in Menard County, Ill. 30 miles due east of Beardstown, but to get from Beardstown to Petersburg by river you've got to go double that distance up the Illinois and Sangamon rivers. Not many boats have done it. For one thing the Sangamon isn't what you'd call a navigable stream.

Dennis Trone has come up with an account of a steamboat arrival at Petersburg in April, 1853. It is taken from the April 7, 1853 issue of the Illinois Daily Journal:

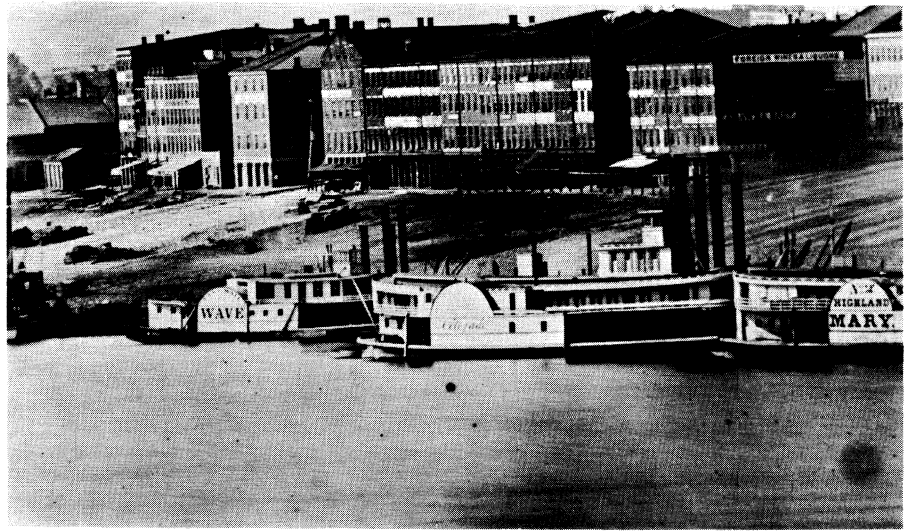
"Through the instrumentality of many enterprising and energetic citizens of Menard County--and more especially Hardin Bale, D. S. Frackelton and R. T. McNeely, of Petersburg; together with the perseverance and activity of Captain Wm. S. Moore---the steamboat WAVE now lies at the landing at Petersburg. It is truly gratifying indeed to the citizens of Menard County, as well as those whose homes and interests are in the valley of the Sangamon, to know, that in the opinion of the gentlemen before alluded to, who came on board of the boat from the mouth of the Sangamon until she reached Petersburg---that the Sangamon River, with boats properly constructed and at trifling expense on the river, may be easily navigated."

According to Dennis Trone, only two passenger boats have been at Petersburg since the 1853 trip of the WAVE. First was the MINETTA which ran Petersburg-Chautauqua Park some years ago, and more lately the TALISMAN which was brought to the Petersburg area in 1961 by Captain Trone and which in summer runs out of New Salem State Park, carrying passengers on sight-seeing cruises up the Sangamon.

Navigable waterways in the state of Mississippi are defined by state law as "All rivers, creeks and bayous in this state, twenty-five miles in length and having sufficient depth and width of water for thirty consecutive days in the year to float a steamboat with carrying capacity of two hundred bales of cotton."

Senator Martin T. Smith, representing the 34th District (Hancock, Pearl River and Stone counties) has introduced an amendment at Jackson "to come up with a new definition more in keeping with the present need."

Thanks to Raymond D. Powell, 6549 Ohio River Boulevard, Pittsburgh 15202, we are in receipt of



WAVE at Cincinnati
Explored the Sangamon; brought castor oil from the Kaskaskia.

Above is a photograph of the side-wheel WAVE, the boat at the left, moored at Cincinnati in the fall of 1848. This picture and seven others were reproduced from original daguerreotypes in our March, 1968 issue. The WAVE was built at Green's Landing, Ohio (location not known to us) in 1844 and Dennis Trone (see article at the left) probably has solved what she did later. Captain Trone also has uncovered another exploit of the WAVE. On April 11, 1852 the WAVE arrived at St. Louis from Carlisle on the Kaskaskia River "with a full cargo of produce." The news item, reported in the Illinois Daily Journal, says further: "We believe the WAVE, under the command of an enterprising man, Capt. King, is the second or third steamer that has ever penetrated into the heart of Sackerdom, via the Kaskaskia River, and we are pretty certain that the natives of that inland region were as much astonished to find a regular out-and-out steamer plowing up their hitherto quiet creek, as we would have been to see her returning to this city overland through the American Bottom. The cargo aboard the WAVE from the Kaskaskia included 1,800 sacks of grain and castor beans, besides a considerable amount of bacon, lard, castor oil, etc."

some interesting pictures taken on the Monongahela River and from the collection of the late Frank R. Morgan. We remember Frank Morgan as a partner in the Morgan-Davis Dock Co., located for some time at Glenwood, Pa. on the Monongahela, and later above the Point, Pittsburgh, on the South Side. The QUEEN CITY, GENERAL WOOD and BETSY ANN were moored during idle periods from time to time at the Morgan-Davis fleet at the mouth of the Monon. They acquired the U.S. Engineer towboat T. P. ROBERTS in 1926 and renamed her MORGAN-DAVIS, and used her for job towing several years. The PRINCESS, originally the Cumberland River packet H. W. BUTTORFF, spent her declining years also moored in their fleet at Glenwood and finally was scrapped there. Our correspondent Mr. Powell procured the pictures he sent from

James W. Morgan, son of the dock man we knew.

Our thanks to Mrs. Elizabeth O'Neil Gage of New Geneva, Pa. for a photo of the side-wheel COLUMBIA she believes was taken at that place. The V.F.W. Post at Point Marion is named in honor of Mrs. Gage's brother George, a casualty of World War I. Her youngest son Riley was a victim of the second World War, shot down while serving with the Air Force over Hamburg, Germany.

The model of the proposed River Museum shown on the front page of this issue was built by John Southwick, son of E. D. Southwick who is editorial page editor of The Marietta Daily Times.

Jerry Sutphin sends us a copy of the Annual Report of the Chief of Engineers, U.S. Army, for the year of 1887. It contains an article about Coal River, tributary of the Kanawha, in West Virginia. The author of the story is H. W. Goodwin "long connected with the navigation of the river."

"About the year 1849, Col. William M. Peyton, of Virginia, bought a large tract of land where Peytona, W. Va. now is located, contemplating opening and operating cannal coal mines and improving the river by slackwater navigation. He probably mined and shipped, when there was sufficient water in the river, fifty thousand bushels of cannal coal prior to 1857. About 1853 or 1855 the property was purchased by New York and Philadelphia parties, forming an organization known as 'The Virginia Cannal Coal Company' and 'Western Mining and Manufacturing Company.'

"In the year 1849 a charter was granted to the Coal River Navigation Company, and preliminary arrangements made to commence work, funds being raised by stock subscription, and contribution from the Board of Public Works of Virginia.

"Work of construction progressed very slowly until the years 1856 and 1857, when nine locks and dams were completed. Eight were located on Big Coal River, and Lock A on Little Coal River.

"In the year 1858 there was very high water, injuring three or four of the locks and dams quite badly, and retarding the shipment of coal for some months. They being repaired, the navigation remained uninterrupted for a length of time until September, 1861, when there was a flood such as was never known in the valley, injuring more or less all of the locks and dams.

"The war breaking out this year the coal companies operating at Peytona closed their mines, and the river remained without care or attention until the year 1865, when the Peytona Cannal Coal Company was organized by Dr. Henry Du Bois, of New Haven, Conn. He and other New York capitalists formed the organization. Through his influence with foreign capitalists, stock was taken to purchase the franchise of Coal River and rebuild the old locks and dams. This work was completed by the Navigation Company of Coal River, and the river opened for the passage of loaded barges and steamboats in the spring of 1867, and continued so without serious

or long delays until the spring of 1881. The Peytona Cannal Coal Company closed their mines and suspended all work at Peytona in December, 1880, owing to the decline in the price of their coal, and expenses of operating the mines. In addition the locks and dams had become very much decayed and the expense of thoroughly repairing them would not justify the outlay of money by the stockholders or Peytona Cannal Coal Company.

Commenting on the above, Lieut. Col. William P. Craighill of the U.S. Engineers notes this:

"A survey of this river is said to have been made many years ago by Gen. W. S. Rosecrans, or under his direction. I have seen a copy of the map in the possession of Major T. L. Brown, of Charleston, Kanawha County. The report I have not seen.

"Much interesting information on this subject can be found in the following papers:

1) Annual reports of the Navigation Company, especially those of 1859 and 1866 by Major T. L. Brown, of Charleston.

2) Resources of West Virginia, by M. F. Maury and William M. Fontaine, 1876.

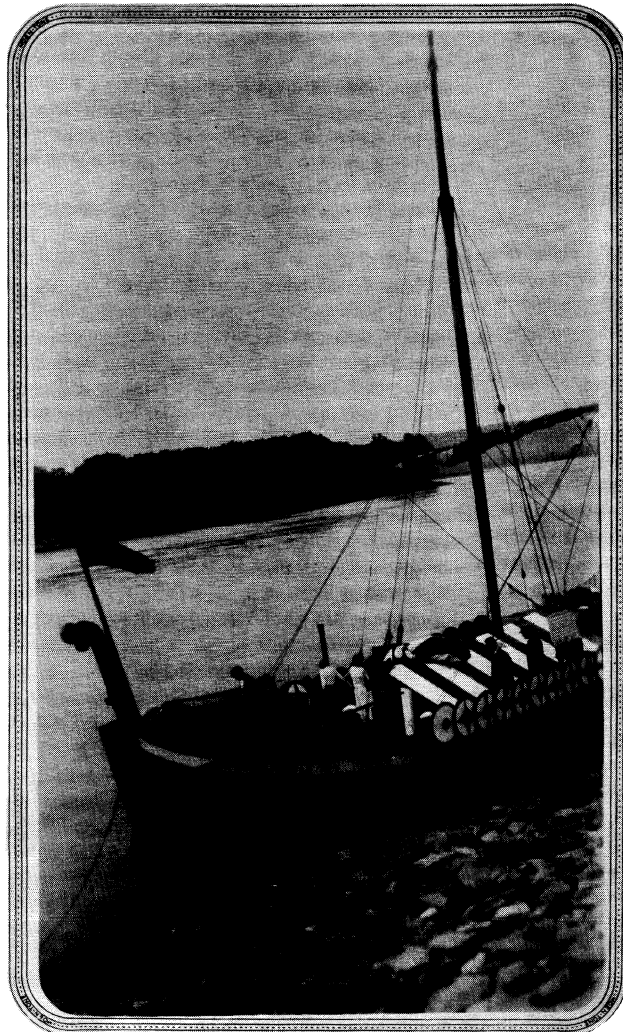
3) Reports of John J. Stevens, in October, 1884, and of Bernard E. Fernon to Hon. A. S. Hewitt, in 1883.

4) Report on the property of the Cabin Creek and Coal River Land Association, 1886, by Major Jed Hotchkiss, Staunton, Va."

Among our flock of interesting members is Maurice D. Hild, 609 Ariens Avenue, Connersville, Ind. 47331. He turned 71 on January 17th last. He started as a water boy at Ohio River Dam 43 in 1914, in what turned out to be a long service with the U.S. Engineers, with a few breaks, terminating in Washington, D.C. in 1958.

One of the breaks was a hitch aboard the towboat CLAIRTON in the Monongahela River pools as a lowly deckhand, and Capt. Calvin Blazier was pilot for a time.

Maurice Hild was general fleet foreman during the construction of Ohio River dams 46, 49 and 50.



Sirs: I have no idea what this Viking boat was doing on the upper Mississippi but here it is. This came from a batch of snapshots from up around La Crosse and Winona.

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

=It's name is NORGE, and to compound the mystery there was a second one, quite like NORGE in appearance, named ROALD AMUNDSEN. Anyhoo, our biographical dictionary says Norwegian explorer Amundsen disappeared in June, 1928. Which is a long way from explaining what these viking replicas were doing on the Upper Miss. or when. Anybody know?
-Ed.

Mrs. Violet Strobaugh of Elizabethtown, Pa. kindly writes to inform our readers that Jack Reed of that place, formerly lockmaster at Monon Lock Three, fell in his bedroom last June breaking his hip. He is now recuperating at the Jefferson Hills Convalescent Home, Box 10805, Pleasant Hills, Pittsburgh, Pa. 15236 and would enjoy cards from friends.

The hymn "Amazing Grace" mentioned in our last issue was first heard by this scribe and his good wife Grace when C. W. Stoll played the piece at Sewickley, Pa. on the calliope of the DELTA QUEEN a few years back. It is an oldie, composed by John Newton (1725-1807), an English clergyman who did a bit of boating in his youth including four years in the African slave trade.

Russell Stone, river engineer, who resides at Pt. Pleasant, West Va., was denied renewal of his license by the U.S. Coast Guard's Office of Marine Inspection, Huntington, W. Va. on the 21st of January last. Russell received his original license on June 3, 1903 after an apprenticeship on the towboat E. R. ANDREWS. His first job was as second engineer on the ROBT. P. GILLHAM. "So ends a long career of river life" he writes. "I am in very good health and out every day with my three dogs for a long walk. I enjoy Joey Gould's stories in The Waterways Journal, and call on Capt. Charles C. Stone. Capt. Charles M. Young comes up for a visit when the weather is good." The revocation of the license followed application for renewal, which required an eyesight exam.

On November 2, 1970 the DELTA QUEEN arrived at New Orleans and --as everybody thought---the end of her career. The folks of the Crescent City staged quite some funeral. Two fire tugs spurted water (tears) and the Eureka Brass Band and the De La Salle High School Band took turns playing. The Rev. Patrick Prendergast, Catholic port chaplain, offered the benediction. Mayor Moon Landrieu showed up, and honorary citizenships to the city were conferred upon William Muster, Capt. Ernie Wagner and Betty Blake. A Japanese TV cameraman took pictures to send home to Japan. Pax vobiscum.

Leroy M. Webster, for whom the former packet LEROY was named, died, 91, on Monday, February 1,

1971. He resided at Beverly, O. on the Muskingum, and since 1919 had operated a garage there. His father was the late Capt. Oscar Webster who built the LEROY in 1896 for the Wheeling-Parkersburg trade on the Ohio River. The boat became famed as one of the Greene Line fleet, and for a period was owned by Capt. Jesse P. Hughes.

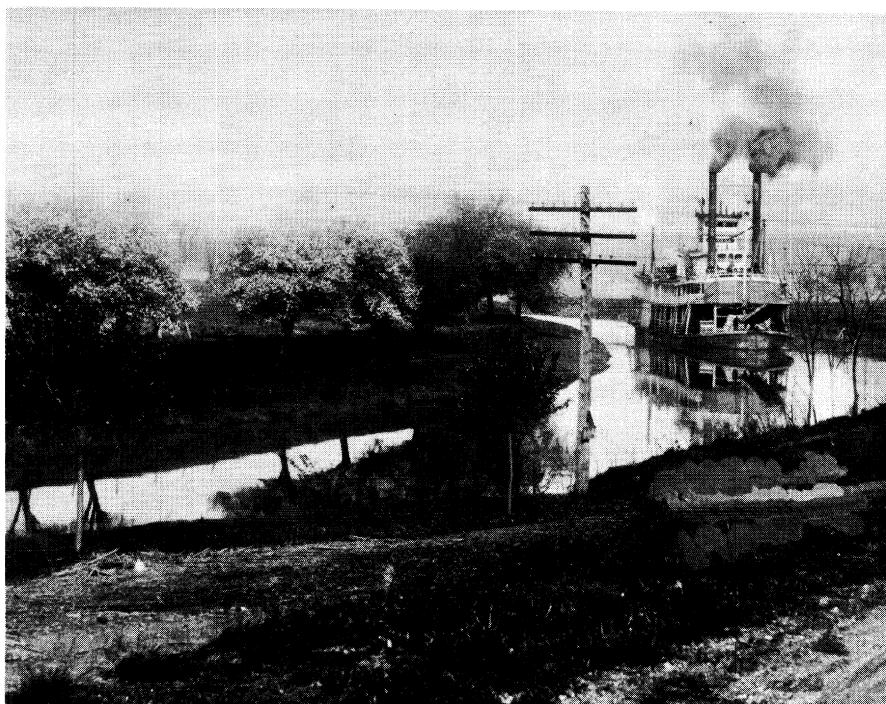
Leroy Webster did some boating in his youth, and while his father was running packets. He was twice married, and is survived by his second wife, three sons and a daughter. The packet LEROY was built when Leroy Webster was 17 and it operated until 1921 when Mr. Webster was 42.

The long-time superintendent of Muskingum River locks and dams was John E. Carpenter who was located in the Marietta, O. office 1931-1945. He died at Pt. Pleasant, West Va., 92, on Thursday, February 4, 1971 following a long illness. He spent 40 years with the Corps of Engineers, retiring on Dec. 31, 1945.

Case closed. In the last issue there was speculation as to the identity of a steel hull moored at Jess Tucker's shop in Cincinnati. Bill Judd says this: "The hull that Jess has is that of the CLAIRTON (first). I have traced it back through all owners and no doubt is left."

The CLAIRTON was built by the Charles Ward Engineering Co. at Charleston, West Va. in 1918 for the Carnegie Steel Co. At that time, and since Carnegie's start, the firm had never owned a river towboat. Decision was reached to go modern, and the CLAIRTON was a handsome twin-prop steam job designed to shove coal down the Monongahela to the steel plant at Clairton, Pa.

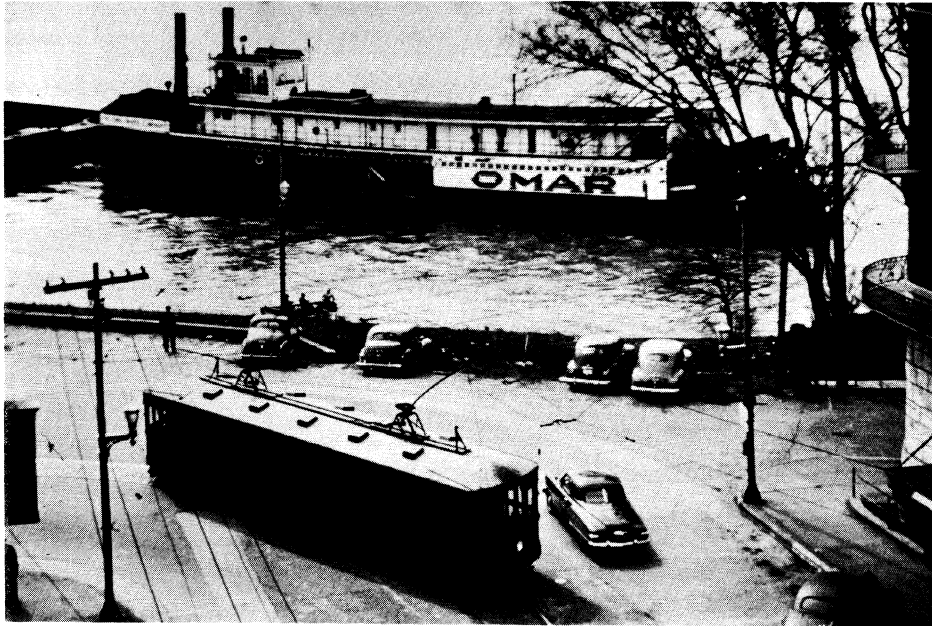
Following that, she had various ownerships and many renamings, becoming KANAWHA, ALICIA, HENRY A. ROEMER, J. M. LEITHEAD, and then was sold to Charles Zubik in 1951. That the hull still survives is something of a surprise and a compliment to the original builder, Charles Ward.



LORENA at Lowell, Ohio

Muskingum steamboats plied in narrow canals.

We are grateful to Roddy Hammett, mate of the BELLE OF LOUISVILLE, for the unique picture shown above. Some of the old packets plied regularly on waterways extremely narrow and crooked. Here we have the LORENA passing through the canal at Lowell, Ohio, on the Muskingum on one of her trips between Pittsburgh and Zanesville. How this stunt was accomplished when the wind was blowing we'll never know. But on this summer day all is calm and in another moment she's going to steer around and pass right before our eyes. This watercourse is still operative, maintained by the state of Ohio, a mecca for pleasure boats. Probable date of the picture is about 1908-1910.



Those who attend S&D meetings will recognize the fabulous corner in Marietta with the Hotel Lafayette showing at the right. The rest of the scene is a bit confusing. What's the OMAR doing upbound with empties? The handsome street car turning from Front St. into Greene is Marietta-Parkersburg interurban No. 806. Date is about April, 1947, and the time of day is 10:10 a.m. says the expert who furnished this, S. Durward Hoag.

Jerry Devol hands us this item, printed in the Beverly (Ohio) Dispatch in December, 1890:

Capt. William Ward, a millionaire real estate owner and one of the oldest and best known residents of Pittsburgh, died at his home on Fulton Street, that city, at the age of 84. In 1831 he married Mary McCoy, a native of Allegheny County, and became a shipwright. He formed a partnership with John Speer, and the firm of Speer & Ward built and operated many steamboats. Among them was the NEW CASTLE which in 1837 ascended the Allegheny River from Pittsburgh to Olean, N.Y., being the second steamboat (and the last one) to do so. William Ward owned and commanded the NEW CASTLE in 1839, two years after the celebrated voyage.

Ward retired from the river in 1854. He then accumulated vast holdings in real estate, owning perhaps more acres than anybody in Pittsburgh. He had forty thousand acres in Marquette County, Michigan, and in the city of Marquette. His office, located at Pittsburgh on the triangular plot bounded by Fifth Ave., Ross and High Streets, is one of the landmarks of the city.

The obituary for Capt. William Ward was inserted in the Beverly newspaper inasmuch as he was an uncle of the Misses Mary and Sarah Clark of that place.

Brooks Atkinson, dramatic critic for the New York Times dating back beyond reckoning, was a passenger aboard the DELTA QUEEN on the last Cincinnati-New Orleans cruise in 1970. He later did a story of his adventuring published in Audubon Magazine, issue of January, 1971. Being a bird-watcher he spent many an hour with binoculars watching for birds. He didn't see many. The reason, he says, is because there are not many birds along the Mississippi. "We did not see a single gull, not even in the New Orleans harbor," he laments.

"We saw only two ducks--probably black ducks. A flock of blackbirds flew over the river one day. We saw a great many bank swallows and rough-winged swallows in several parts of the lower Mississippi basin, a few tree swallows, and many chimney swifts over the river near Natchez. There were a few crows, a few kingfishers in Ohio, a few mourning doves, three ospreys, some great and little blue herons, several flocks of all kinds of egrets feeding near the sandbars, about ten cormorants flying off in two groups, three Caspian terns, a few wild turkeys on an island, one flock of Canada geese on the shore; and, we thought, three groups of wood storks (about 25 in all) crossing the river late one afternoon in Louisi-

ana. Again, we were not close enough to be certain. But the wing patterns, the trailing legs, and the slow, deep wingbeats suggested the wood storks some of us had seen in Everglades National Park."

Which, for our money, sounds like quite a few birds for the time of year (Sept. 17 - Oct. 6). Up our way most birds make themselves scarce in the fall, and gulls only show up during stormy periods. Yes, we have sea gulls in the Ohio River near Pittsburgh but only when the weather is bad. The rivermen call them "weather birds" hereabouts.

Sirs: If you recall, Frank Moeller of the Von Hoffman Press, St. Louis, showed up at the last S&D meeting. Frank used to run off a first copy of each issue of The Waterways Journal and send it to his friend Ed Fuchs. Ed and his brother Paul are descendants of the famous Capt. Joseph LaBarge of Missouri River fame. Ed's Christmas card last December was a handsome cut of one of the cylinder heads of the BELLE OF LOUISVILLE, and Frank Moeller is the person who made it.

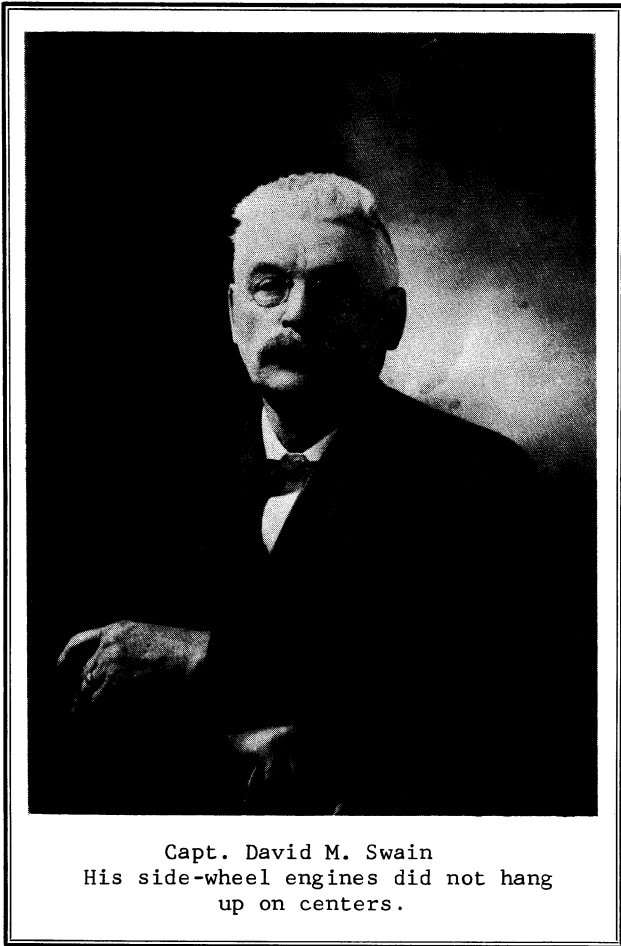
I'm just back from Daytona Beach, Fla. where I visited with Horace P. and Dot Lyle. Had a wonderful time; went by bus, riding during the day and staying at hotels at night.

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

Sirs: I am interested in building a model of a snagboat, but haven't decided on what type or which vessel to reproduce. Snagboats seem to be neglected in museums for some reason. I have photos of some which worked the Arkansas, White and Ouachita, the most delightful being the ARKANSAS I and QUAPAW. I suppose these were not typical of those snagboats which operated on the larger rivers. Do you know where I might locate plans?

Ray W. Sheppard,
Box 308,
Painted Post, N.Y. 14870

=Snagboat models are scarce items come to think of it. Recently we saw an excellent one in the Museum of Science and Industry, Chicago. It looked like it had been built long, long ago, but great attention had been paid to details. Subject was the side-wheel HORATIO G. WRIGHT built in 1880 at Carondelet, Mo. -Ed.



Capt. David M. Swain
His side-wheel engines did not hang
up on centers.

CAPT. DAVID M. SWAIN was granted his original master's license by George Hays, supervising inspector, on August 26, 1886. That same year he built the sternwheel VERNE SWAIN (first) and entered her in the Clinton-Davenport-Rock Island trade.

Although this was the beginning of his packet and excursion career, forty-five-year-old David Swain primarily was a foundryman and machinist and best was known along the rivers for his shop and yard at Stillwater, Minn. which was styled D. M. Swain's Marine Engine Works.

He started this shop in 1867 when he was 26, and before that time he had served as an engineer on Mississippi River side-wheelers out of St. Paul. As a river engineer he was appalled and contemptuous of the archaic side-wheel engines which could and did hang up on center, usually at a moment of crisis when most needed. He resolved to design and market a new style of side-wheel engine devoid of this affliction.

Another matter which got Dave's hair on end was the detestable inefficiency of the standard river return-flue boiler with its waste of fuel and chronic infirmities.

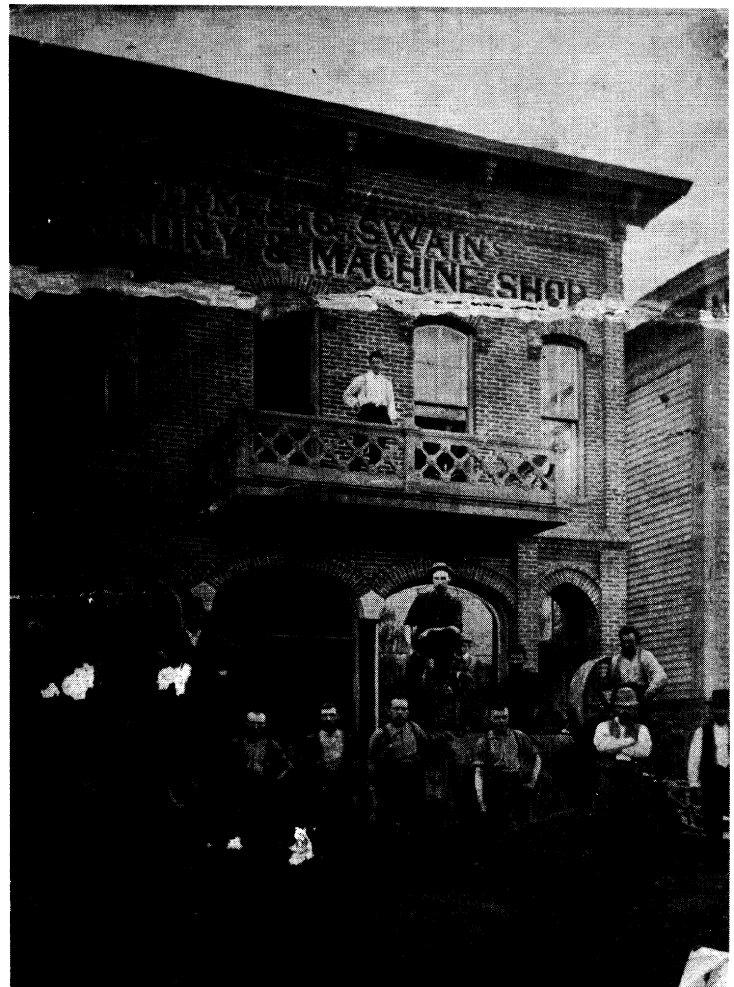
And, as for sternwheel machinery, Dave's opin-

ion of outside cams, valve gear and, in general, the clumsy and overweight cylinder castings and fittings was hardly fit to print.

D. M. Swain's Marine Engine Works was going to change all of this.

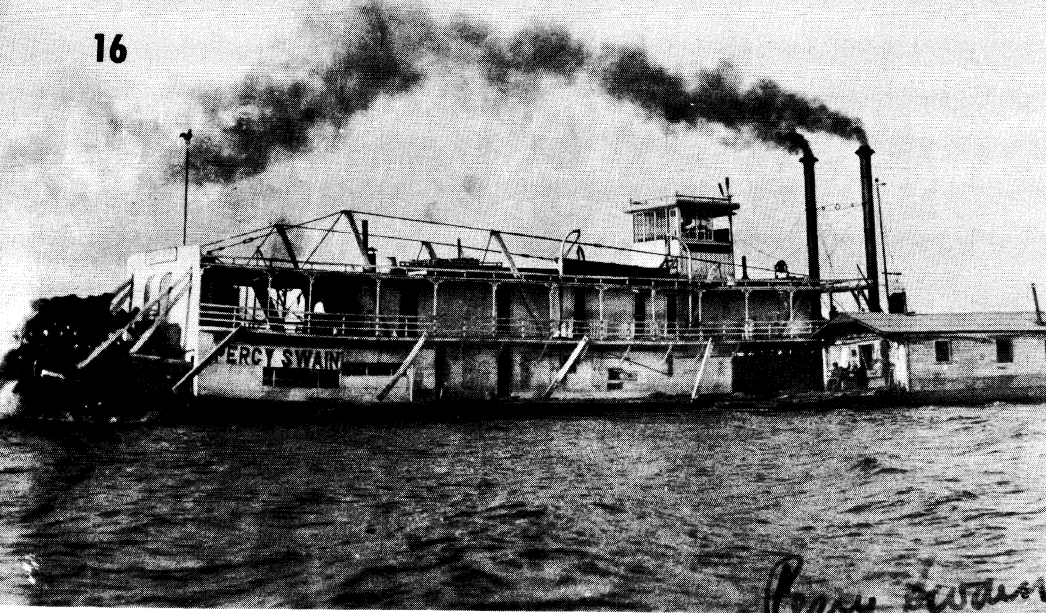
How he succeeded, and how he failed, became the story of his life.

Dave's interest in mechanics was paramount, and even while a side-wheel engineer he went to Chicago in winter and got a job with Crane Brothers (later Crane & Company) to learn more about machinery and at another time worked in a Stillwater foundry. One of the clerks on a Northern Line packet those days was James J. Hill, a young man three years Dave's senior, who also had ambitions to get ahead. Clerk Hill, to promote the sale of Minnesota flour, marked the sacks "Muskingum Mills, Troy, Ohio, the Genuine" knowing full well that Ohio flour was well regarded and salable, and that Minnesota flour was practically unknown. Such tactics got this one-eyed (the other was accidentally shot out by an arrow) upstart launched on his Empire Builder career and, enroute, as the operator of a packet line on the Red River of the North. Dave Swain was handling one of the en-



The Swain Shop

Picture taken many years ago at Stillwater, Minnesota. Note the sign D. M. & G. SWAIN; the "G" is thought to have been one of David's brothers. The old print from which this is made was cracked explaining the smudge across it.



The PERCY SWAIN (first)

She set the pace for Swain's machinery

The original Swain steamboat was built on a second-hand hull. The MINNIE was constructed at Read's Landing, Minnesota (above Wabasha and opposite the mouth of the Chippewa River) in 1882. That fall her owner decided to remove his operations to Devil's Lake, North Dakota (due west of Grand Forks on the Red River of the North) and stripped MINNIE bare, transporting all machinery, etc. to the new location. The hull was sold to David M. Swain, measuring 129.8 by 19.7. On it Dave Swain built a raftboat using his first set of cross-compound engines built at his Stillwater shop. He named it PERCY SWAIN, the first with this type of engines on the Western waters, pace-setter for Swain's revolutionary achievements.



Mrs. David M. Swain

gines on this side-wheeler when J. J. Hill was upstairs in the office advising the owners about how to properly set passenger fares and freight rates. They listened because Hill knew what he was talking about. Nobody was listening to Dave Swain at that time.

Swain's foundry and machine shop in Stillwater did a flourishing business as the lumber industry boomed, and the keystone of its early success was not marine work, but rather sawmill rigs, then in great demand. Dave married Juliana Ainsworth and they were blessed with seven children; Arthur, who died in infancy; Earl, who died at the age of four; Percy, Gertrude, Maude, Verne and Fred.

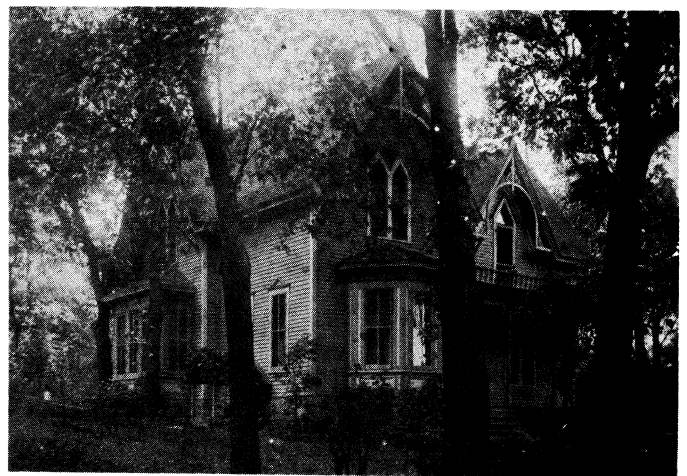
The first family steamboat was a rafter named PERCY SWAIN, and we have it on the authority of Capt. Percy Swain himself that this boat had incorporated into it much of his father's revolutionary engineering ideas. The engines were cross-compound--the first of the sort on the Mississippi--and the first of a lengthy list of Swain-family sternwheelers with one high pressure engine on one side, and one low pressure engine on the other, the l.p. engine operated with exhaust steam from the h.p. Same as the DELTA QUEEN. David Swain did not believe in surface condensers and, instead, developed a light-weight jet condenser operated much like a doctor pump, occupying minimal space.

Then came the VERNE SWAIN (first) mentioned in the opening paragraph of this story, also cross-compound, with a pronounced up-sweep in the stern hull design, carrying behind a remarkably large diameter paddlewheel. (The looks of the new excursion steamer JULIA BELLE SWAIN make a person wonder if she is a throw-back to David Swain's persuasions). Moreover, the VERNE SWAIN (first) had a multi-flue single boiler, referred to on

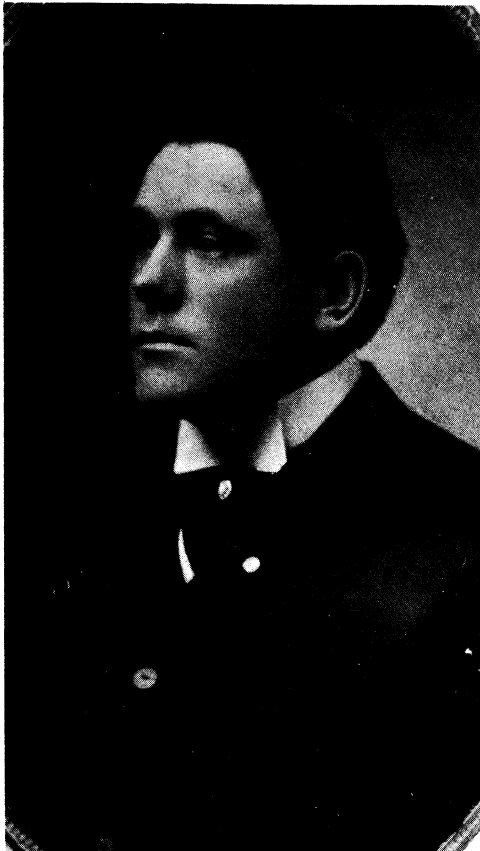
the river as a "locomotive boiler," and a fan blower for stack draft and all such as that. That she was a good boat, and did good work, and was practical, and sensible, needs no proof whatever. Capt. John Streckfus bought her, and nobody named Streckfus ever made a bad deal buying a steamboat. She had to be all right.

Two years later Dave Swain built another such packet, a bit smaller, but completely unorthodox, which he called BOREALIS REX and used her between Stillwater and St. Paul and did some excursion work. This boat also had a high narrow stern paddlewheel, cross-compound engines, and other

Turn to page 19



Swain Family Home
Located in Stillwater, Minnesota and where Percy, Verne, Fred and two sisters were raised.

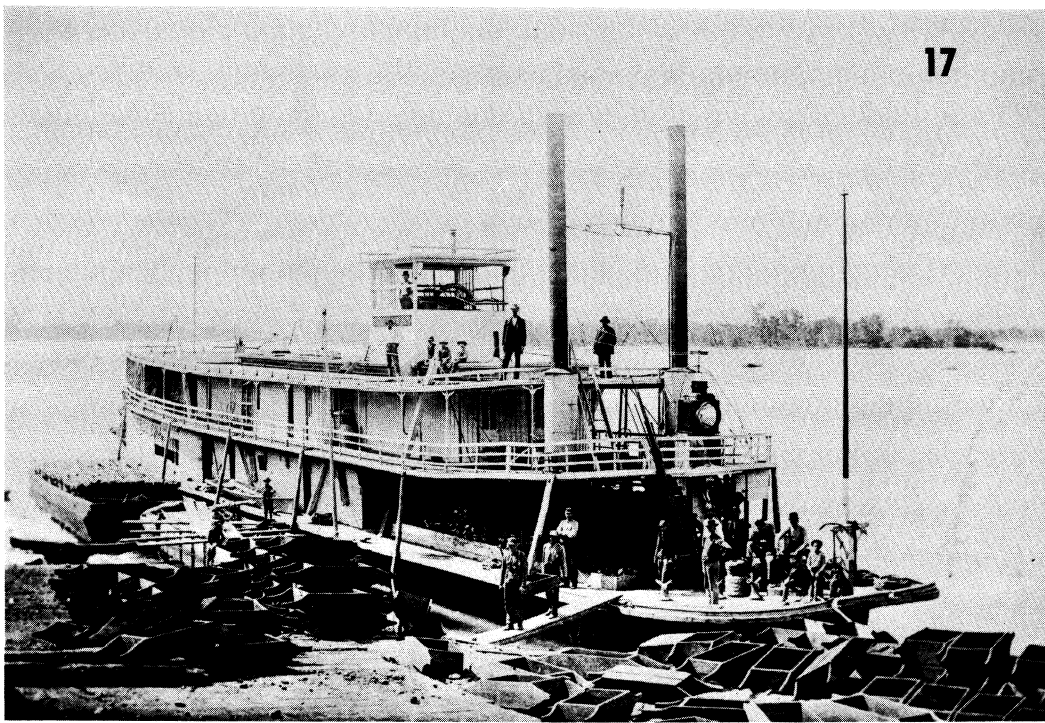


Capt. Percy Swain

The first Swain steamboat was named for him, and in later years a fine sternwheel packet. He was general manager of the Illinois River operations.

PROGRESS

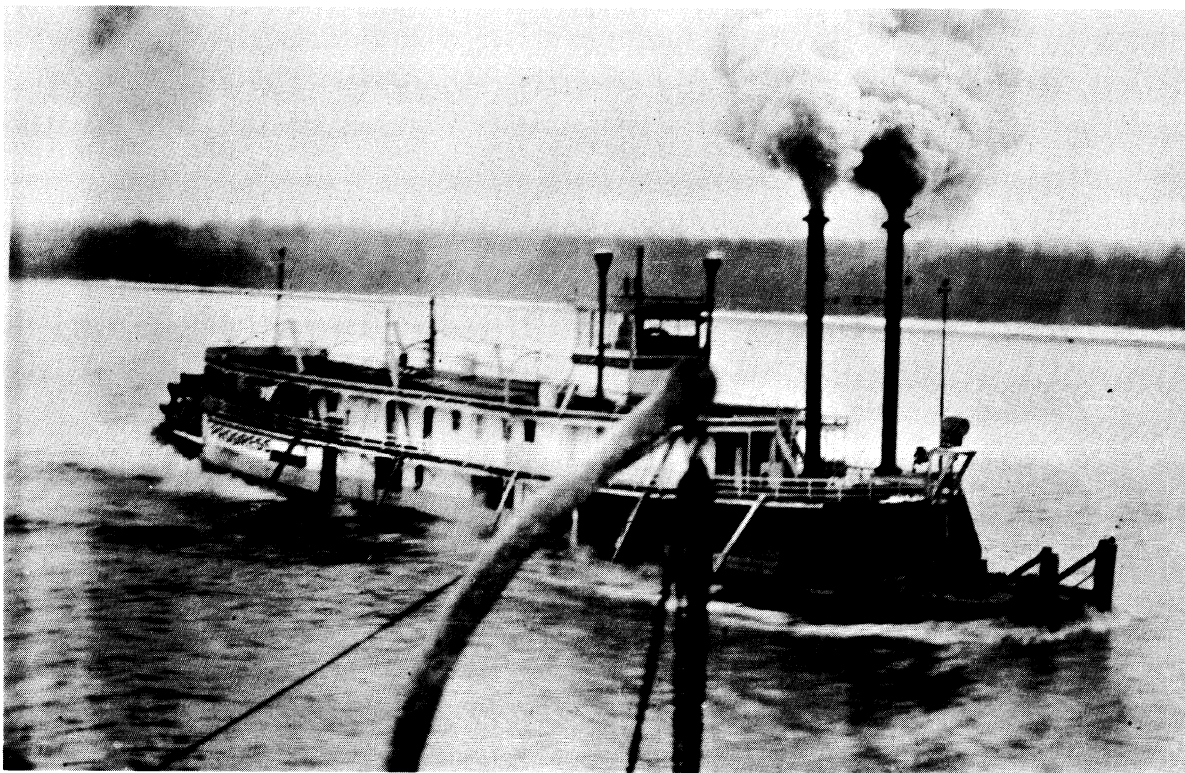
The first PERCY SWAIN eventually was sold to a Memphis firm, the Tennessee Hoop Company, and was renamed PROGRESS. She was blessed with a long life, operating during the entire life-span of PERCY SWAIN (second) and then some. We don't know her final fate, but she was still registered at Memphis in 1925.

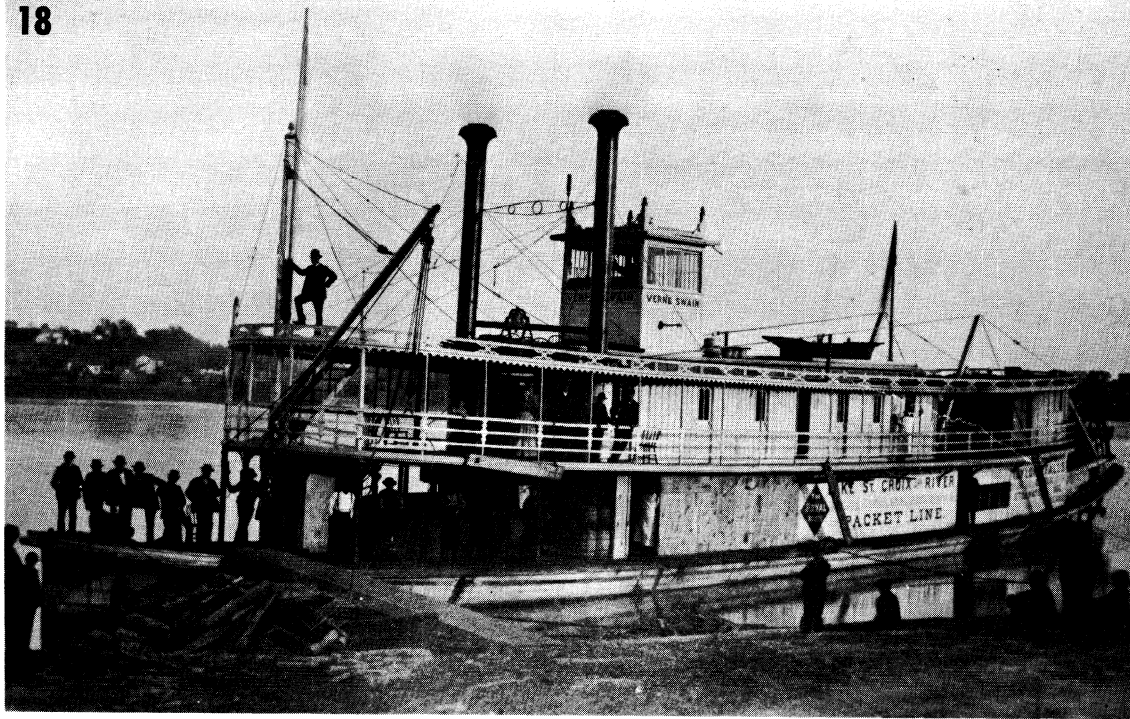


PERCY SWAIN (first)

Helped build wing dams on the Upper Miss.

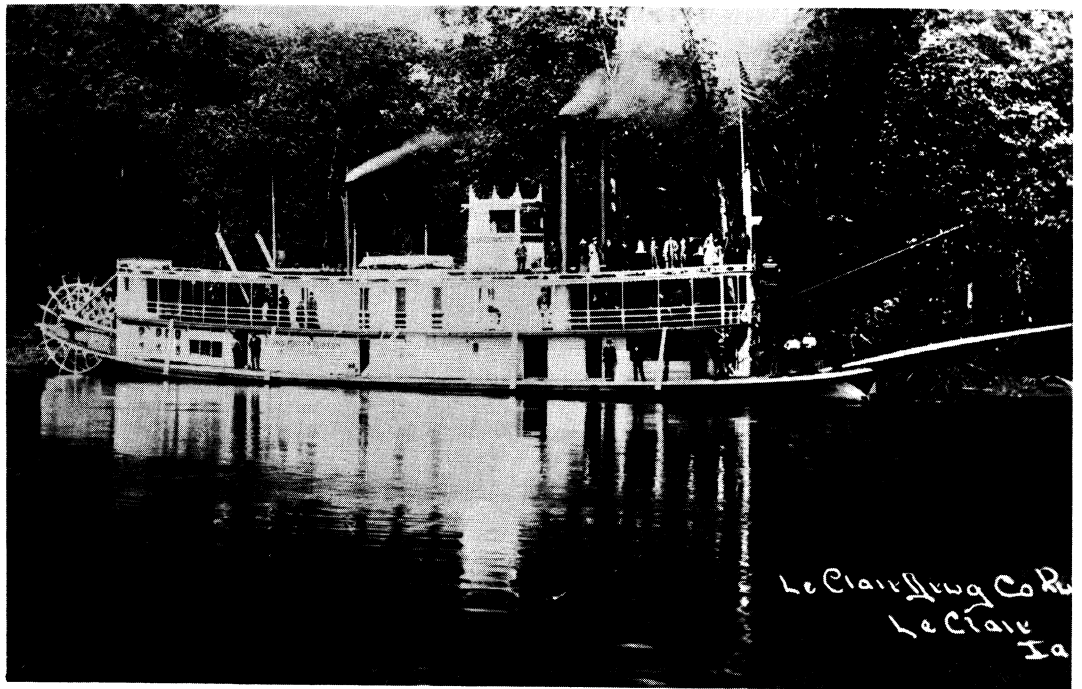
David Swain sold the PERCY SWAIN (first) to a river contracting firm, E. H. Kirchner & Sons, Fountain City, Wis., engaged in building wing dams. This picture may have been taken at Fountain City with Island 60 in the background and Betsy Slough tapering off to the left behind the boat. The engineer on the PERCY for many years was James Steadman, originally from the Ohio River, who died at Le Claire in 1912. Note the coal boxes piled in the foreground, and on the plank two deckhands are posed "back and belly" lugging out an empty to be filled. Coal furnished to steamboats was sold by the box. These boxes were built to rigid specifications to hold a predetermined number of bushels so as to assure honest measure.





VERNE SWAIN (first)

Built by the Swains at Stillwater, Minn. in 1886, their first packet. Cross-compound engines, 12" and 24" dia. cylinders and six foot stroke. Hull 120 by 22.5. This picture shows the diamond "Royal Route" emblem adopted by Swains before they went to the Illinois. The lettering on the deckroom bulkhead says LAKE ST. CROIX and RIVER, and under that, too fuzzy for our eyes, is something like CHICAGO, ST. PAUL, MINNEAPOLIS...and, under that, PACKET LINE. On the engineroom bulkhead we plainly read TAYLOR'S FALLS and STILLWATER, all of which leads us to wonder whether she originally was intended, or indeed operated, in the Clinton-Davenport trade when new. Sounds more like the St. Croix River and St. Paul trade.



First VERNE SWAIN (again)

This obviously was taken after Swains sold the boat to Capt. John Streckfus. The Royal Route diamond emblem is not there. We read on the deckroom bulkhead LYONS, FULTON, CLINTON and a second line of lettering is too blurred to distinguish. She left Clinton daily, seven days a week, at 7 a.m., arriving Davenport at 10:30 a.m. Left Rock Island at 3:20 and was back at Clinton at 8:15 p.m. She ran the trade under Streckfus management 1889-1900, eleven years, then was sold and renamed SPEED. You'll meet her later under that name.

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Swain ingenuity. It was this boat, the BOREALIS REX, that started the Swain family into what became their long-time bailiwick, the Illinois River between Peoria and La Salle.

The way the Swains tell it, and probably true as true, the businessmen of Peoria, Henry, Hennepin, Spring Valley, Peru and La Salle persuaded Dave Swain to come there. This was in 1890. The BOREALIS REX, Capt. Charles Ebaugh, master, Percy Swain, clerk (in summer months when he was out of school), wedged in where braver angels had feared to tread. That section of the Illinois was the habitat of Capt. Sol York, who ran his sternwheel RESCUE daily in the Peoria-Henry trade, and who wasn't putting out the welcome mat to a competitor from Stillwater, Minnesota.

According to our Illinois River sleuths, the interloping BOREALIS REX ran her first season on a less than break-even status, and had made the acquaintance of a local sheriff when the coal bill became very due. There was much debate in the Swain family whether to go a second try or to retreat. For some obscure reason they stayed.

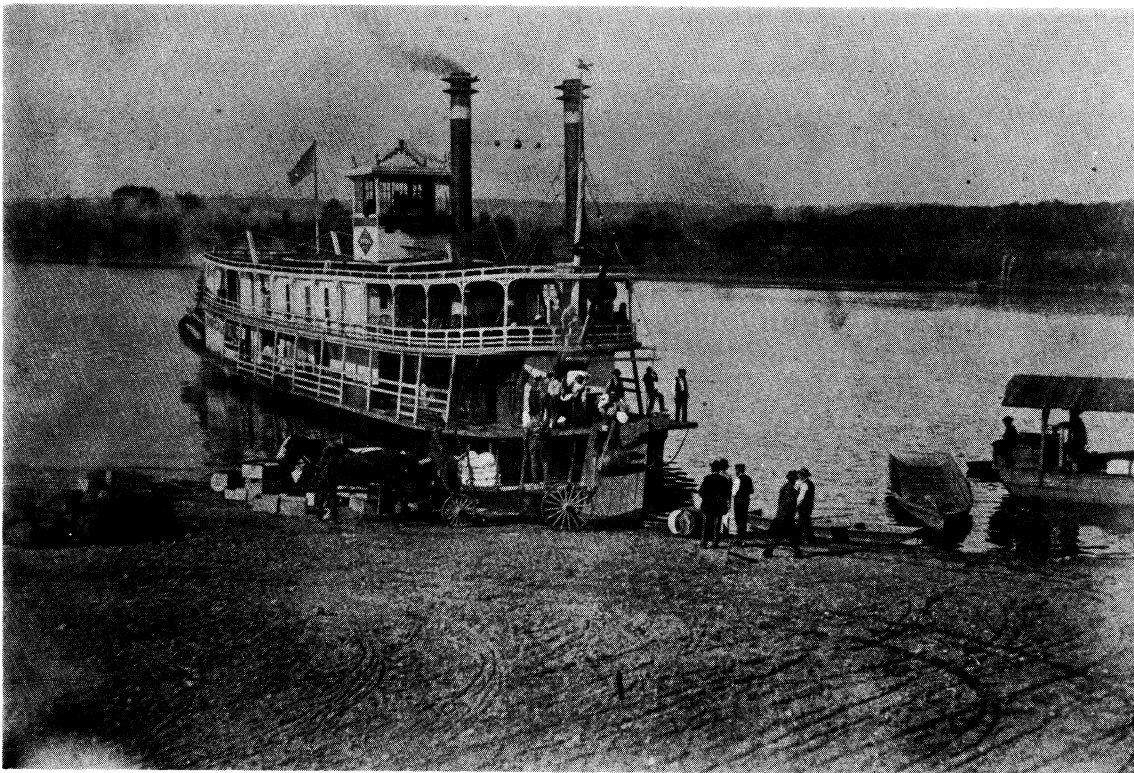
Capt. Sol York, described as a wiry, active man sporting a goatee, went to the Howard Ship Yard and contracted for a new and larger packet which he christened CITY OF PEORIA, new in 1892, for the Peoria-Henry trade. The old RESCUE, incidentally, was soon thereafter sold and went to the Louisville-Kentucky River trade. Competition between the new CITY OF PEORIA and BOREALIS REX was relentless and bitter. According to Capt. Percy Swain the two rivals were racing one day when shots were fired. Capt. York charged that Capt. Ebaugh had shot at his pilot. The case went to court and Ebaugh was cleared.

Worse, Capt. David Swain, down from his machine shop in Stillwater, was set upon by strangers and

mauled one day at Henry, Ill. In 1894, after gathering evidence, Dave Swain preferred charges in court against Capt. Sol York, asking \$5,000 damages, naming York's son and an accomplice as the attackers. That they had done a thorough job was not to be doubted; Dave Swain spent three weeks in a hospital recuperating. Later on the case was settled out of court.

The side-wheel FRED SWAIN arrived on the scene in the fall of 1900, another mechanical innovation. Each wheel had a high and a low pressure engine inclined and facing one another, the piston rods connected direct to the paddlewheel shaft crank, a set-up which required each engine to oscillate through a considerable arc each revolution of the paddlewheel. These cylinders were set so a centering, or "hang up" was impossible. The usual river engineers, seeing such complexity of movement for the first time, have left a few picturesque descriptions, one being that it looked "like a spider climbing up a slippery wall." Anybody desiring an exercise in advanced mechanics now may sit down quietly and try to figure out the cam and eccentric motions necessary to make such a machine operate, and at the same time impart--as these did--variable steam cut-off to the h.p. engine.

After this initial experiment on the FRED SWAIN other such engines were built at Stillwater and placed on later Swain side-wheelers. We may remark that we have watched such engines going through their incredible girations aboard the VERNE SWAIN (third) and the JULIA BELLE SWAIN, the cylinders nodding and bowing constantly, a maze of shiny rods oscillating hither and yon, a scene beyond belief, and the wonder is that a person dreaming up such a scheme in his mental attic could survive the experience. David Swain was blessed by having two sons with extraordinary brilliance in mechanics, both Fred and Verne. Fred Swain applied his talents at the Stillwater



BOREALIS REX

Built by Swain in 1888 on a hull 121.5 by 22 and was designed for the St. Paul and St. Croix River trade, probable direct successor of the VERNE SWAIN (first). We have no view showing the stern which is unfortunate. Her paddlewheel was high and narrow, about 10' buckets and 20' in diameter. We don't know where this was taken, but somewhere on the Illinois where she pioneered the Peoria and La Salle trade for Swains and got them off to their success in that neck of the woods. Note the big rowboat nosed in at the right; must be 30 feet long.

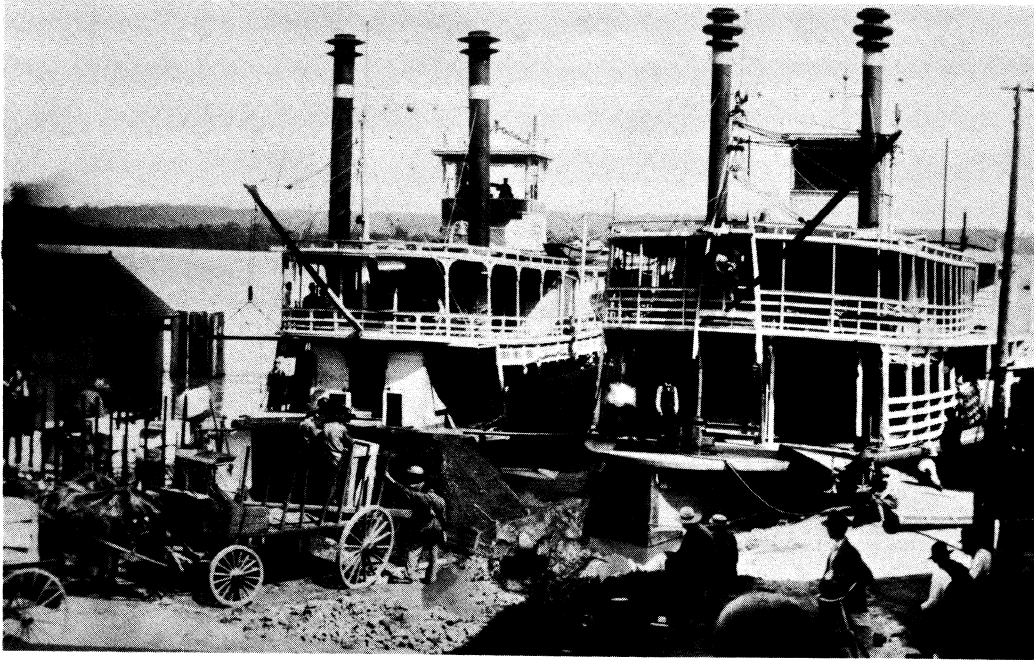
shops, while Verne ran on the Illinois--in fact Verne came out master of the FRED SWAIN.

Capt. David Swain once wrote this: "The engines on the FRED SWAIN are handled by one engineer, so doing away with the usual striker needed on the usual side-wheeler. This modern engine is worth more to the world at large than any other invention that can be named. James J. Hill has recently remarked that 'the present type of boats

are unable to compete with the box car.' Mr. Hill's assertion was not based on a knowledge of the results obtained by Swain's type of boats, else he would not have made that assertion."

One thing fairly obvious is that the river operators were skeptical of Swain engines. For one thing a river engineer had to be trained to run such engines, and had to have a condensing license--and very few did have such license. What was considered something of a break-through was an order from R. F. Learned of Natchez, Miss. to

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High Water At Peoria
The BOREALIS REX and FRED SWAIN are nosed in at Peoria, picture taken on July 3, 1902, river stage 21'6". We note a dearth of floating wharfboats in these Illinois River packet operations. Freight sheds were built handy to the landings on shore. A notation on the original print says this picture is taken at the foot of Liberty.

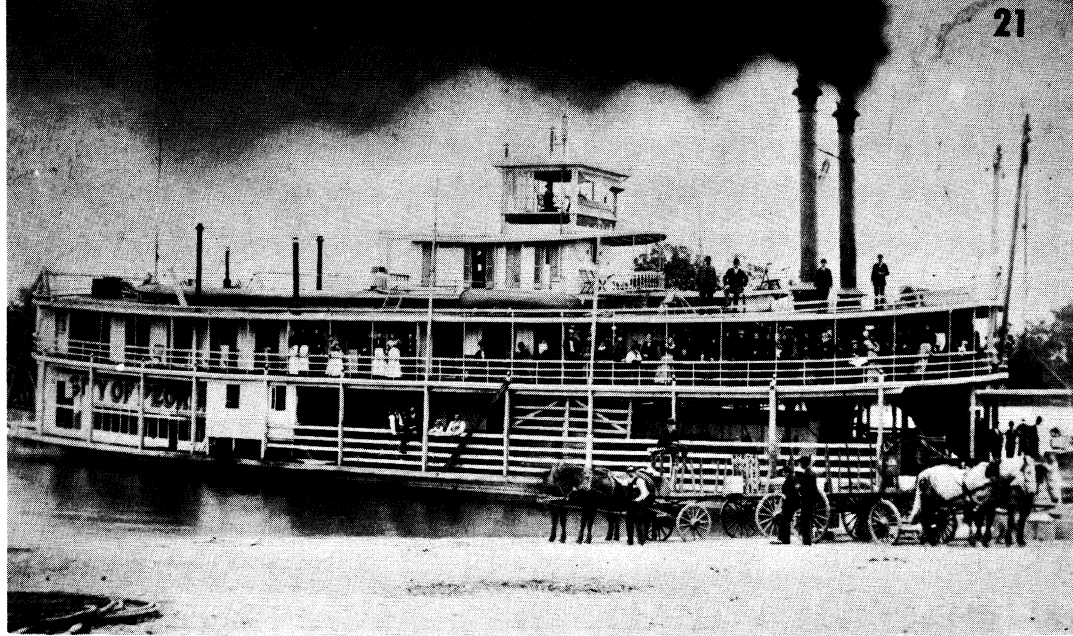
FRED SWAIN's cabin

This is the interior of the first Swain side-wheeler. Built in 1900 when the style was mahogany, a trend which probably started on the QUEEN CITY (1897). The office is on the starboard side, and opposite is a sign CONFECTIONERY. The floor for its entire length is carpeted, please note, and no dining tables are in evidence. Passengers went down the central stairway (plainly visible) to a diningroom on the main deck aft of the engines. The treatment of the overhead work in the skylight area is unusual, and, for our taste, rather good. Two leather lounges occupy the foreground furnishings, an idea rather singular. No piano in sight---although the Swain boats carried orchestras in summertime.



CITY OF PEORIA

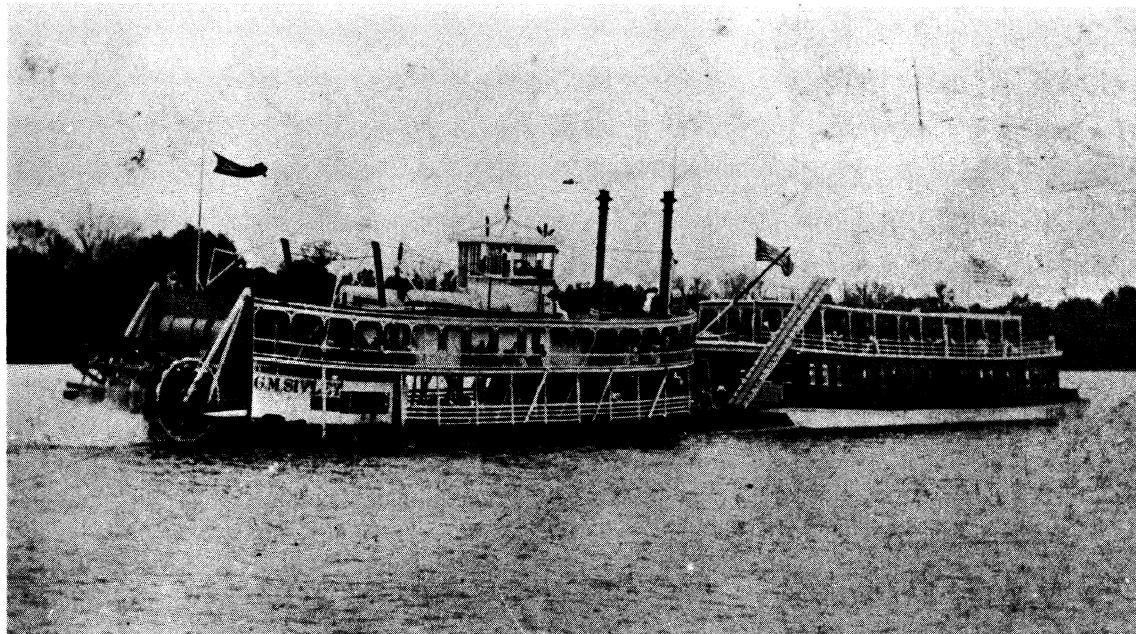
This was probably the most formidable opposition boat to the Swain operations on the Illinois. She was Howard-built at Jeffersonville, Ind. in 1892, on a hull 130 by 26. Capt. Sol York owned her, and ran her in the Peoria-Henry trade. Previously he had operated a smaller boat there, the RESCUE. He once built a boat at Peoria, the ELK, in 1894, but soon sold it. The CITY OF PEORIA once ran in the New Orleans and Bayou Teche trade, 1910, and then was owned by Capt. W. L. Berry at Paducah. After she burned at Cairo, Ill. in 1914 Capt. Berry retrieved the machinery and put it on a towboat named WHITE SPOT. Eventually these same engines went to the JEANNE BARRETT, which wound up at Mobile and was converted into a floating church.

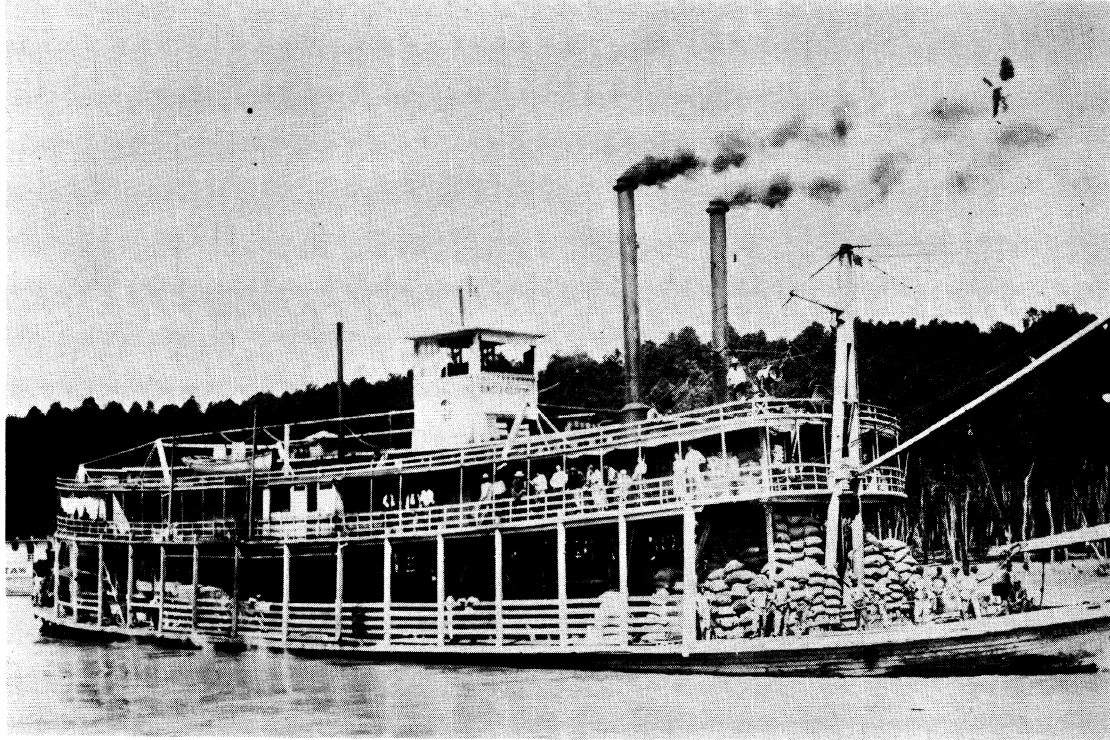


G. M. SIVLEY's Barge
Capt. G. M. Sivley also gave a share of competition to the Swain operations. He towed an excursion barge with his G. M. SIVLEY (see below). This picture came to us with no identification, so we may only surmise that the man in view is Capt. Sivley--at least he has "Captain" on his cap. He also had the GOLDEN GATE on the Illinois in 1900, a real old-timer (built 1878) which finally ran Louisville-Kentucky River owned there by Capt. W. E. Pratt, father of Capt. Coburn Pratt who was a notorious mate in his day.

G. M. SIVLEY

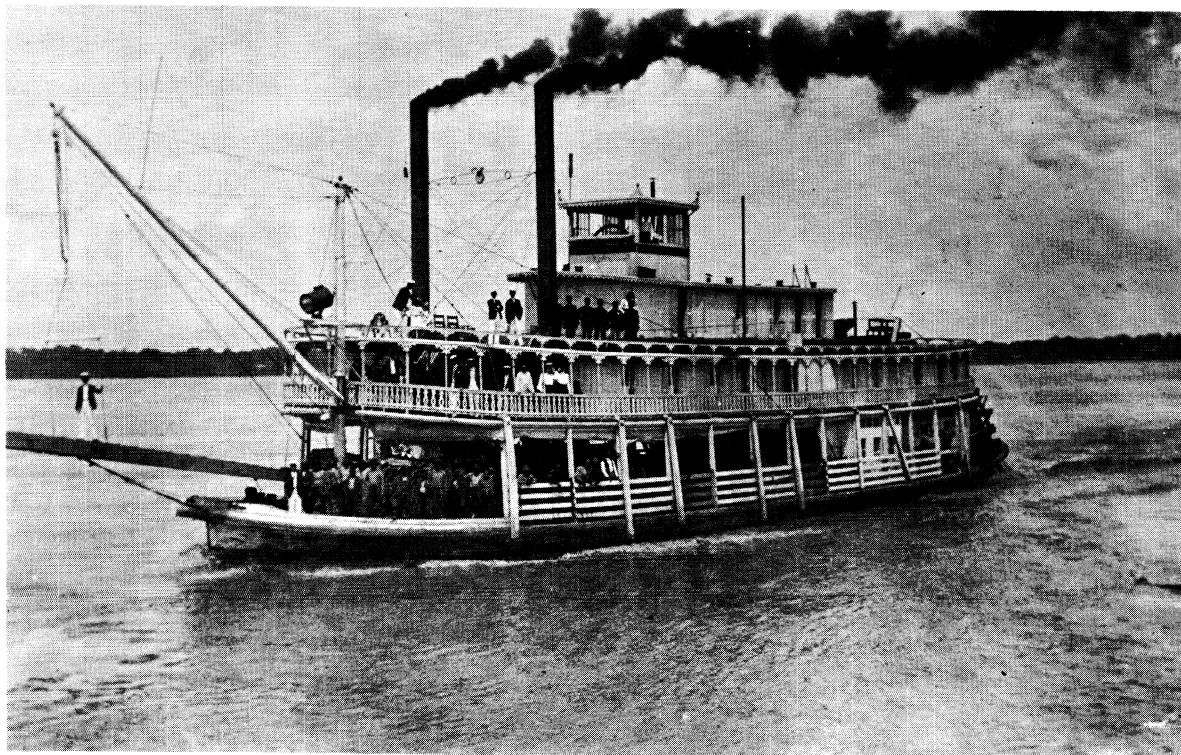
Here is the SIVLEY and her excursion barge enroute on an Illinois River excursion. She was built at Le Claire in 1893 on a hull 123.5 by 24. In the fall of 1901 she was at Helena, Ark. taking excursions at night and doing job towing by day. The most famed Peoria excursion boat was the COLUMBIA (not pictured in this series) owned by Capt. J. F. Mehl of Peoria. She sank with an excursion aboard early on the foggy morning of July 5, 1918 and 89 persons were drowned.





UNCLE OLIVER

Originally built at the Howard Yard, Jeffersonville, Ind. in 1906 for Capt. George Prince and first was named CONCORDIA. She is one of the few boats which received Swain's cross-compound engines not built at their Stillwater yard. She was a regular out of Natchez twice weekly, one trip to Atchafalaya River and the other to Black River, and doubtlessly her name CONCORDIA was for Concordia Parish in Louisiana. She almost encircled the parish in her weekly orbits. Capt. George Prince was her master, and the head clerk was Ollie K. Wilds. When renamed UNCLE OLIVER in 1914, honor was being shown to Oliver Wilds, Esq., father of Capt. Ollie.



LITTLE RUFUS

One of the very few boats built by the Swains at Stillwater for a customer other than themselves. She was cross-compound, and like the CONCORDIA and UNCLE OLIVER, also ran between Natchez and the Atchafalaya and Black rivers. She was named for Capt. Rufus Learned who owned her. She was built in 1903. Both the UNCLE OLIVER and LITTLE RUFUS eventually burned.

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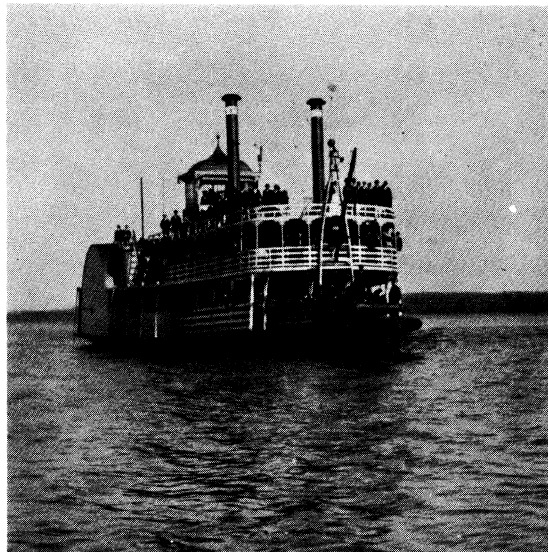
build a cross-compound sternwheel packet, which the Swains built at Stillwater in 1903, called LITTLE RUFUS. Mr. Learned (whose first name was Rufus) had already acquired such a boat, the BETSY ANN, getting the machinery--not from Swains --but from the Novelty Iron Works, Clinton, Iowa. So as early as 1899 the Swains had no monopoly on cross-compound machinery. But nobody to our certain knowledge ever built side-wheel oscillating engines other than Swain for Mississippi-system steamboats, and they had but one enthusiastic customer--themselves.

One time, at least, the Swain ingenuity back-fired. The original VERNE SWAIN, which had been sold to Capt. John Streckfus, was sold in turn to the Dixon Brothers of Peoria. They renamed her SPEED and put her in the Peoria-La Salle trade in competition with the DAVID SWAIN and CITY OF PEORIA. This Swain versus Swain spectacle did not last long. While it did, the novelty was enhanced due to the fact that Capt. Sol York took part interest and went aboard the SPEED as master.

The smallest side-wheeler with oscillating engines built by Swain was the KABEKONA, on a hull 112 by 22.5. The name Kabekona is said to be Indian for Stillwater. They brought her out in 1907 and actually she was a private yacht, leaded fleur-de-lis in each skylight, and six staterooms each with a private bath. She was operated by a millionaire St. Paul lumberman named Guthrie for a time, invited guests aboard. The Swains took her to Peoria in 1913 for private excursion work. This pint-size craft had one tubular boiler 40" dia. by 14 ft. long. Her vest-pocket oscillating engines were 8" and 16" dia. with a four-foot stroke. Eventually this plaything--and an entrancing toy it was--was sold to a St. Louis millionaire, Edward C. Koenig, and he got his buddy-

buddy Capt. Andrew J. Franz (who was long associated with The Waterways Journal later) to run private party excursions. Andy Franz could have written a best-seller novel about the two and a half years he was hooked up with this deal. Ira Davenport, head of Dubuque Boat & Boiler Co. was building sub-chasers during World War I and chartered the KABEKONA to deliver them to New Orleans which she did, to her everlasting credit, and we would like to add 'successfully' save that one of them caught fire above St. Louis and was badly damaged--no fault of the KABEKONA. Then, as seems the destiny of most toys, the KABEKONA fell into the clutches of a sand-and-gravel firm on the Arkansas River at Little Rock, Miller & Butterworth, who butchered her up into a towboat--

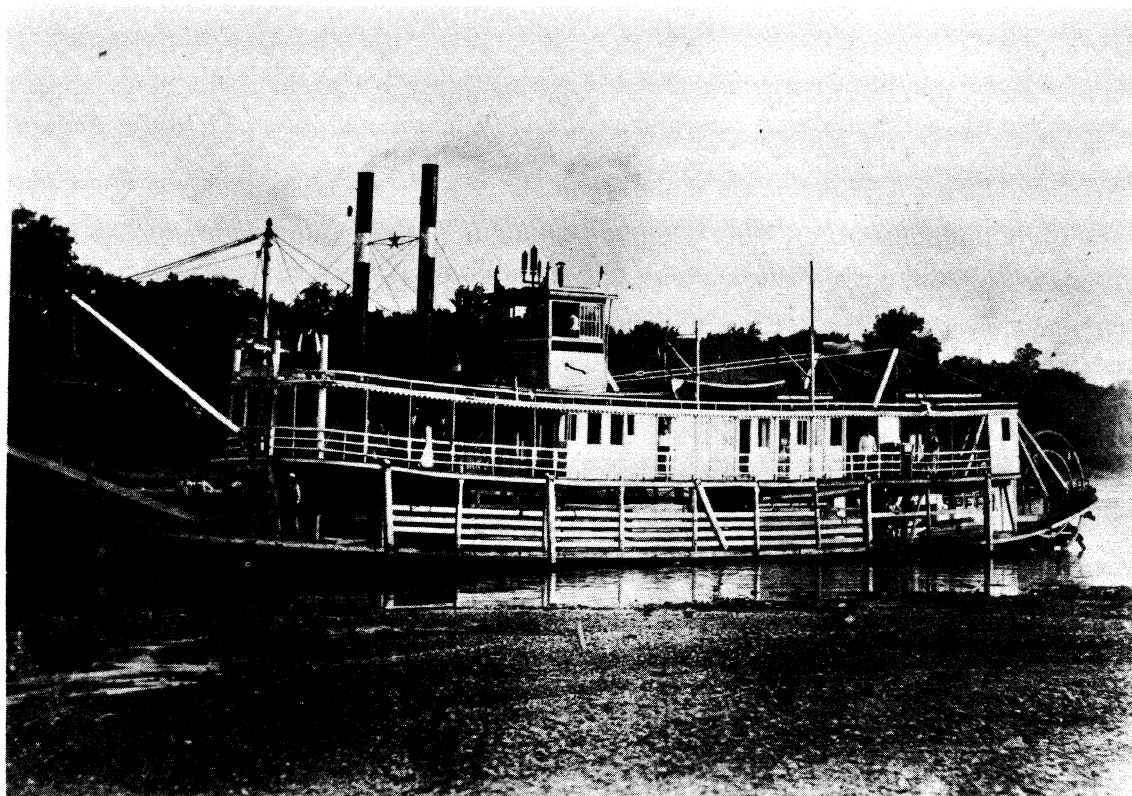
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The FRED SWAIN

SPEED

This is the first VERNE SWAIN, renamed, which was in the Peoria--La Salle trade in 1900 in opposition to the Swains. This didn't last long. Later the SPEED was at Greenville, Miss. owned by the Lyons Bros. In 1911 she became a Green River regular, owned by Evansville & Bowling Green Packet Co. They swapped her off for the HAZEL RICE to Capt. Lewis Tanner in 1919, and briefly she ran between Gallipolis and Huntington on the Ohio, the last packet in that trade. Her last trade was on the Ouachita River between New Orleans and Monroe, with some trips to Camden, Ark.



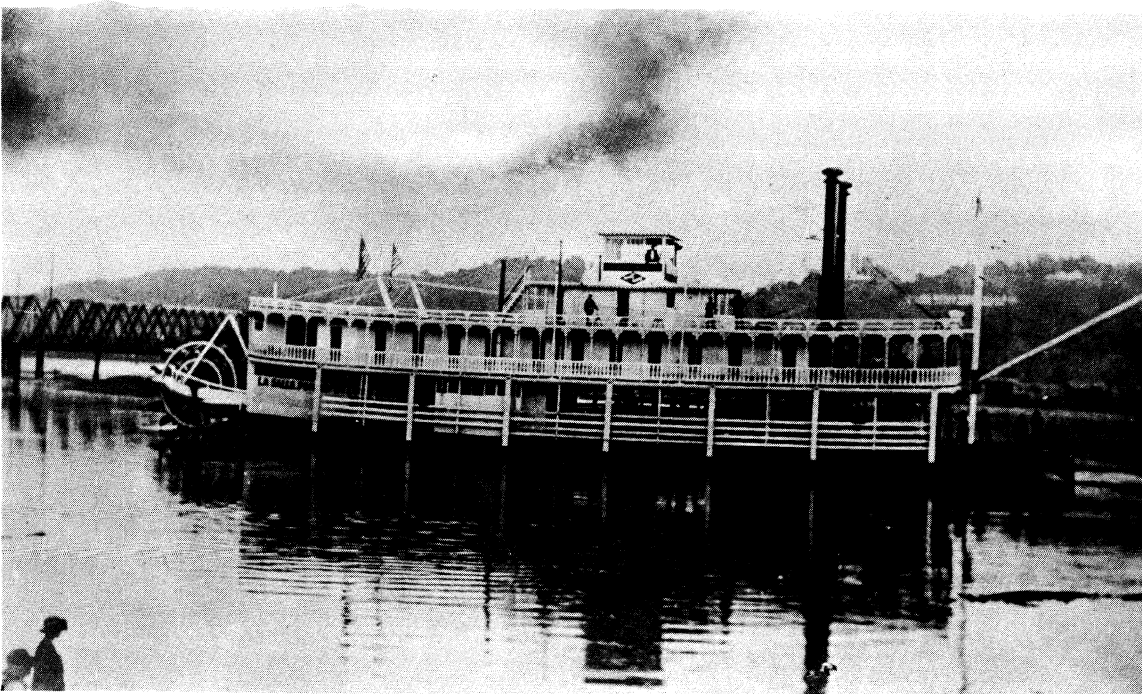
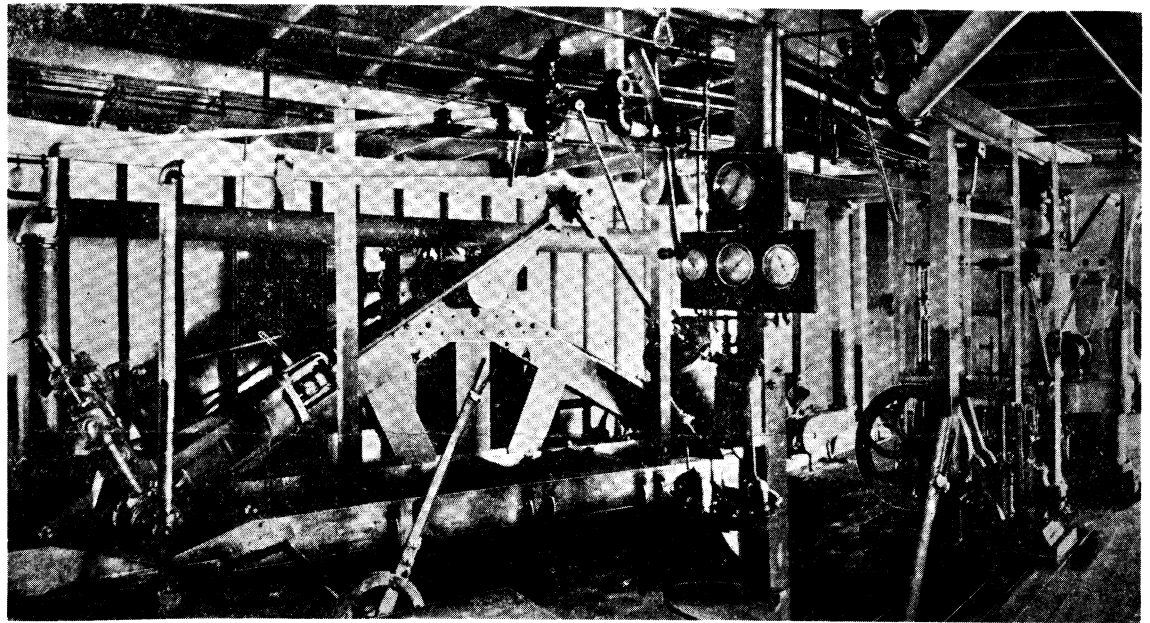


KABEKONA

The smallest side-wheel steamer equipped with the Swain oscillating compound engines was the KABEKONA. Moored ahead of her in this picture is the towboat DOLPHIN NO. 3 which later became the JULIUS FLEISCHMANN. The KABEKONA carried many private excursions sponsored by big-wigs of St. Paul, St. Louis, Peoria, and once was under charter to Mayor Thompson of Chicago.

Swain Machinery

This is the port engine of the side-wheel FRED SWAIN showing the inclined cylinders, h.p. at the left, and l.p. at the right, both with piston rods direct-connected to paddlewheel crank. We have heard that fourteen cam rods were needed to impart motions to admission and exhaust valves. The engineer handled both port and starboard engines from a throttle stand in the foreground.

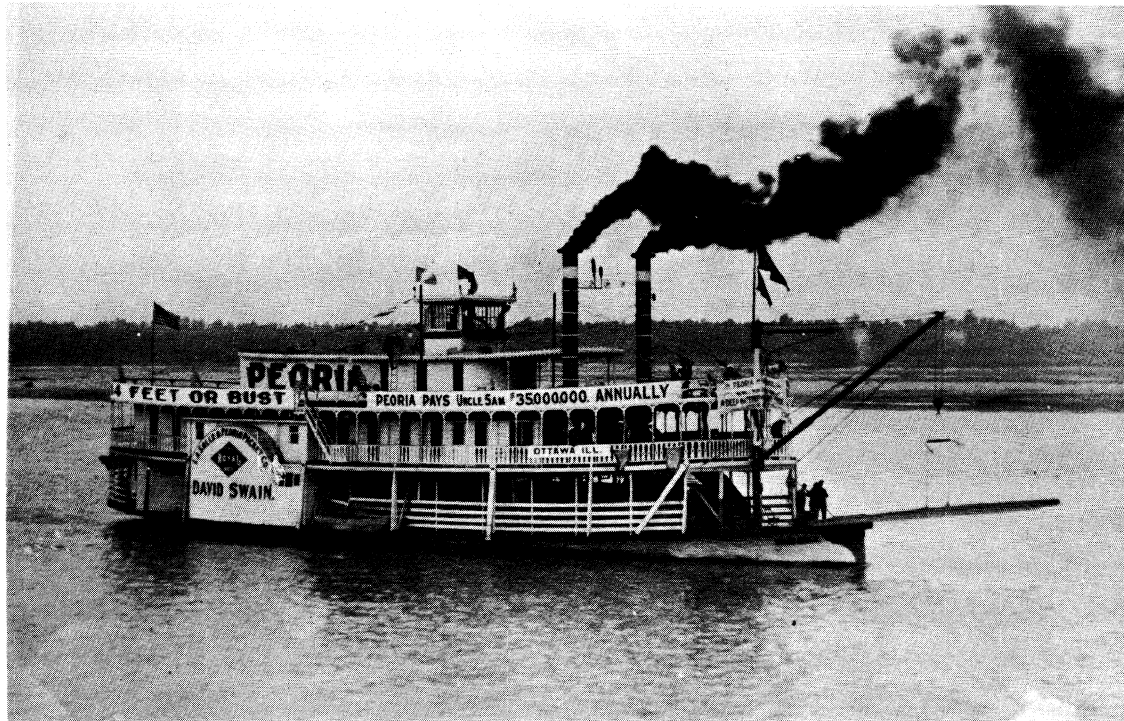


VERNE SWAIN (2nd)

Built in 1904 to carry crowds from Peoria to the Louisiana Purchase Exposition in St. Louis. The sign on her engineroom bulkhead says LA SALLE, PEORIA & ST. LOUIS PACKET CO. She was 131.2 by 28.5. In later years she carried the U.S. Mail in the Memphis-Rosedale run, and when the contract was cancelled in Aug. 1924, it was publicized as the last U.S. Mail contract carried by Western steamer.

DAVID SWAIN

This picture was taken when she was readied to take part in the Roosevelt Parade to Memphis in 1907. As matters turned out this boat was the last side-wheel packet on the Illinois River in a regular trade. Later she became the last steam packet in the Natchez and Vicksburg trade. She was dismantled in the early 1930s at Vidalia, La.



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still side-wheel--and so used her until about 1919. At the risk of unduly prolonging this recitation, the Miller of this firm was the same Major Miller among the twenty-three drowned when the U.S. Engineer's towboat M. E. NORMAN capsized at Josie Harry Towhead, Mississippi River, on May 29, 1925. Nor does this dispose of the KABEKONA either; her hull and other parts were used in 1919 building a towboat at Augusta, Ark. on White River (about due west of Memphis) named BONNER.

The trade mark "The Royal Route" was adopted by the Swains when they first started running packet operations. The diamond emblem shows up on the first VERNE SWAIN (see picture in this series) and was used in the St. Paul-St. Croix trade, the Clinton-Davenport-Rock Island trade, and then on the Illinois. When the BOREALIS REX was sold to new owners at Vicksburg in 1903, she became the start of another Royal Route operated by Capt. George Prince and Capt. Ollie K. Wilds down there in Dixie. Not only did Capt. Prince adopt the trade mark, but he became the best customer for second-hand Swain steamboats, he bought and operated many of them.

The excitement of the St. Louis World's Fair prompted the Swains to build a handsome stern-wheeler named VERNE SWAIN (second) which was run between Peoria and the Fair City that summer of 1904 doing a land-office business in tourists. According to Capt. Percy Swain she was sold immediately thereafter to the Royal Route at Vicksburg.

Then came the side-wheel DAVID SWAIN completed in July, 1906. She was an out-and-out excursion boat with a central dancefloor the length of the cabin, with an oak stairway leading down to a diningroom on the main deck aft of the engines. Although widely advertised as an "excursion" boat she also had staterooms, and was Peoria's flagship in October, 1907 when U.S. president Theodore Roosevelt made his famed journey down the Mississippi to Memphis.

David Swain later recounted this: "Before reaching Memphis the flotilla encountered a se-

vere windstorm about 2 a.m. blowing from the Arkansas shore. Every sternwheel steamer went to the Tennessee side, among snags, stumps and caving banks, to wait out the storm, while the DAVID SWAIN kept right on her course. We passed the U.S. side-wheel COL. A. MACKENZIE about crossways of the river with her stern in the wind, battling with the storm. The next was the side-wheel steamer ALTON, stern to the wind, fighting the elements; the snorting and panting of her ponderous engines, of the old type, adding terror to the darkness, thunder, lightning and pelting rain. Through all the DAVID SWAIN kept on her way to a regular harbor, and there awaited the flotilla to come up, taking her place among them. You can readily see that the oscillating type of engines, dead centers eliminated, in the side-wheel boat, is the reliable power. The DAVID made the trip from Peoria and return, 1,400 miles, with a consumption of fuel, 82 lbs. per mile, and I refer you to others of the flotilla, who experienced the storm, and I invite interested parties to take a trip on the DAVID and verify my statement as to the consumption of fuel and speed."

In 1906 the Howard Ship Yard built a sternwheel packet for Capt. George Prince named CONCORDIA, which received Swain's cross-compound condensing engines the same size as those placed on the VERNE SWAIN (second). This boat later was renamed UNCLE OLIVER.

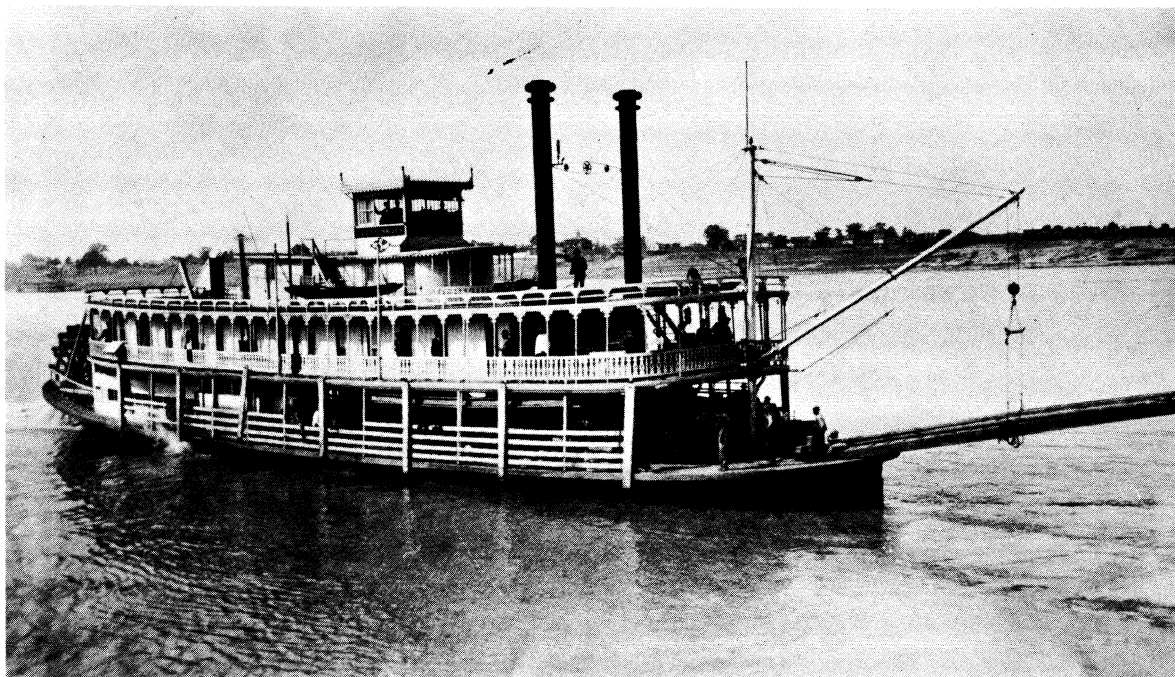
On August 9, 1909, the FRED SWAIN caught fire and burned about 3:15 on the afternoon of August 9, 1909, on a regular trip with 79 people on board including 25 children. She was upbound, about 20 minutes out of Peoria, in the "Narrows," and was immediately landed and everybody left in safety. The boat was demolished.

The PERCY SWAIN (second) came out new from Stillwater in 1910 and took over the packet trade between Peoria and La Salle. Thereafter the DAVID SWAIN was used almost exclusively for excursions. Somewhere during this period the CITY OF PEORIA was sold to Capt. G. M. Sivley who shoved an excursion barge ahead of the steamboat and catered

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DAVID SWAIN cabin

This interior is very plush for a combination packet-excursion boat. Taken from the aft end looking forward, the photographer in the ladies' cabin with its mahogany bulkheads and wicker furniture. Note please the wicker tete-a-tete in center foreground, a double S-shaped chair with seats reversed. This cabin had no skylights but was built high with overhead ornamentation. A central dancefloor occupies much space.

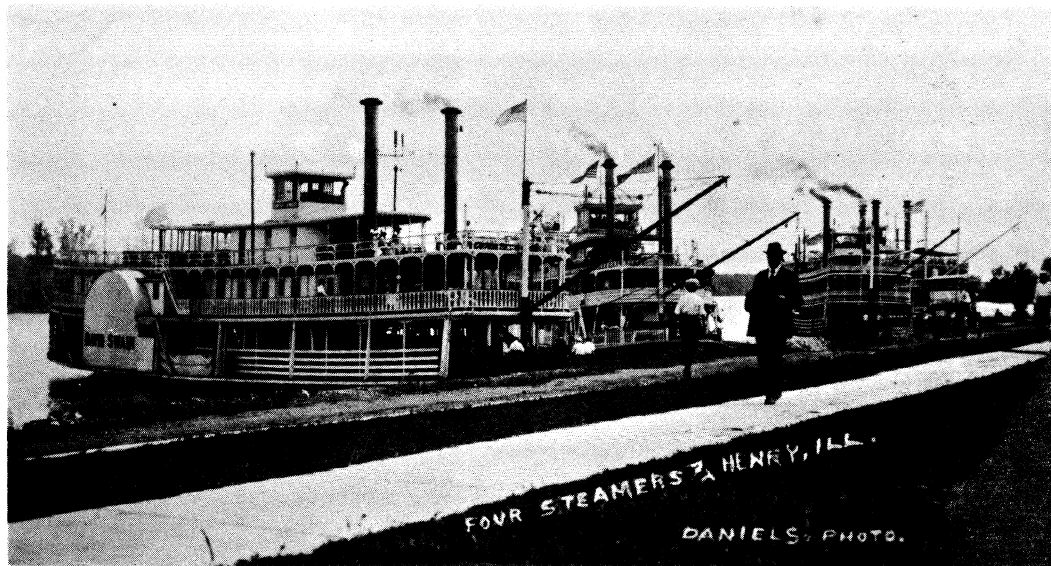


VERNE SWAIN (2nd)

This picture was taken while she was on the lower Mississippi. She was snagged at Dismal Point, Ark. in August, 1929, then operated by Valley Line of Memphis, largely owned by Capt. Thomas M. Rees.

Henry, Ill.

A gala day with four excursion boats. From the left: DAVID SWAIN, COLUMBIA, PERCY SWAIN and SIDNEY. Probably taken about 1912-1913. Capt. Roy Streckfus later recalled being at Henry with the SIDNEY and getting caught in a flash flood. To get back out they jumped the dam at Henry and the forecastle went clear under, but bobbed up again safely enough.



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to excursionists. The Illinois River was a most lucrative excursion territory. Sivley had operated there from away back, using his steamer G. M. SIVLEY built in 1893, and also he at one time owned the GOLDEN GATE. When the Streckfus boys entered the excursion game they had the SIDNEY and others up the Illinois. Oldsters who date back to radio listening recall the team of Fibber McGee and Molly who often ad-libbed on their program recalling excursions to Starved Rock.

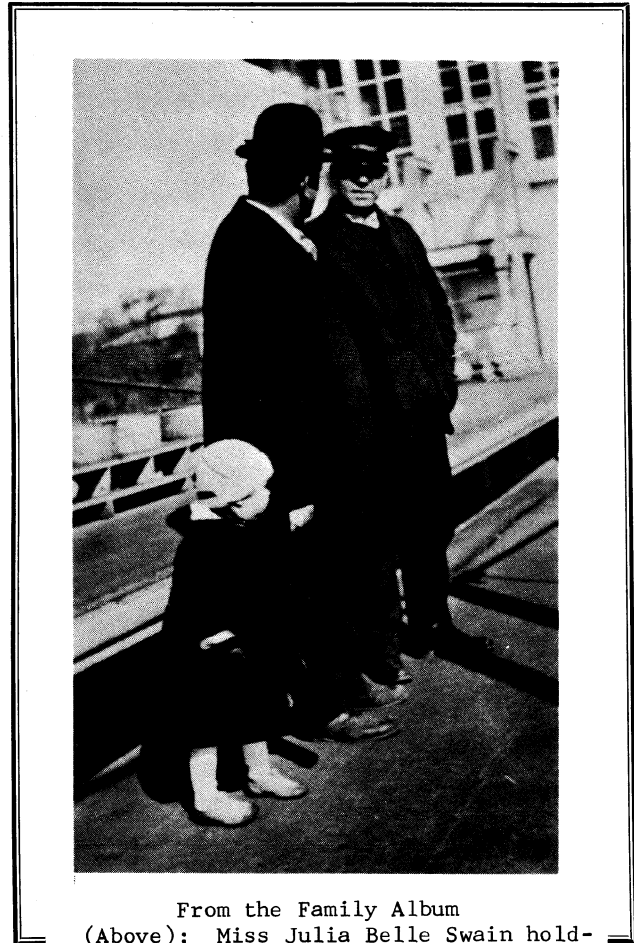
This second PERCY SWAIN was a cross-compound sternwheeler on a hull 146 by 27.6 and these Swain hulls, we may remark, were built of fir. The PERCY was sold in 1913 to the Royal Route at Vicksburg and ultimately her engines went over on a steel hull built by Nashville Bridge in 1922, the GEORGE PRINCE, which became the last OUACHITA and ended up her days on the upper Ohio.

The side-wheel VERNE SWAIN (third of the name; the other two were sternwheel) was an outright excursion boat built at Stillwater in 1913, the largest of the Swain fleet to that date. Her hull measured 186.4 by 31. She of course had oscillating compound condensing engines. That same year similar Swain machinery was placed on a new side-wheeler built at Santa Rosa, Florida, called the CHARLES E. CESSNA for excursion service in the Pensacola-Mobile area.

Capt. Gilbert Geiger became master of the DAVID SWAIN in 1913, having served on Swain boats since 1908 as mate and pilot. He quit the river two years later, in 1915, started an accounting firm in Peoria, and made quite a success of himself.

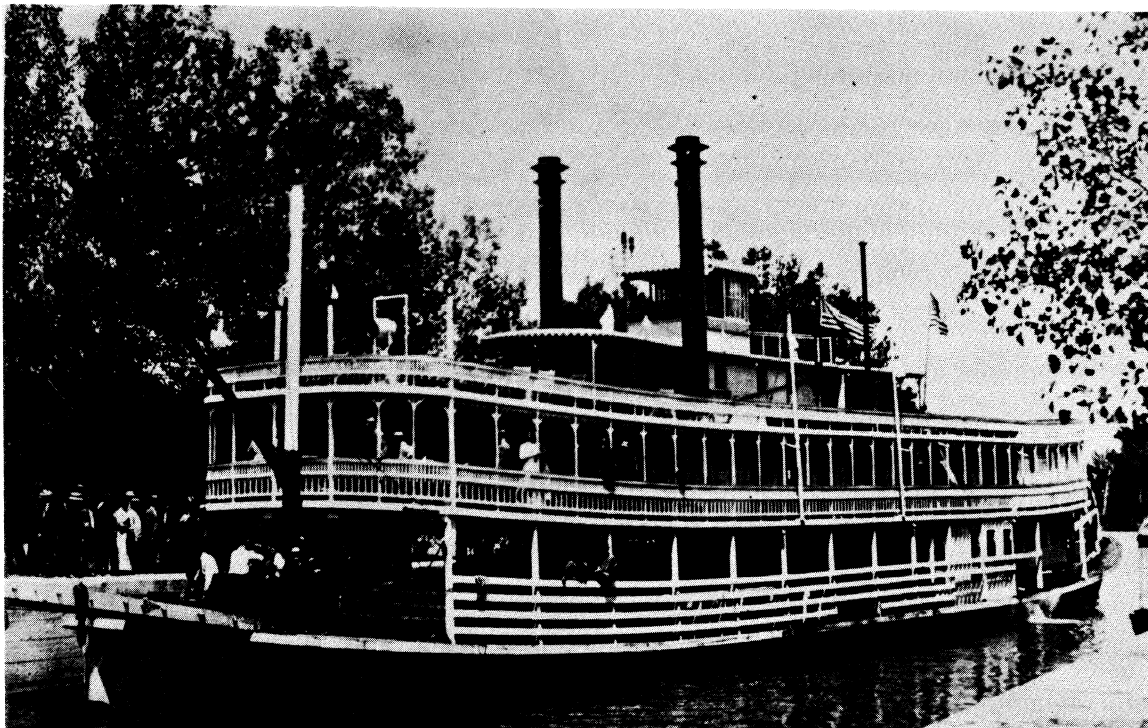
The popularity of steamboat excursions led the Swains in the fall of 1916 to procure the CESSNA from Pensacola, bring her to the Illinois, and rebuild her into what became their last and largest steamboat. They renamed her JULIA BELLE SWAIN and brought her out in the spring of 1917.

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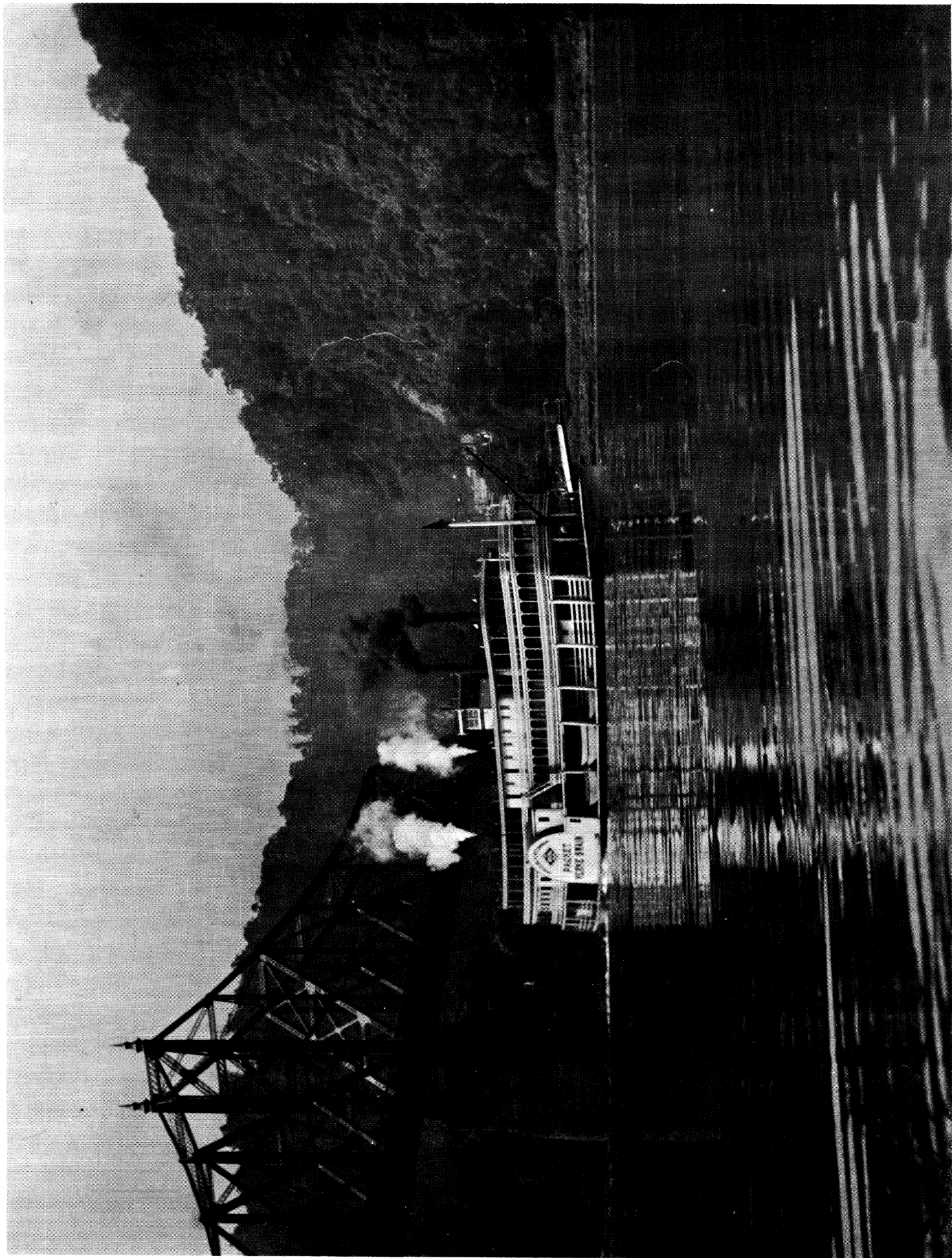


From the Family Album

(Above): Miss Julia Belle Swain holding her father's hand while he (Capt. Percy Swain) talks matters over with Capt. Matt Houston. Capt. Houston was the pilot on watch when the FRED SWAIN caught fire and burned.



PERCY SWAIN (2nd)
Built by Swains at Stillwater in 1910, their best sternwheeler. She was sold in 1913 to the Royal Route at Vicksburg and was lost on July 22nd, 1922 at Rifle Point, La. The machinery was recovered and went to the GEORGE PRINCE.



VERNE SWAIN (3rd)

Picture on opposite page.

Around Pittsburgh this attractive side wheel packet and excursion boat became known in conversations as the "Vernie Swain." The full-page picture of her is made from a negative dating in June, 1918, one of those beautiful and rare successful negatives taken by an amateur innocent of the techniques of composition and lighting. She had landed for a moment at the foot of Chestnut Street, Sewickley, and had just rounded to and was coming ahead on her way from Pittsburgh to Wheeling.

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That year they also operated the side-wheel VERNE SWAIN in excursion work, and the DAVID SWAIN was the Peoria-La Salle packet.

World War I changed all of that. Hard roads had diverted the Peoria-La Salle freight traffic to trucks. The DAVID SWAIN was hardly making a go of it, and decision was made to sell the side-wheel VERNE SWAIN and, at the same time, to close the Stillwater plant of the D. M. Swain Marine Engine Works.

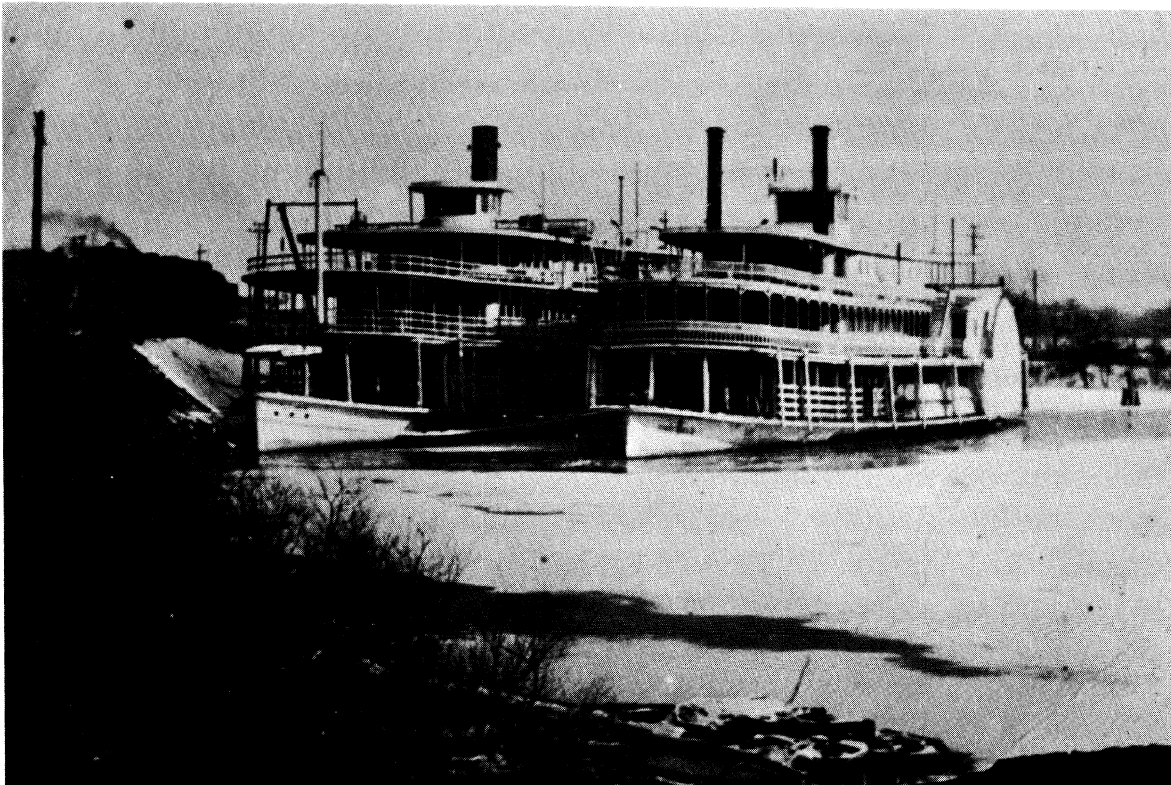
Capt. David Swain, then in his 77th year, decided to go to Pittsburgh aboard the VERNE SWAIN, where she was being taken by her new owners. He became ill enroute, was admitted to the West Penn Hospital in Pittsburgh and there died on Wednesday, July 3, 1918. He was survived by his wife; by three sons, Percy, Verne and Fred (Fred was on his way to France at the time); and by two daughters, Mrs. Charles Fey of Peoria, and Miss Maude Swain of Peoria. Burial was in Stillwater.

The PERCY SWAIN sank in 1922, at which time Capt. George Prince came to Peoria and bought the DAVID SWAIN as a replacement and took her to Vicksburg. The JULIA BELLE SWAIN was the sole survivor until in May, 1924, she was sold to Edward Cody and Capt. Oscar Moore. In 1935 Ed Cody was night captain in the Peoria police department.

Peculiarly, the last survivor of the Swain's Royal Route fleet on the Illinois was the one they first brought to Peoria, the BOREALIS REX. This veteran operated many years between Cameron and St. Charles, Louisiana, carrying passengers and the U.S. Mail until a modern highway was built. Then she was put out to pasture, laid up at the foot of Pugo Street, St. Charles, until in 1938 she was sold for taxes (bringing \$110) and was dismantled.

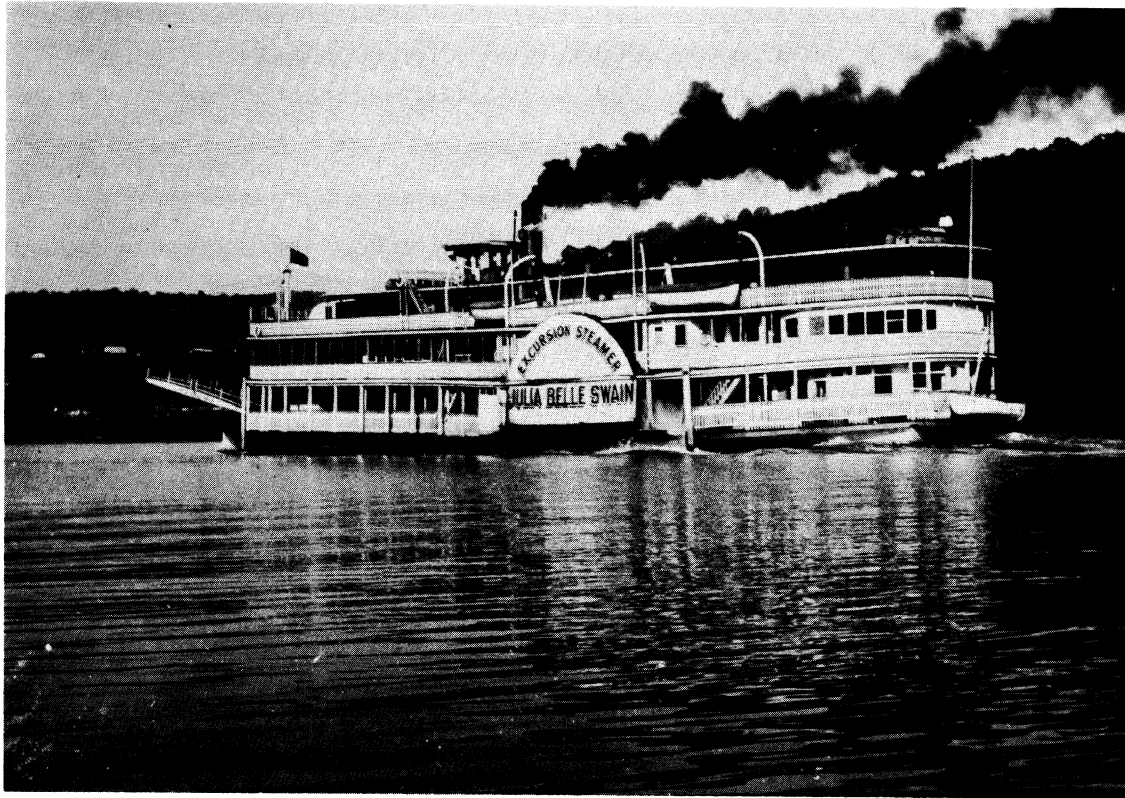
Capt. Percy Swain and family removed to Los Angeles, Calif. Capt. Verne Swain lived for many years on the farm originally bought by his grandfather Isaac Swain in 1835, at Grand Prairie, Ill. The Swains were of English origin and came first to New York State. Capt. Percy Swain was a member of the Minnesota Society of the Sons of the American Revolution.

Capt. Percy, born in 1872, died in 1938 aged 66. The new steamboat JULIA BELLE SWAIN just completed at Dubuque is named for his daughter, Mrs. Julia Shelton. --And so was the first one, albeit Miss Julia then was a wee lass. Capt. Dennis Trone, president of Dubuque Boat & Boiler Co., has invited Mrs. Shelton to ride the new JULIA BELLE SWAIN up the Illinois to Peoria on its maiden trip--and we learn--she has accepted with pleasure. The details will be reported in our next issue.

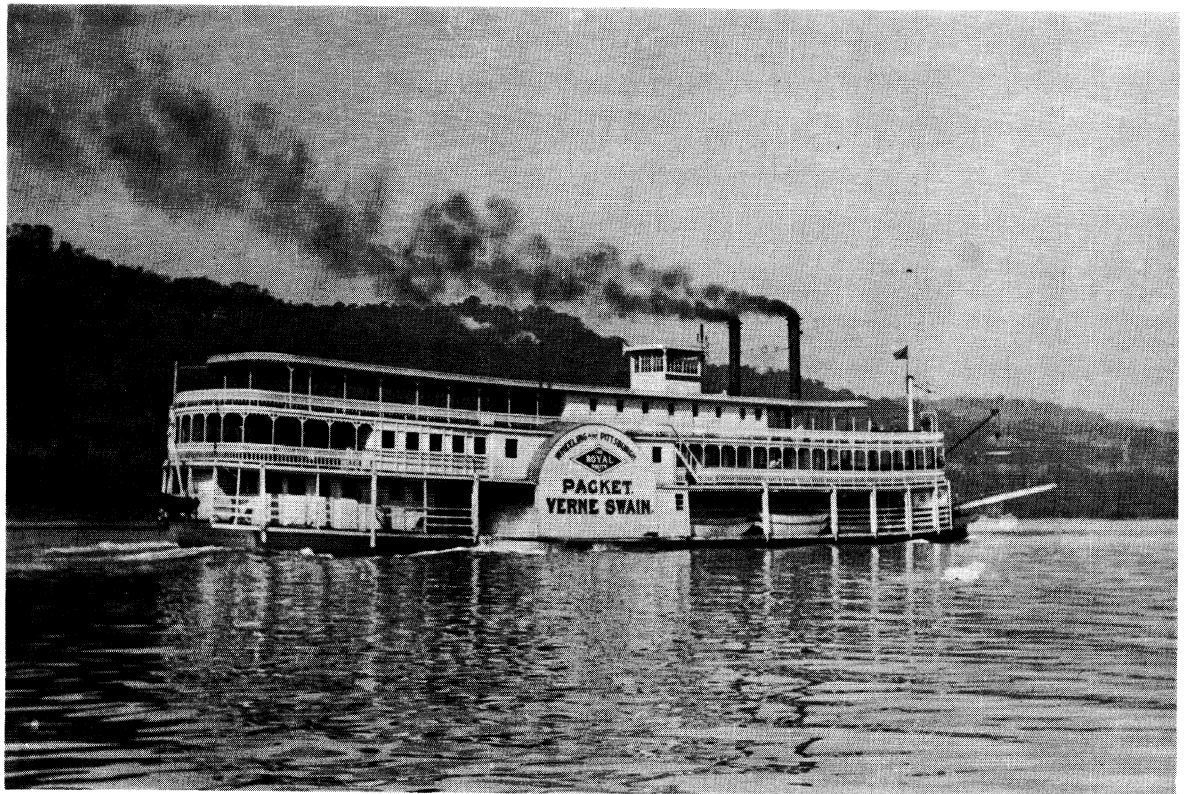


At La Salle, Ill.

If you had a momentary flip just now, thinking you were seeing the DELTA QUEEN, it's because the JULIA BELLE SWAIN had some similarities. A single stack behind the pilothouse; high-built hull with portholes; third deck cut back, etc. In this view, the JULIA (left) and VERNE SWAIN are wintering at La Salle and the river stage, so marked on the original print, is 34'8".



ABOVE: The JULIA BELLE SWAIN near Sistersville, W. Va., taken by Roy Thistle. When the Swains sold her to the Ohio River in 1924 both Capt. Percy and Verne came to Pittsburgh on her. She burned on Dec. 2, 1931 in winter quarters on the Monongahela River near Pittsburgh. BELOW: VERNE SWAIN on the Ohio River in 1918. First she had a closed stern but later was remodeled as shown. Later she was renamed ROOSEVELT, ROSE ISLAND and finally CITY OF MEMPHIS and sank at the lower approach to the Louisville-Portland Canal locks with 781 passengers aboard, August 17, 1932; nobody hurt.



Call it Misadventure

by Clarke Hawley

I'd like to go back with you to 1961, a year of significance. On October 26, 1961 the excursion steamer AVALON was laid to rest, and I mean the benediction was pronounced. It was all over. As later developments prove, she was the last of the "tramping" excursion boats. On October 26, 1961 we of the crew departed forever more, wondering if the old boat would wind up a riverside restaurant or marina or some other oddity. Without life or steam, of course.

It had been a rather eventful season. We started out with a blizzard on the very first trip that spring. We were carrying the Junior-Senior Prom at Aurora, Indiana. After that we proceeded upstream to run a "triple-header" by bouncing back-and-forth between Vevay, Ghent and Carrollton, a total of 610 passengers. That's good on an afternoon trip. Capt. Ernie Wagner and I spelled each other on the bridge, Capt. Wes Doss and Capt. Leon Ash were in the pilothouse; Urbie Williams and Courtney M. Ellis were at the throttle. Then we ran a moonlight at Madison and deadheaded back to Louisville where we shoveled an inch of slimy mud and silt from the cobblestone wharf--but not soon enough--for an oncoming crowd stomped aboard bringing the mud and slop to the decks and dancefloor. Ah spring!

Gradually we worked our way down the Ohio and up the Cumberland, this latter waterway the noble stream of 1961 with old-timey locks and no guide walls. Clarksville, Nashville, then we deadheaded back out toward the Ohio, cheered by the prospect of warmer climate to come, and for more elbow room. Jumped Dam D with a fall of one and a half feet. Stopped at Paducah and picked up that nobleman, Capt. Fred McCandless, who came on board as our Mississippi River pilot. Got Capt. McCandless easy enough but high wind and swells kept us there at Paducah six hours. All aboard for Memphis and points between. Every excursion complete with orchestra (in residence aboard),

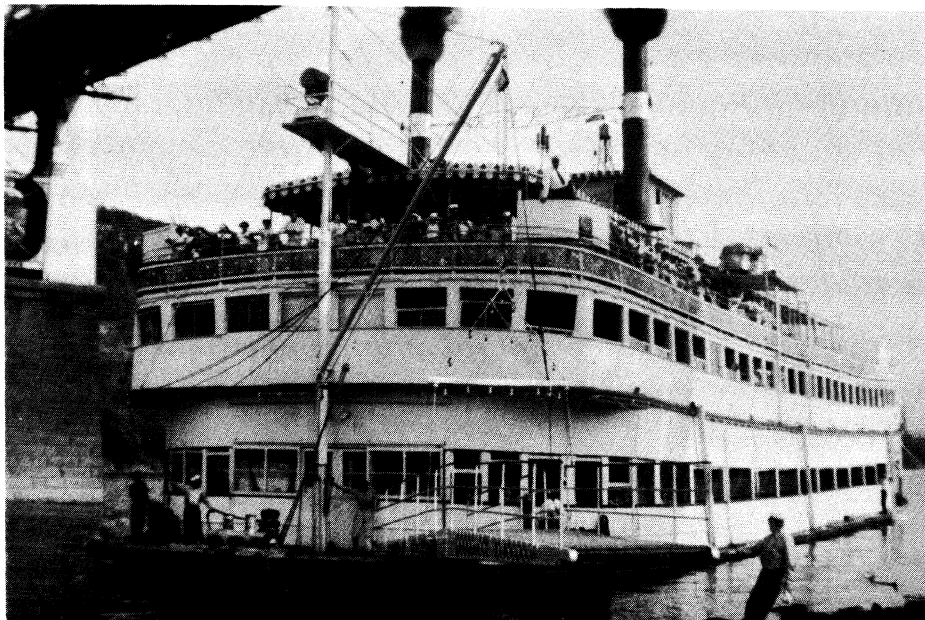
calliope concert, good salty popcorn, and by night glittering lightbulbs outlining the boat and bringing temporary fairyland to some drab, out-of-the-way cornfield landing.

Then came what may be accurately titled The Case of the Prize Pony. Thursday, April 20, 1961 started out like any ordinary day. We were at Memphis, and we had been alerted from the Cincinnati home office that our cruise that night was a worthy one, a benefit excursion for St. Jude's Hospital. The usual preparations went forward, cleaning away the tell-tale left-overs of the last go-round, loading blocks of ice, and we took on 300 extra-nice folding chairs rented from a Memphis funeral home and each so inscribed, and as a thoughtful gesture the funeral director had in a spirit of charity provided paper folding fans inscribed with printed text lauding good and inexpensive funerals which were to be passed to the hospital ladies gratis. Which in good time was done, and the good ladies fanned their heated brows, for now we were down yonder in the land of cotton and cottonmouths. Weather hot.

Other oddities came aboard, too. The ladies' guild had concocted a raffle with give-away goodies worthy of a TV show, washing machines, dryers, TV sets and a refrigerator--maybe two--all of which were lugged up the main stairway to the ballroom for prominent display. What we were not expecting, but happened anyhow, was the arrival on the wharf of a real alive pony led by somebody who knew about ponies--and this was obvious for he wanted to be rid of it. He said it was one of the prizes for the raffle.

We had as a deckhand a backwoods Kentucky lad and this young man brightened, accepted the rein, and led the pony back along the main guard on the port side. The fireman brought a bucket of water and the pony foraged a broom somebody had left there wrong-end-up. A broom looks like hay to a pony taking a boat ride, to this one, anyhow.

The eight hundred Memphis folk who came aboard were generous to a fault, buying tickets for the raffle like they were hot cakes. With one exception. No tickets were sold for the pony. Not a single ticket. Nobody had seen the pony.



The excursion steamer AVALON photographed by H. O. Reynolds at Steubenville, O. as she was departing with the last excursion she ever ran from that town. Date is 1957. This is today's BELLE OF LOUISVILLE.

The proper way to raffle a pony is to have the pony in plain sight. Quod erat demonstrandum. The committee chairman wanted the pony paraded around on the ballroom dancefloor and asked me to do this. I passed the buck to Captain Wagner who had just emerged from the safety of the purser's office. Captain Wagner, surrounded by these Memphis ladies hadn't a chance, although usually he could talk or shout his way out of anything. He turned to me in some desperation and said, "Doc, bring him up--just for a little bit--bring him up and that's an order."

And so it came about, aboard the excursion steamer AVALON, at Memphis, Tennessee, on the night of April 20, 1961, a Kentucky deckhand led a real alive pony up the port guard, UP the main front grand stairway and out on the hardwood dancefloor to the strains of "Pony Boy" played by the Rhythm Masters, our orchestra in residence. The pony entered into the spirit of the occasion and bowed and pawed and carried on like an opera star. There was much applause and cheering as the little animal clop-clopped over the shiny floor and all went swimmingly until in front of the bandstand the pony decided to register his opinion of the rendering of "Pony Boy" which had to be cleaned up with a shovel and some mops.

It's one thing to lead a pony up a pair of stairs from the main deck to the dancefloor of a steamboat. It's two other things to get him back down those stairs. He froze.

We tried some persuasion. Took-took-took, eat this lump sugar, nice boy, nice boy. He laid his ears back and said no. We brought some raspberry syrup from the Sno-Cone machine. The purser brought an apple. Somebody said to blindfold him and the ladies of the committee supplied a linen napkin. No thanks. Finally we got the deckhands to lift the pony bodily and carry it down. This worked, a success compounded by the fact that all of the pony raffle tickets were sold. This prize pony was won by a little lady who couldn't have registered more surprise if she had won the AVALON, crew, and Rhythm Masters.

Ah, that Season of 1961. We cruised back to the Ohio River, rode out a flood at Cincinnati, explored the Kanawha and went on into Pittsburgh where we made a real killing--in those eleven days at Pittsburgh we handled 11,837 passengers. Then we tramped back down the Ohio and handled bookings for 27 High School Proms. We ran trips from Cincinnati to Coney Island for a couple of days.

Then we headed back to Memphis and there loaded 505 Girl Scouts and took them to New Orleans, and no sooner did we unload them when 495 more Girl Scouts came aboard for the trip back to Memphis. Dig out your copy of the December, 1968 S&D REFLECTOR and read that story, which was real history.

We completed the season of 1961 by heading to St. Paul during the summer heat, and made side trips on the Illinois and the St. Croix. During September we tramped the Tennessee River and then headed down the Mississippi to Baton Rouge in late September and October. By now the cream of the excursion season was over. School bells in the fall sound the death knell to all of this fun and enjoyment. The weather turned unusually cool

and that didn't help, either. Our last scheduled excursion was out of Evansville. From there we deadheaded back to Portsmouth, O. for drydocking and our regular five-year check-up.

Excursion boats have to hibernate somewhere in winter, and our haven was at the Greene Line wharfboat at Cincinnati. I'd hardly got the sternline tight when Capt. L. A. McMurtry, in charge of the wharfboat, dropped the bombshell. "Tie her up good," he suggested. "She'll be here longer than you think."

The AVALON was in big trouble financially. Her days as a privately owned tramping excursion boat were over. Captain Wagner and I had no idea, of course, that the boat soon was to be rescued by a devoted group at Louisville, and that she was to bear another name BELLE OF LOUISVILLE and become a 1971 attraction second only to Churchill Downs.

The little lady who won the pony took it to a fine estate adjacent to Memphis and there it basked in green pastures. Green grass was abundant and much better to chew on than broom straw, and maybe that little feller dreamed at night of his short-lived limelight and brief stardom parading on the polished dancefloor of the AVALON.



TELL CITY's Cabin
A family photo album supplied it.

The TELL CITY (1889-1917) ran originally and for many years on the Ohio River between Evansville and Louisville. Her pilothouse today is a summerhouse overlooking the Ohio at Little Hocking, Ohio, where she sank in 1917. Although often photographed, nobody apparently took an interior view of the main cabin. But here it is, at long last, looking forward, front doors open, the boat's name in goldleaf and red trim on the forward skylight bulkhead. This showed up in an old family photo album recently acquired by William G. Patterson, Richmond, Ind. The two tourists in the foreground are unidentified.

The transfer of the TELL CITY's pilothouse to the premises of the proposed Ohio River Museum (front page) is being considered. It is plagued with infirmities of old age and must be restored. Bob Thomas, S&D's vice president with experience in such matters has volunteered to direct the work. S&D's Museum Committee, headed by J. W. Rutter, is exploring several methods of moving the 82-year-old structure to Marietta.

The Marietta Daily Times
Editorial Page
Wednesday, March 10, 1971

Captain looks ahead

After the Marietta Area Chamber of Commerce meeting, Capt. Fred Way Jr., president, Sons & Daughters of Pioneer Rivermen, and Daniel R. Porter, director, Ohio Historical Society, were studying the architects' model of the layout for the state River Museum which, for the occasion, was on display in the lobby of Ban Johnson Field House.

By means of the model, Porter described the planned arrangement of exhibits to the riverman, who lives in Sewickley, Pa.

"It would be great if the groundbreaking could coincide with our annual meeting here in September," Captain Way said.

So it would. More tangible progress on the construction, however, probably would be even more gratifying to the river buffs when they gather here for their 1971 sessions.

Captain Way and his associates in the S & D have a natural interest in this project, and much of the credit goes to them for Marietta's selection as the location for this uniquely planned attraction. Thanks to them, the nucleus for exhibits in the larger River Museum was already here in the unmatched collection of irreplaceable steamboating memorabilia which they have placed in the river museum section of Campus Martius Memorial.

Sirs: The death of silent movie actor Harold Lloyd brought back memories of many happy hours spent in the Alamo and the Rialto on Fourth Street here in Louisville watching his innocent, zany antics. He was a truly inspired, natural comedian.

His final visit to Louisville was in many ways a comedy with an ironic twist. At the invitation of Richard C. Simonton, a close personal friend of his in Los Angeles and at that time principal stockholder in the DELTA QUEEN, Mr. Lloyd served as one of the three judges for the second steamboat race between the QUEEN and the BELLE OF LOUISVILLE on April 28, 1964. That was the first year the BELLE won. I served as chauffeur for Messrs Simonton and Lloyd from the after-race riverfront ceremonies to a party afterward, and I shall never forget Mr. Lloyd's rather frustrated assurances to his friend that the BELLE had really and honestly defeated his steamboat, all of which Dick Simonton took with amused good grace.

The following morning Harold Lloyd was to preside at the board meeting of a fraternal organization hospital committee in Chicago, and he had a trans-continen-

tal railroad ticket worked out weeks before on the West Coast. Arriving at the Tenth Street Depot to take the sleeper to Chicago, he found that the schedule had been changed--without his being notified--and the train had departed. Hurried phone calls were made to Standiford Field for reservations on an early flight to Chicago.

So far as I know, it was Harold Lloyd's last visit to Louisville. But this master of true comedy did play a colorful if brief role that year in our Derby Week activities.

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

=Harold Lloyd died, 77, of cancer, in Hollywood, mid-March, 1971. Younger S&D members will not remember him unless they have been exposed to re-runs of Lloyd-inspired feckless Mr. Average and his hornrimmed incompetence. Harold Lloyd usually did his own stunt work. One of his best movies was "Safety Last" in which he dangled from the hands of a clock high above the street. That came out in 1923. -Ed.

Sirs: The March issue with its pictures and the article concerning the SENATOR CORDILL and other packets in the Natchez-Vicksburg-Greenville trades is most interesting. Please mail a copy to Mrs. J. Kenneth Sadler, Box 29, Biloxi, Miss. 39533, for which check is enclosed. Mrs. Sadler remembers the SENATOR CORDILL.

M. Vance Higbee,
821 Hibernia Building,
New Orleans, La. 70112

Sirs: When I joined the Ohio Historical Society they stopped publishing their quarterly for a year. Saturday Evening Post asked me to resign and when I didn't they quit publishing. I joined the Washington County (Ohio) Historical group whereupon their quarterly became a semi-annual. The monthly Wonderful World of Ohio discovered my name on their mailing list in January and promptly folded. Keep going, Fred.

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

=By perseverance the snail reached the Ark. -Ed.



Oliver King

This is the gentleman who wrangled all of the steamboat passes shown in our March issue. Oliver King was born on December 8, 1867 and died March 29, 1954. His birthplace was in the Rocky Hill community in west Knox County, Tennessee. The family removed to Knoxville while he was in early childhood. He learned his ABC's in Bell House School---same one Capt. Paul Underwood went to. Our thanks to Earl Olson for the picture.

Sirs: In reference to the picture of the primitive side-wheel boat on page 33, last issue:

This is undoubtedly an "alligator" or timber hog, used to snake booms from one island or cutting to another. Fifty years ago they were in common use on Lake of the Woods--never, however, as side-wheelers. There were current fabulous stories of the prowess of those little steam scows. I never saw one in logging action, only towing out behind a tug along with a bunk house, etc.

The side-wheels seem out of character although such a one existed and is preserved at Algonquin Park, Ontario. She was built at a surprisingly late date, in 1921, at Simcoe, Ontario, and is registered in the 1947 D.O.C. List as WILLIAM M., 40 x 10 x 2.7.

Those common to the Kenora area in 1918 and still seen as late as the 1930's were, to my knowledge, never honored with a name. They had very limited water propulsion but were credited as being "amphibian" and at least could winch their way through the woods or over the water and haul small booms around.

They were wood burners with spark arrester stacks, usually large-cone like the old 19th century locomotives, plain as Paddy's pig, no hand rails, a roller set bow and stern, a large anchor on the starboard bow, and a deck winch aft. Some said they had crawler chains along the bottom that worked like a caterpillar on land.

I was an inquisitive youngster at 16 years but much less afraid of the Indians than of those tough-looking timber rats of old Rat Portage (Kenora), Keewatin, and Norman.

Loudon G. Wilson,
Box 127,
Lake Orion, Mich. 48035

The Silver Bridge connecting Point Pleasant, W. Va. and Kanawha, O. across the Ohio fell on Dec. 15, 1967. Now, three years, three months and umpteen days later, the National Transportation Board has announced the cause. An eyebar broke "at the first joint in the north eyebar chain on the west side of the Ohio tower" of the bridge. The cracked bar could not have been detected beforehand, even with close visual inspection, says the report.

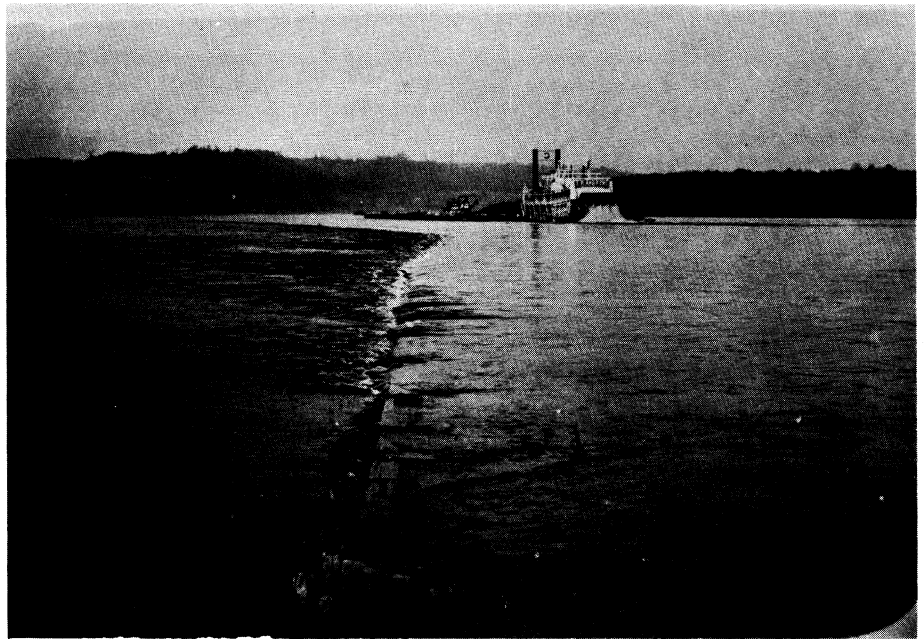
Sirs: I doubt if you remember me, but I was the lean and lanky editor you met at one of the whistle toots. If you don't remember me, then you probably don't know that I am now engaged in producing a 50-volume encyclopedia of West Virginia, covering every known facet, with 25 of the volumes devoted to pictures.

Enclosed is a stat copy of the article about steamboating on the Little Kanawha River which appeared in the March, 1969 issue of S&D REFLECTOR. If you will shoot the article back to me, along with originals of the pictures, telling me you don't mind

if I run it, I will run it on the Steam Page of HILLBILLY soon. And by the way, to oil you up to a point of receptivity I am putting you down for a year's reading of my journal at no cost to you. And with my compliments, and also, the advice that you don't have to read the stuff. Just swat flies with it.

Jim Comstock, Editor,
WEST VIRGINIA HILLBILLY,
Richwood, West Va. 26261

=The fly-swatter who started all of this is Charlie Arnold. -Ed.



Once in a while an old photograph shows up with a description on the back side. This one did. We were delighted, except that we didn't understand what the man was talking about. You try. It says: "The towboat E. R. ANDREWS downbound with a coal tow, photo from the shoulder of Phoenix Grove Dike on line with the government light--showing Phoenix Grove Dike--water tower on the top of the distant hill is at Fort Thomas, Ky." The photographer who wrote this remarkably lucid identification was one F. Boellinger, 21 West Liberty St., Cincinnati, O. and what's more he dated it. Picture above was taken on October 31, 1909. Well, in the first place we hold a pilot's license, all tonnage, over the Ohio River and never, never, did we hear of Phoenix Grove, let alone Phoenix Grove Dike. But there it is, big as life, in the picture. Then, aha! We looked up our old "The Ohio River" by R. R. Jones, 1916 edition, and sure as you're a foot high there IS (or was) a location called Phoenix Grove right below old Dam 36 and abreast of Coney Island. And, so says the faithful R. R. Jones, there also at that location was a Phoenix Grove Dike, just opposite the Coney Island dike, along the Kentucky shore. If we had shown this picture to Joe Gould we'd have saved a lot of trouble, for like as not Joe was on watch aboard the E. R. ANDREWS when the picture was made, and maybe he swam as a kid from the dike. A special thanks to T. J. Hall II for the photograph.



William S. Hanable, State Park Historian of Alaska (and also an S&D member we are proud to add) has sent us the first issue of a new magazine "The Alaska Journal" published at Juneau, Alaska. This quarterly is more pretentious than the S&D REFLECTOR. Vol. 1, No. 1 has 64 pages of text and pictures, done offset, some color work included, and a slickstock colorful front cover. Copies are priced at \$2 each; \$8 for a one year's subscription.

What takes our eye, of course, is a feature story "To Fairbanks by Steamboat" written by a girl who, at the age of 17, which was in 1908, came by ship from Seattle to St. Michael at the mouth of the Yukon. There she boarded the steamboat SUSIE to Fort Gibbon at the mouth of the Tanana River. There she transferred to the smaller steamboat TANANA and so to Chena on the Tanana River, and finally on the RELIANCE on to Fairbanks.

As matters turned out Clara Hickman, the girl who did this, married Jesse Rust later on, and has lived in Alaska ever since, and she's enjoyed a considerable literary career. The editors of the new magazine made no mistake in getting her

to write the story of her 1908 Yukon-Tanana trip on board the three steamboats.

When we read the story we were lamenting to ourself that we didn't have a real good photo of the SUSIE. Good grief, the SUSIE was built under the supervision of the Howard Ship Yard & Dock Company, Jeffersonville, Ind. So just about then came a knock at the back door of 121 River Ave., Sewickley, and standing there was Bill Hanable fresh from Alaska, and in his hand was an envelope. "Look what I got," said Bill, drawing forth the photograph reproduced above. He got it from the collection of the Eagle Historical Society in Eagle, Alaska, right on the Alaska-Canada border. Eagle has 28 inhabitants and all 28 belong to the local historical group. It's on the Yukon and was the jumping off place to the Klondike diggings.

Here's a part of what Clara Hickman says about the SUSIE. "There was a stateroom for special guests or important people. It was known as 'the blue room' and was on the texas deck. The staterooms in the cabin had three bunks per room, a wash basin with running water, which was more than we had back in the St. Michael hotel.

"We were called to meals with a small zylophone which was shaped like a lyre. One of the stewards carried it around and played tunes by striking the metal bars with a rubber mallet. (Shades of the GORDON C. GREENE, and DELTA QUEEN).

"Just forward of the cabin main hallway was the observation lounge or salon, the whole making a very spacious room. The lounge had a semi-circle of windows in front with red plush seats under them. All of the windows were curtained with red velvet. The thick rugs were red, and all of the furniture was upholstered in red plush. All of the interior woodwork was painted white with a little gold trim here and there. Lots of baskets were hung about, filled with artificial vines and flowers, so that the whole was quite attractive. In addition to the main lounge there was a smaller one, a smoking room, near the stern of the same deck.

"The SUSIE burned oil at this time, so her main deck was not taken up with big stacks of cordwood like many of the boats. The SUSIE was on her way to Dawson, and when we left St. Michael she towed four large barges of freight, two long, two wide, out ahead.

"While still in tide water SUSIE and barges got stuck tight. Four other boats were downstream from us, their smokestacks standing out in the rosy morning sky. The largest and most beautiful of the four was the WILL H. ISOM. Her large paddlewheel was more than half out of water. To improve the time we got in a rowboat and went visiting, first to the ISOM where we were made welcome. She was beautiful and was said to be the most luxurious boat on the Yukon. Certainly I have never seen anything to equal her. She had wide double decks, with ornamental posts and railings and a great deal of gingerbread. All woodwork was either white, touched up with gold trim, or gleaming mahogany. There was lots of red plush in the salon and diningroom, with baskets of flowers everywhere. And each stateroom door had a hand-painted scenic panel. She was a regular floating palace, but it was said that she consistently lost money. She was too heavy and required too much upkeep.

The SUSIE's captain was Capt. Newcomb and one of the pilots was his son Ralph Newcomb, Jr. Miss Clara Hickman also met the clerk, Harry Weber "who was known all along the river as 'Handsome Harry' and he was a regular heart-breaker, but so far as looks went, Ralph was almost his equal." She describes Captain Newcomb as "a very handsome man with gray hair and deep-set sparkling eyes that always seemed to be amused at something." She adds, "But this was deceptive; we found that the captain could be very sharp-voiced and stern when the occasion required."

"The river at night was said to be more beautiful than in the daytime, and Ralph promised that he would have us called on the first bright moonlight night when he was on watch. The call came about midnight and we dressed hurriedly and climbed the steep steps to the pilothouse where we found both Ralph and Harry. What a gorgeous sight it was---the sky completely clear, with about a million stars out. The Big Dipper, which we recognized, was first on our right, then on our left, as the SUSIE followed the twistings and turnings of the river. Over all a big silvery

moon made it almost as light as day. The mighty Yukon was as smooth as glass, with here and there a shimmering ripple, backed by distant, rolling hills. We shared the coffee and lunch brought up by a steward and stayed the watch out. Captain Newcomb, however, did not seem too happy when he found us there as he came on watch, so after that we were careful that he did not catch us there again."

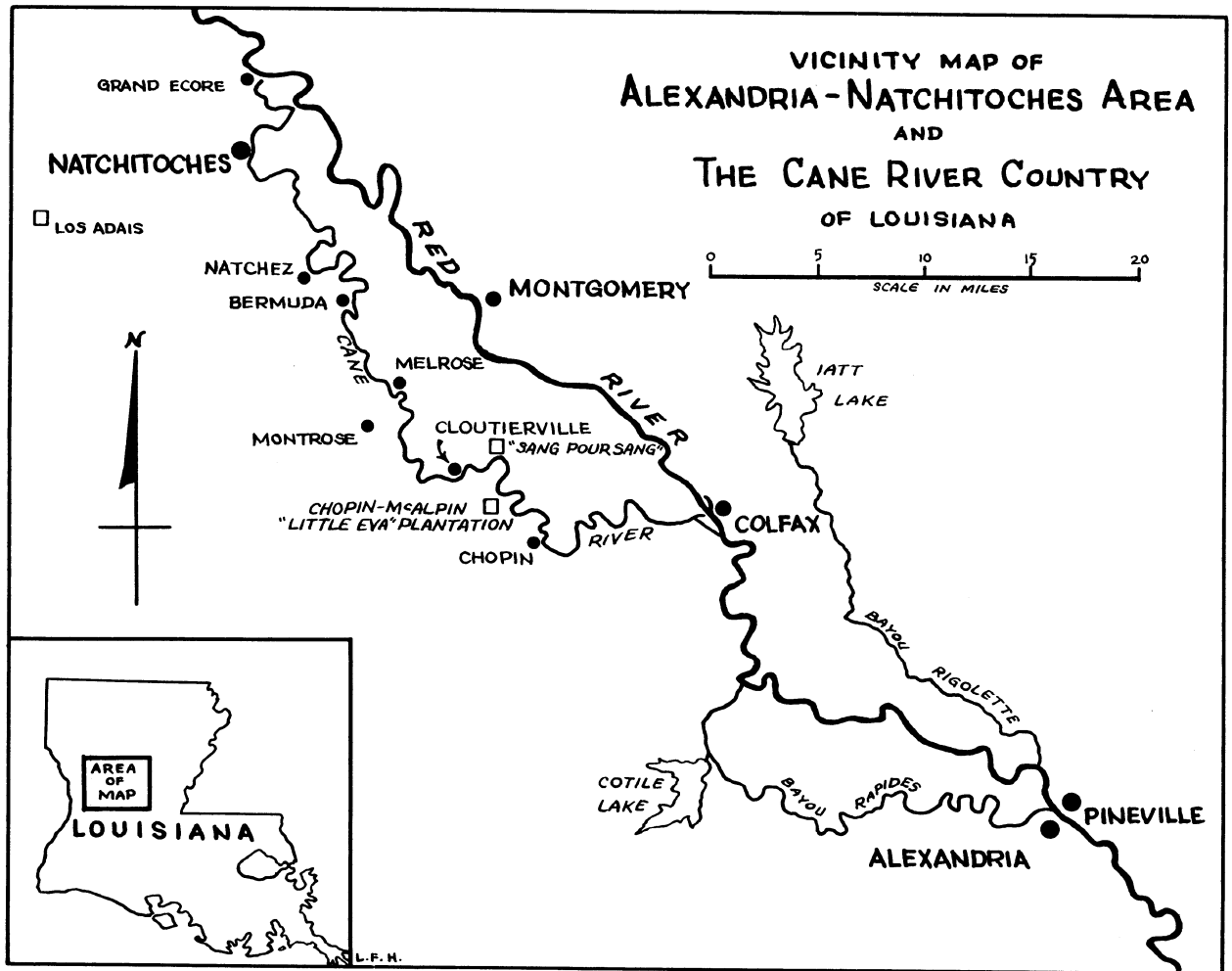
For the rest of this entrancing story, send your subscription to Alaska Journal, Box 4-EEE, Anchorage, Alaska 99503. Remit \$8 for American post offices, \$9 foreign.



TANANA at Eagle, Alaska
Born and died on Alaskan rivers.

This is the sternwheel packet mentioned in the accompanying story, which conveyed the author from the mouth of the Tanana at Fort Gibbon to Chena on her way to Fairbanks. Picture was taken at Eagle, Alaska, on the Yukon where boats up-bound leave the U.S. and proceed to Dawson located in Canada's Yukon Territory. The TANANA was built at St. Michael, at the Yukon's mouth, in 1904 and operated almost continuously until the fall of 1921 when she sank at Minto on the Tanana River. This picture is shown courtesy of the Eagle Historical Society. As to the fate of the SUSIE, we hear, unofficially, that she was dismantled at St. Michael where much ancient steamboat machinery and haberdashery still litters the shoreline.

Since preparing the above article William S. Hanable has sent us several more original Yukon photographs, among them one of the sternwheel packet HANNAH, for which our thanks.



YOU CAN STILL SEE IT

by Lloyd Hawthorne

ON THE ACCOMPANYING MAP you'll note that Cane River of Louisiana originates immediately north of Natchitoches at a place called Grand Encore (Big Bluff) and empties just across the Red River from Colfax.

The Cane originally was one of several channels that formed to accommodate the passage of water around the Great Raft when it plugged the Red below Natchitoches. As a result of the Raft there are many lesser streams and bayous lacing the valley today, but for the most part most are very shallow and insignificant. Actually, the Cane is no longer an active river; it is dammed in several places, which makes of it merely a long, narrow lake. Mostly it is used today for recreational purposes.

Grand Encore (away up at the left on the map) became an important river port after the Red regained its old bed (see June issue, page 14), and as a result Natchitoches lost much of its river commerce and was threatened with extinction. The railroad probably saved it. As steamboat activity waned, so did Grand Encore, and today it is little more than a name. During the Civil War the little river port was used by Admiral Porter as a disembarking place for troops during the ill-fated Red River campaign. There are existing engravings depicting this activity.

Even today the Cane River country is...different! In places along its length are sites little changed since the last century. A lot of history has moved along the river--Spanish, French, American--and remnants of each culture remain. While under French rule it was referred to as 'le Cote Joyeux' or "the Joyous Coast."

And for good reason. Across the Cane from Melrose Plantation (I've marked Melrose on the map) a mere half-mile away, is a colony of mulattoes, numbering about 2,000, which had origin in the eighteenth century as a sanctuary for the offspring of white travelers and plantation owners and slave women who attended them. Born free, the children were given enough land to make themselves independent and self-sustaining.

Strangely, these people owned slaves.

The place is named Isle Breville, and Lyle Saxon used it as a background for his novel "Children of Strangers."

Last year Melrose Plantation was bought by a large syndicate from out of state, and the first thing they did was to auction off all furnishings, even though most everything there held considerable historical value. Actually, the first to go was Francois Mignon, who migrated to Melrose Plantation many years ago, a transplant from Paris, France, to do some work. As in the case of the Man Who Came to Dinner he stayed, and became overseer and host. Mignon contributes a column to the Saturday editions of the Alexandria "Town Talk" and he's good. Since leaving Melrose he has taken refuge in Natchitoches, at New Haven

House, and it is from there he now sends out his "Plantation Memos." He is blind.

Prior to its sale, Melrose was the largest privately owned pecan plantation in the world. It may continue so under the new ownership. It was named in admiration of Melrose Abbey in Scotland, described by Sir Walter Scott in "The Lay of the Last Minstrel" and in several other of his works. Two brothers, Hippolite and Henry Hertzog, bought the Cane River plantation after the Civil War and were the ones who named it Melrose. The Big House was built in 1833 and has been in continuous use ever since.

Down the river from Melrose, near Cloutierville (pronounced Cloo-chee-ville) is the site where the Natchez Indians were literally eradicated from the face of the earth. I have marked Cloutierville on the map and also "Sang Pour Sang" (Blood for Blood) which marks the spot.

During the Civil War, and after defeats in the battles of Mansfield and Pleasant Hill, Union troops fled down the valley of the Cane and burned over one hundred plantation homes. The twelve which were spared, or overlooked, still exist in good repair. It was during this retreat that Alexandria was burned, contrary to General Banks' orders.

I have marked Los Adais at the extreme left on the map. The Spanish erected a fort and mission at Los Adais shortly after St. Denis founded Natchitoches in 1717. (Natchitoches was founded in 1714). Named after a local Indian tribe of the Caddo Confederacy, Los Adais was made the capitol of the Province of Spanish Texas and retained that status for about a half-century. Today nothing remains of the presidio except a marker. A few miles further west are the remains of old Fort Jessup, "the Cradle of the Mexican War" where Lee, Grant, Taylor and Jeff Davis were stationed.

Up the Red River from Colfax I've marked the town of Montgomery in big lettering, in its day an important steamboat landing. In recent years proof has been found that Montgomery is two years older than Natchitoches. In early days it was known as Creola Bluff, after Creola, the Indian princess. She married an itinerant preacher named Rogers and so became great-grandmother of Will Rogers who carved for himself a permanent niche with his homely philosophy and wit.

On the map just above Pineville I've indicated Bayou Rigolette, and ask Dan Owen if he can pronounce it. Locally it's Row-gully.

Francois Mignon in a recent column spoke of the

the old Antoine Prud'homme Plantation on the Cane River. "It was here," he writes, "in the latter part of the nineteenth century that Booker T. Washington came to devote himself to the writing of his justly famous autobiography, 'Up from Slavery.'"

Mignon recalls also that Melrose rightfully has claim to important literary creations. The library in the Big House was the workshop for, to mention some, Ruth Cross Palmer, James Register, Gwen Bristow, Irene Wagner, Lucille Carnahan, Mamie Bowman Tarleton, Harnet T. Kane and others. Just beyond the hedge at Melrose's Big House stands Yucca House "where Lyle Saxon wrote his most popular books about plantation life in Louisiana, such as: 'Children of Strangers,' 'Fabulous New Orleans,' 'Lafitte the Pirate,' etc."

"On the opposite bank of Cane River from St. Augustin's Church," recalls Mignon, "stands the home of 'Uncle' Simeon Metoyer. Although I have not been able to verify the fact, I am given to understand on good authority that it was to Uncle Simeon's house that Frank Yerby, author of 'The Foxes of Harrow,' came to pursue his literary work in the 1940's."

There is more; much, much more. This is a mere sampling of what exists in the traditions of the once-navigable Cane River country.

Lloyd Hawthorne's story of Cane River Country in this issue got us to speculating about the influence of Sir Walter Scott on rivers and steamboats. Mr. Hawthorne says that Melrose Plantation on the Cane was named for Melrose Abbey, or the ruins thereof, described by Sir Walter Scott in some of his best-known works. Scott's Ivanhoe resulted in the naming of two packets IVANHOE (built 1834 and 1848). Two sister side-wheelers at Memphis in 1864 were named REBECCA and ROWENA for the leading ladies in Scott's Ivanhoe novel. Then there was the CHILDE HAROLD built in 1848, and there were nine or ten river boats named ROB ROY.

Also we discover that there was a side-wheeler named COTE JOYOUSE, for the Cane River Country, built at New Albany, Ind. in 1842. We looked up the sternwheel packet MELROSE but find no connection with the Cane River Plantation--she ran out of Nashville in the 1850's. One of the more distinguished mansions at Natchez also is named Melrose but whether Scott or Melrose Abbey had anything to do with its naming we know not.

We are indebted to Mrs. Ronald R. (Sue Ann) Re for a clipping taken from the Shreveport (La.) "Standard" dated March 26, 1882, telling of the burning of the big sternwheel packet GOLDEN CITY on the Mississippi River just below Memphis the day before.

News of the tragedy had special significance at Shreveport.

"The deepest sorrow is felt for all who perished on the ill-fated steamer, but particularly for Mrs. L. E. Kouns and her three children, and Miss Nannie Campbell, who were among the lost," says the account.

"The sad news was broken to Capt. Lewis E. Kouns when he returned yesterday from upper Red River to this port aboard his steamer CORNIE BRANDON of which he is master. The word arrived in the form of a telegram sent by Capt. Noah Scovell from New Orleans.

"Mrs. L. E. Kouns left here Wednesday last week, on the JOHN D. SCULLY, bound for Lawrence County in Ohio, to spend the summer. She was accompanied with her three children, Bonnie Lee, aged five; George, aged three; and Rachel, aged one; also Miss Nannie Camp-

bell, a cousin of Capt. Kouns, who had been spending the winter with her in Shreveport.

"Mrs. Kouns' maiden name was Eva Browning, and she was a native of Boyd County, Kentucky, where Captain Kouns married her.

"Captain Kouns is a nephew of our fellow citizen, Capt. Matt L. Scovell, and is well known among steamboatmen generally.

"Capt. Noah Scovell left New Orleans for Memphis immediately after he heard of the fire. Capt. L. E. Kouns, accompanied by Alex Weiler, leaves here this morning."

Sirs: My grandfather was T. J. Hall who first was in the river business at Aberdeen, O. and then in 1897 moved the family to Newport, Ky. and continued in the river business (retail coal, sand and gravel) at Cincinnati. He operated as T. J. Hall & Company. My father Fred E. Hall and my uncle Douglas P. Hall joined him in the sand and gravel business.

I never got to know grandfather T. J. Hall very well; his health failed and he died when I was aged eight. My father and uncle carried on the business until the mid-thirties.

T. J. HALL, II,
33 East Southgate Ave.,
Fort Thomas, Kentucky

Sirs: The story of the DIESEL being a packet for one week in 1927 is most surprising. This makes a good story for us to be telling on the CLAIRE-E.

Gene Fitch,
Hebron, Ohio 43025

Sirs: I certainly enjoyed the SENATOR CORDILL special. I had always wondered about her lower Mississippi adventures and that short trade between Vicksburg and Natchez, and you have answered my questions. I also enjoyed the description of her last sinking and could just feel it in my bones.

That was a good article about Bruce Edgington. He was as much a part of the DELTA QUEEN as the capstan. Last summer Bruce made a trip with us on the BELLE OF LOUISVILLE and we had aboard a "teen-hop." Bruce walked right down the middle of the dancefloor with teeny-boppers gyrating to rock-&-roll enveloping and blending the little man into their far-out melee. Later, when Bruce got safely to the pilothouse he inquired: "Say, what kind of music is that they are playing down there in the cabin?"

Clarke Hawley,
Str. BELLE OF LOUISVILLE,
Louisville, Ky.

Sirs: As a dyed in the wool Great Lakes ship buff, I was delighted to see the picture of the WILLIAM P. SNYDER, JR. in the March issue. The lakes SNYDER is 590 x 64 x 33, has a cargo capacity of 16,912 short tons, draws 22.3 loaded and 15.7 light, and her engines are rated 5000 hp. She was built 1912 at Ecorse in Michigan. In 1913 she set a cargo record, 464,000 bu. wheat

from Duluth to Buffalo.

Leslie F. Fultz,
110 High Street,
Pomeroy, Ohio 45769

=464,000 bu. wheat is 30 million loaves of bread, give or take a few. -Ed.

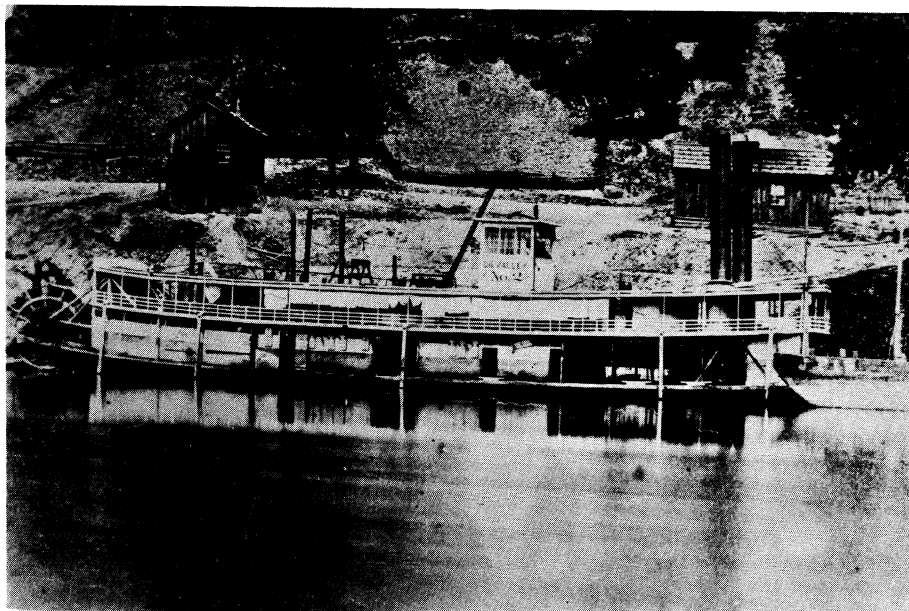
Sirs: I always hoped you would get around to doing a story on the SENATOR CORDILL. She played a big part to both of us and was about the end of our packet era omitting a lesser effort by the LIBERTY and OUACHITA to survive. Think if you will look at the picture I took of her cabin laid up at Pittsburgh you will note some blade fans and overhead lights in it similar to those in the early photo---they might have been removed later---seems to me we always had to have something to keep the flies moving while eating.

Wm. S. Pollock,
Dravo Avenue,
Beaver, Pa. 15009

NO WHISTLE BLOW in 1971, and that's official from chairman Walter W. McCoy.

Van Buren, Ark. has been in the news lately as one of the ports along the revitalized Arkansas River. A famed native of Van Buren was Bob Burns, a radio star before TV, who played a weird instrument of his own design which he called his "Bazooka." The weapon firing armor-piercing missiles developed during World War II was named for Bob Burns' musical pipe.

Navigation charts of the Arkansas River are now available from the U.S. Engineers. There are two sets: Mississippi River to Little Rock, \$2; and Little Rock to Fort Smith, \$1.50. Order from U.S. Engineers, Box 867, Little Rock, Ark. 72203.



The above towboat is the OIL VALLEY NO. 2. This picture was saved by Capt. John F. Rust of Gallipolis. Captain Rust recalled this: "After getting my pilot's license in 1878 my first trip was to New Orleans and back on the OIL VALLEY NO. 2, commanded by Capt. James Summers." This towboat was built at Freedom, Pa. at the McCaskey & Kerr yard, summer of 1870 on a hull 135 x 28, for Capt. T. J. Stockdale and Thomas and William Jackson of Pittsburgh. The machinery, boilers, etc. came from the prior OIL VALLEY which had been wrecked on the Emlenton bridge, Allegheny River, in April, 1870. They towed Allegheny petroleum to Memphis for the Memphis Gas Co. and also made deliveries to St. Louis. In 1873 a February flood sank her at Pittsburgh to within two feet of the roof. She was recovered and sold to Henderson, Ky. where she handled a railroad transfer operation. A firm styled Kanawha & Ohio Transportation Co. then towed Campbell's Creek coal to the south. Eventually she was rebuilt into the SPRING HILL (1884) which became the R. K. WELLS.

Sirs: The picture of the Chattanooga choo-choo in the December issue is interesting. Here is news for you: There isn't any Chattanooga choo-choo any more. The Southern RR discontinued the last Cincinnati-Chattanooga train (the Royal Palm) and so this line now is "freight only."

I have been doing some train riding while it's still possible and haven't found a very encouraging picture. The B&O main line Washington to St. Louis runs only one train each way daily, made up of only one coach plus some mail and baggage cars.

Two weeks ago aboard the C&O's George Washington I was surprised to see how much this flagship train has been trimmed. When the C&O introduced it in 1932 "to celebrate the two-hundredth centennial birthday anniversary of the father of transportation in America" they heralded "the most wonderful train in the world." Today you can't have dinner in the diner on the Washington-Cincinnati run. A full-length dining car (and the only one) operates on the George Washington's Louisville Division and I was informed by a C&O employe that this is done because fewer people ride the Louisville section.

Today only two Pullmans and just two diners operate out of Cincinnati. Capt. Donald T. Wright's favorite train, the Panama Limited, considered one of the top five trains in the U.S., today makes its 921-mile trip Chicago-New Orleans without sleeping cars. Until just recently it was one of the two all-Pullman trains left in the entire country.

Bright spot? If you want to go to New Orleans from Cincinnati, catch what remains of the L&N's Pan-American which still carries sleepers, and hauls a diner in which great ham dinners are served south of Louisville. The best remaining train out of Cincinnati is probably N&W's Pocahontas; not only does she carry a good dining car and Pullman but also a dome car on its run through the mountains to Norfolk. N&W has done away with first class fares; it's now possible to ride in a private Pullman roomette for less than ten bucks. I've ridden it twice recently--both times on time.

Roddy Hammett,
Willow Island, W. Va. 26190

=If the river ever dries up we'll run some passenger trains. Meanwhile we are gazing at a copy of the Orlando (Fla.) Sentinel to see a picture of S&D member Ed

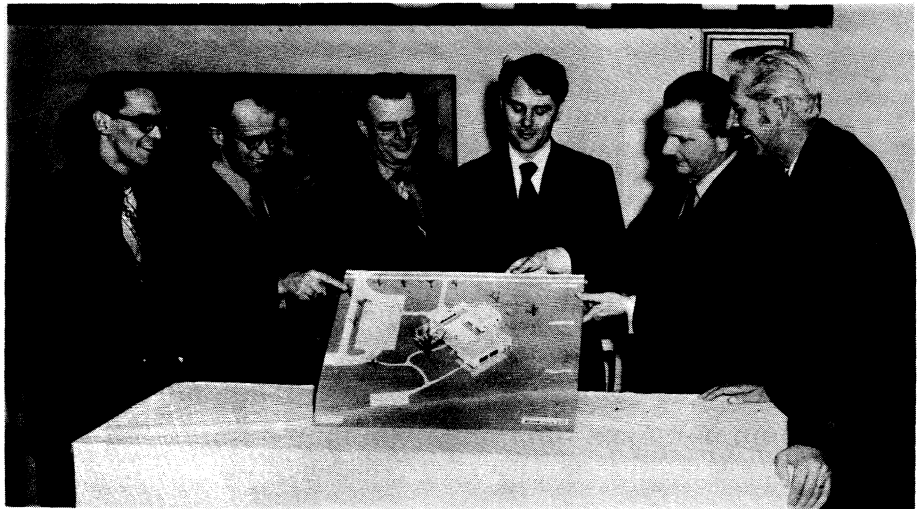
Mueller, secretary of the Florida State Dept. of Transportation. Ed has been plumping for Railpax inclusion of Tampa-to-Orlando rail passenger service. -Ed.

HE WOULD RATHER FIGHT THAN SWITCH Story About Captain Leathers.

R. D. Somervill, 2502 Oak St., Parkersburg, W. Va., sends us an old news story from the New York World, undated, but probably in the mid-1880's. Here it is:

Captain T. P. Leathers, of New Orleans, has been in Washington for the last three or four days. Captain Leathers is one of the few survivors of the old line of steamboat captains of the Mississippi River. Captain Leathers is six feet four inches in height, a round, powerful figure, harmonizing well with his great stature. His head is very large and massive, and looks as if it were hammered out of copper. His short iron-gray hair is very crisp and strong, being brushed back carefully from a low, broad forehead. His eyes are a clear gray blue, deeply set under cavernous eyebrows. His nose is a drooping Roman. Under it is the fiercest of white grizzly mustaches. His square, vigorous jaw is covered with a white, close-cropped beard which is so thick that it looks like soft wool. He dresses with the greatest neatness. His linen is of the finest character. His broad chest is decorated with the most delicate and finest of ruf-

files, in the folds of which appear here and there large gleaming diamonds. The captain is the owner of the steamer NATCHEZ, one of the best boats on the Mississippi River. He is one of the most desperate of fighters for the carrying trade of the Lower Mississippi. He would rather fight and run at a loss than pool in with his opponents and make money. He has run for forty-nine years this fall, and during that time has never lost the life of a single person intrusted to his care. Although he is over sixty years of age, he looks good for a hundred. He makes some very startling statements about the Mississippi River. He says the day of steamboating has gone by, never to return. The railroads have destroyed the waterways of the country. The Mississippi is now being diverted gradually into the Atchafalaya River. Each year more and more of its water runs into this stream. It is only a question of a few years, in his opinion, when the entire Mississippi will be diverted into this channel of the Atchafalaya, and will leave New Orleans, which is now a seaport, a dry inland town. He thinks the fate of New Orleans is sealed unless something is done very soon toward correcting this break in the Mississippi. He openly expresses his disbelief in any thing being able to remedy it now, although he thinks that no harm may be done perhaps in trying.



The New River Museum

The unveiling of the proposed River Museum at Marietta on Friday, February 26, 1971. From the left: Jerry Sutphin of the U.S. Engineers, Huntington; Daniel R. Porter, director of Ohio Historical Society; Claude Davis, member of the site selection committee; Frank Lee, architect; William Keener, curator of history OHS, and Charles C. Pratt, assistant director of OHS. Photo courtesy of Marietta Times.

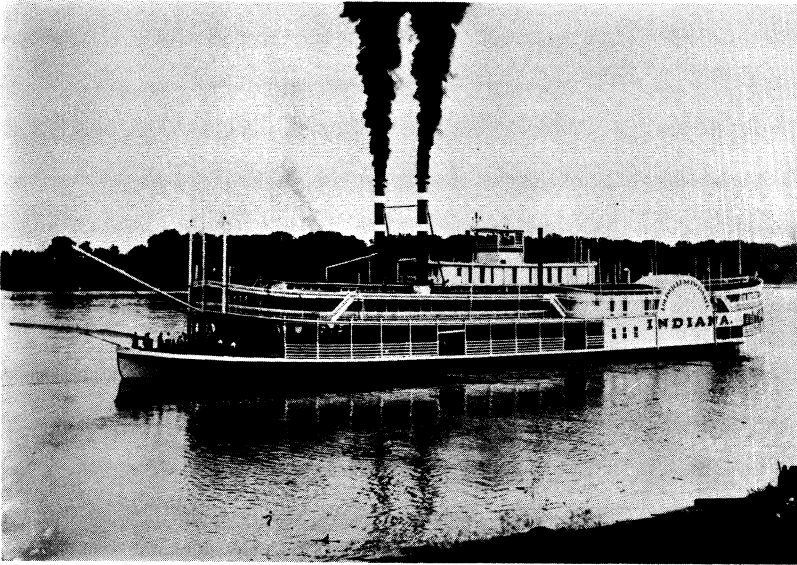
Somebody else might have done all this, but they didn't.

Call this free advertising if you choose; we call it self defense. Letters come to our desk all too often asking where plans may be procured for building river steamboats. There is only one answer and it's an easy one: Get in touch with

A. Lawrence Bates,
944 Logan Street,
Louisville, Kentucky 40204

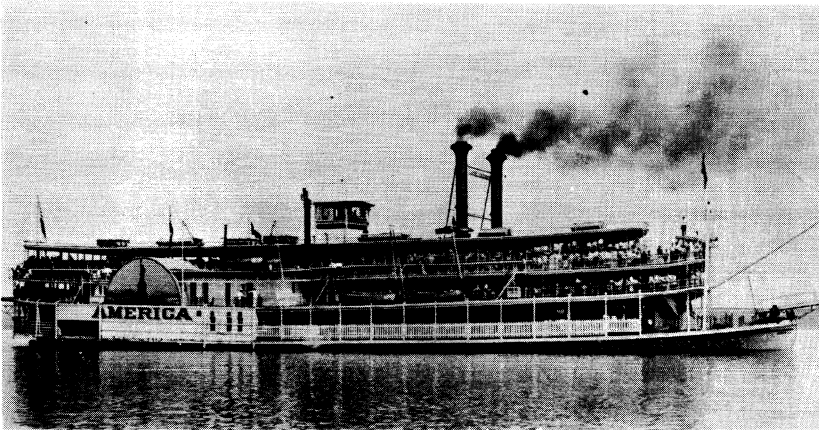
Architecturally he calls himself Lawrence but we who know better call him Alan. He's lately sent out a sheet detailing his wares, and that's what we aim to reproduce below--more legibly, we hope, than his job made on a duplicator which must have gone through the 1937 Flood with the mud still in its gizzards these 34 years later.

Here are the model plans Alan has to offer:



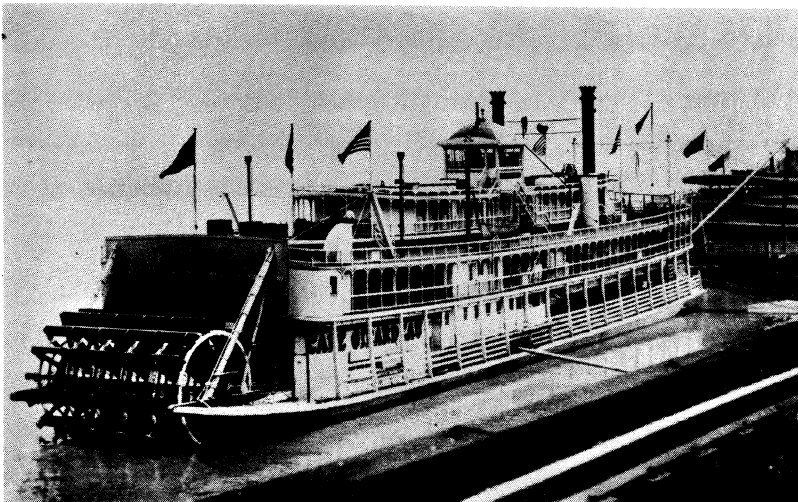
INDIANA The Louisville and Cincinnati Packet Company's beautiful side-wheel packet built at the Howard Ship Yard in 1900. She was fast (14 mph) and pretty. Hull size 285 x 45 x 6. Model size 42" x 10½" x 9". Plans include details of guard framing, pilothouse, cross section, rigging, boilers, whistle, bell, trim, paddlewheels and hull lines.

8 sheets \$ 6.25 per set



AMERICA The INDIANA burned in 1916 and was rebuilt as AMERICA, an excursion boat. The drawings show her final flowering just prior to her fatal fire of 1930, a very different looking boat than the INDIANA. Details of yaws, life rafts, framing, hull lines, boilers and trim are included.

8 sheets \$ 6.25 per set

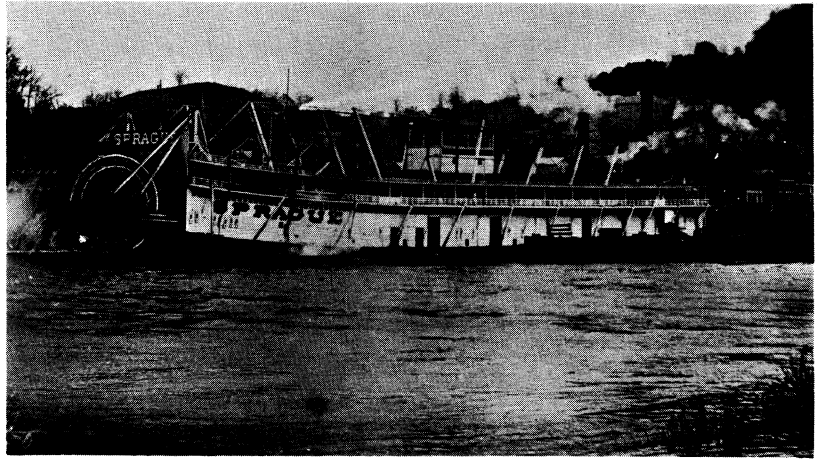


CAPE GIRARDEAU The last sternwheel packet built at Howards (1924) she was of the finest class with domed pilothouse, jig saw trim and the like. Hull size 210 x 38 x 6.5. Model size 34" x 5½" x 7½". Details include hull lines, whistle, bell, paddlewheel, boilers, trim and engines.

9 sheets \$ 6.25 per set

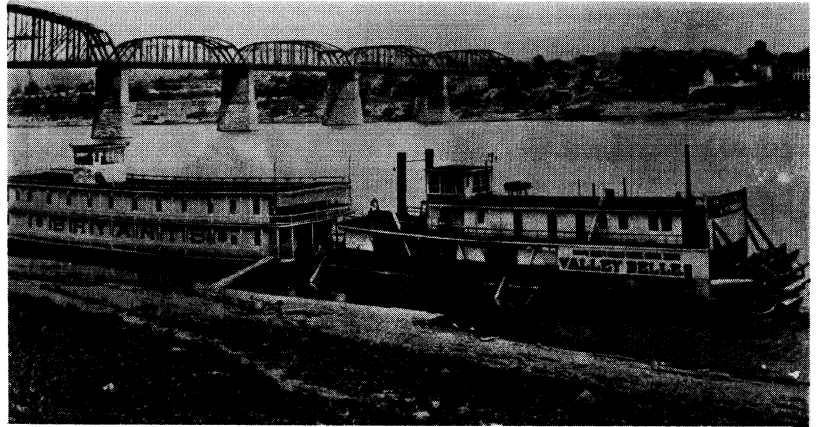
GORDON C. GREENE The CAPE GIRARDEAU became this much-beloved boat in 1935. She was a huge success as a tourist boat and was gradually altered into a very different looking vessel with glass enclosures, extra decks, etc. Hull and model size are the same as the CAPE GIRARDEAU. Details of hull lines, whistle, bell, paddlewheel and engine included.

9 sheets \$ 6.25 per set



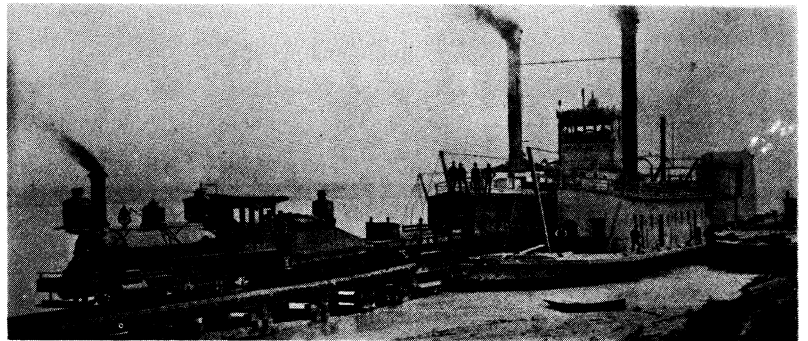
BRYANT'S SHOWBOAT This typical small showboat and the towboat VALLEY BELLE are in this set of drawings. The towboat was built at Harmar, Ohio in 1883 and remodelled in 1926 at Elizabeth, Pa. Model size 30½" x 3 3/4" x 4½" includes both boats (just mantel size). Cross section of showboat, calliope, boilers, bell and paddlewheel are included in the details.

6 sheets \$ 4.10 per set



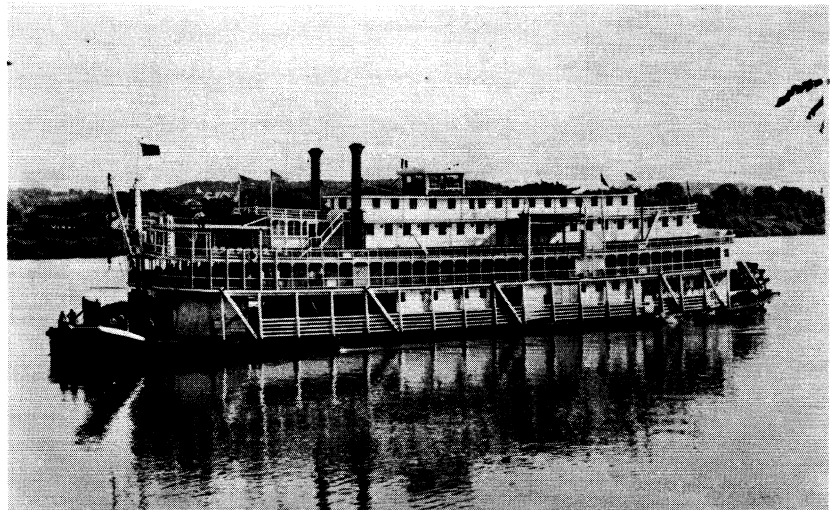
PACIFIC this was a six-car side-wheel railway ferry, or transfer boat, built in 1878. Hull size 222 x 35.8 x 6.1. She makes an extremely interesting and colorful model with much bracing and framework exposed. A train of antique HO gauge cars on deck will add further interest if you so choose. Modern cars are too big for her. Plans include hull lines, longitudinal section, shore loading installations and even a side view of an old-time locomotive. Model size 28½" x 8" x 7". A model of the boat plus incline trackage on our HO model railroad measures just under six feet in length.

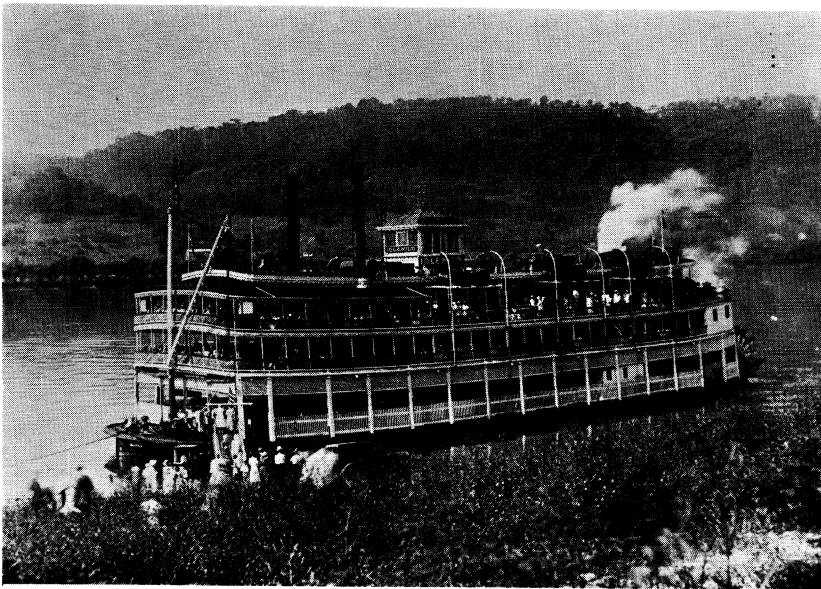
8 sheets \$ 6.25 per set



SPRAGUE The largest sternwheel towboat ever built (Dubuque, Iowa, 1902). Hull size 276 x 61 x 7.4. Handled the largest tow on record (up to 1971 anyway) of 67,307 tons of cargo. She was retired in 1948 and is presently disintegrating as a museum at Vicksburg, Miss. Details show hull lines, pilothouse, her record tow of 1904, cross section, typical coalboat and engines. Model size 40" x 8" x 8 3/4".

8 sheets \$ 6.25 per set





IDLEWILD Sternwheel packet built by James Rees & Sons Co., Pittsburgh, 1914. Hull size 157.5 x 36 x 5. She ran on the Mississippi in the Memphis vicinity for many years and later became an excursion boat. Drawn as originally built. Model size 26½" x 5½" x 7½". Plans include hull lines.

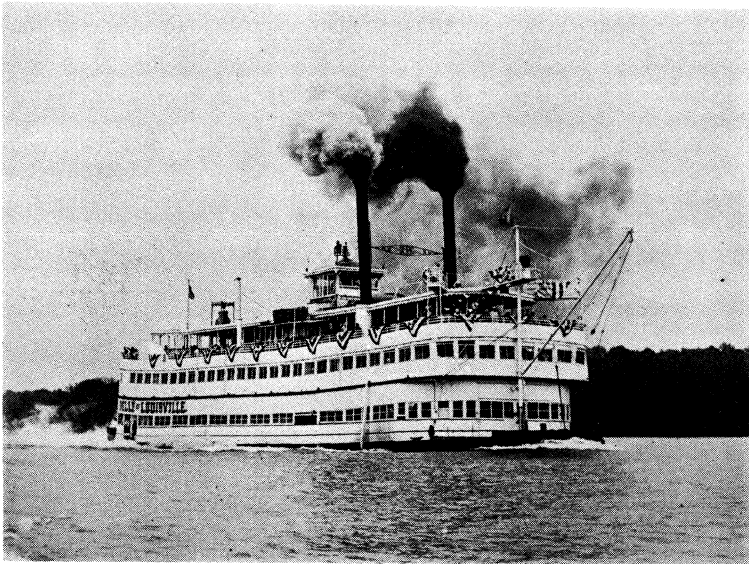
7 sheets \$ 5.00 per set

BELLE OF LOUISVILLE After many adventures the **IDLEWILD** became the famous **BELLE OF LOUISVILLE**, last of the western rivers sternwheel steamers, and a very different looking boat than the **IDLEWILD**. Still running as of 1971. Hull size 157.5 x 41 x 5 has lately been extended to 167.6 x 41 x 5. Model size 26½" x 5½" x 7 3/4"---or---27 3/4" x 5½" x 7 3/4" according to the old or new hull size. Plans show the smaller hull. If you want the longer version say so in your order. Plans include hull lines and cross section.

8 sheets \$ 5.00 per set

OMAR In 1936 the Dravo Corporation built the **OMAR**, **JOHN W. HUBBARD** and **CHARLES T. CAMPBELL** from the same set of plans. Hull size 171.5 x 34.6 x 7.2. With prudent reference to photographs you can also build **CHARLES DORRANCE**, **JOHN J. ROWE** or **ORCO** from these plans. The **ORCO** was the last Ohio River steam sternwheel towboat when she quit in 1961. Model size 25 3/4" x 4 3/8" x 6 3/8". Details include hull lines, cross section, pilothouse, lettering and a standard hopper barge.

8 sheets \$ 6.25 per set



The model sizes quoted herein are 1/8 scale, by the way (1 to 96).

"This enterprise does not earn a profit," says Alan in his leaflet, "and is merely a means for one hobbyist to share with others in a small way. It is a sideline to our profession and must stand aside for more urgent priorities. For this reason delays in shipment are inevitable. Inquire after two weeks if you have not yet received your order and you shall receive a weak excuse soon thereafter."

The guy has wit. You may wonder why he doesn't quit drawing lines with rulers and write a book. Aha. He has written two. Both good.

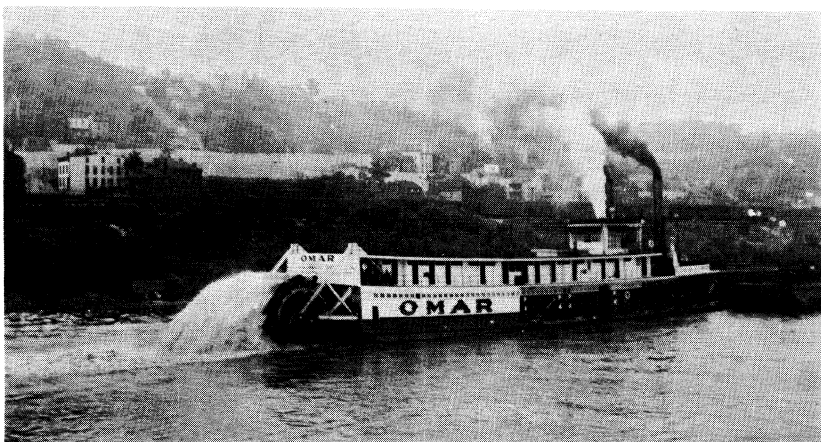
THE WESTERN RIVERS STEAMBOAT CYCLOPEDIUM A modellers handbook of details. 159 drawings show everything from an acorn to a yawl, including bits, bustle, codwad and cocked hat. Acclaimed by critics and modellers the world around. Paperbound, sewn, 8½ x 11 pages. Clear and authoritative text. Students and casual hobbyists will like this one. \$ 5.10

STR. BELLE OF LOUISVILLE This is the entrancing yarn of the first three years of this boat's success story written by the mate, Alan L. Bates. The antics of the crew, the passengers, and of the boat itself are related with charm and wit. 154 pages. 48 sparkling photographs, maps, and a glossary.

Paperback \$ 2.10

Clothbound \$ 4.10

Prices of everything include postage and handling at surface rates in the United States. Terms are cash on the barrelhead.



Sirs: I am interested in the whereabouts of a river boat known as the WAR EAGLE. The reason is that I have been doing some research on the background of our family during the past year and the WAR EAGLE has entered the scene. My great-grandparents moved from Decatur, Illinois to Stewartville, Minnesota in 1864. Supposedly they went north on the Mississippi River on this boat, disembarking at Winona, Minnesota. It was an eventful trip for them, as a baby boy of theirs died enroute and they were almost robbed at Winona while disembarking. If the boat is still in existence, it would be interesting to visit it and look at the passenger list, if one was maintained.

David E. Beach,
205 Conklin Avenue,
Grand Forks, North Dakota
58201

=The odd part of this rather innocent hope on the part of Mr. Beach (it's been a long time since a steamboat has visited his hometown of Grand Forks) is that the WAR EAGLE he speaks of does indeed exist. Her wreck lies in Black River near where that river empties into the Mississippi within the north city limits of LaCrosse, Wisconsin. In 1932 during very low water the hull was exposed and souvenirs were taken from it by local natives. Among other things, they got the melted roof bell. The WAR EAGLE burned at that location on May

15, 1870. Later an organized search was productive of other goodies. Dr. Lewis I. Younger, president of the Winona County Historical Society, came up with a sewing machine, glass bottles, and a horse-drawn seed drill with patent date 1865 on it. It runs in our mind that there was some rhubarb about the audacity of Minnesota historians plundering a steamboat wreck in Wisconsin, but maybe not. -Ed.

In the December 1970 issue we ran a photograph of the packet OHIO taken at Madison, Ind. In the foreground was a covered deck barge named MAJESTIC. We asked if anybody knew about it. Now we have the answer from Capt. Pat Mason, 615 East Sunrise Boulevard, Fort Lauderdale, Fla. 33304 but first we'd better tell you about Capt. Pat. He's up around 80 and he and his wife are enjoying life in retirement. Pat was a pilot and river jack-of-all-trades in the Cincinnati-Louisville and Kentucky River area who started out on the towboat REBA REEVES in 1904.

The MAJESTIC, he says, was constructed at Levanna, Ohio, and was first known as the ALFRED M. SLACK. She was used to transport grain to the Camp Nelson Distillery (below Lock 8, Kentucky River) and sometime later the barge was bought by the Kentucky & Ohio Transportation Co., renamed MAJESTIC, and was continued in the grain haul. For a time the towboat JOHN MACKEY did the towing of the barge, and Capt. Pat Mason was on her at the time. The barge was built in the early 1900 period, to the best of his recollection. Pat conjectures that the reason the MAJESTIC shows in the picture at Madison is because later on grain was shipped into Madison by rail for the Rickwood Distillery across the river, and ferried across by barge.

Capt. William S. Pollock called on Pat Mason this past winter, having seen his name in The Waterways Journal, and then looked up his address in the Fort Lauderdale phone book.

Sirs: Of all the things I could comment about in the March issue of S&D REFLECTOR it's that two-story privy that draws this letter. I never saw the one you tell about at the President Hotel but for years Cannelton, Indiana, has boasted about their two-story job. It served Huber's Saloon (no kin to Leonard V.) and his

family, one elevation for each. The family upstairs above the saloon walked across a bridge from their second-story back porch and had the upper hand on the saloon patrons who utilized the one on the first floor.

The secret of the whole thing was a moss-covered hollow rear wall. Now all that's long been gone. A "tavern" still does business at the old stand, still under the Huber name.

Bert Fenn,
Box 157,
Tell City, Indiana 47586

=Detective S. Durward Hoag in his historical dredgings established the existence of a brick two-story edifice at the Mansion House in Marietta, right on the premises of the present-day Hotel Lafayette. -Ed.

Sirs: The March issue is very interesting. I remember the SENATOR CORDILL, and I have heard my father speak of the MINNIE BAY.

Alene Stottlebower,
614 West Second,
Madison, Indiana 47250

Sirs: I delayed dinner and then spent the evening reading the story of the SENATOR CORDILL. Am sending it to my brother for his birthday.

Madeline Day,
1811 Covert St.,
Parkersburg, W. Va. 26101

The Daily Gate City.

TUESDAY MORNING, MAY 16, 1870.

NEWS BY TELEGRAPH

Terrible Conflagration at La Crosse--Great Destruction of Steamboats and other Property.

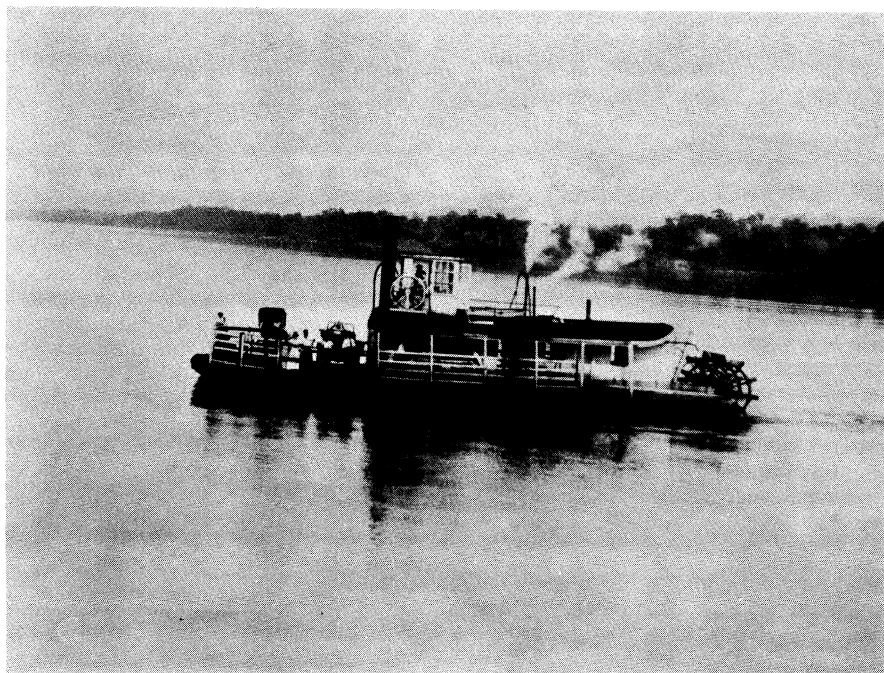
FIRES.

CHICAGO, May 16.—Further accounts of the great fire at LaCrosse yesterday, state that the entire loss is estimated at \$300,000, at least one-third of which falls upon the Packet Company. The depot buildings and elevator attached cost at least \$100,000. The War-Eagle had about one hundred tons of miscellaneous freight on board, and the warehouses contained forty or fifty tons of merchandise, of various descriptions. The American Merchants' Express Company lost about \$15,000, in goods and cash on the steamers. Nine second class passenger coaches, one each baggage, mail and express cars, and six freight cars were also consumed. So far as is known only two persons are missing. Ulrich, of LaCrosse, and the barber of the boat were lost. Their bodies have been recovered. A passenger, an old gentleman, is missing. The steamers Keokuk and Mollie Mohler, lying near, had a narrow escape from burning, the former vessel being badly scorched.

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, and see you there.



Thanks to Roy Barkhau you are gazing at the ferry EVA EVERT which used to paddle her way between Vevay and Ghent on the Ohio River. If you have sharp eyes or, better yet, a magnifying glass, have a look at the pilothouse and see what we think we see. The pilot has his arm reached from an open sash and is steering the EVA EVERT with a pilotwheel placed fore and aft out there alongside. This situation leaves us speechless. This ferry was built on the grade at Vevay in 1900, but it runs in our mind there was a former EVA EVERT before that time. When we were running the BETSY ANN in the Pittsburgh-Louisville trade, summer of 1930, the Vevay-Ghent ferry was the ROBT. T. GRAHAM owned by a gentleman of the same name. We showed her picture in the Sept. '64 issue of this magazine, loading two elephants at Ghent. In the Dec. '64 issue Alene Stottlebower surprised everybody by recognizing the elephants. So...somebody tell us now why the out-door pilotwheel on the EVA EVERT.

Sirs: My goodness, thanks for all those words and thoughts in the March issue about the DELTA QUEEN. In addition to your generosity today I'm impressed with the BETSY ANN's generosity 44 years ago when her passenger fare one-way Pittsburgh to Cincinnati or vice versa was \$17.50. Looks like groceries have gone up since those good ol' days.

Betty Blake,
Greene Line Steamers, Inc.,
Public Landing,
Cincinnati, Ohio 45202

Dr. Charles F. Leich of Evansville has river heritage. His paternal grandmother had two brothers, one of whom was Captain Julius Augustus Bernhard Lemcke, whose Civil War exploits aboard the side-wheel FANNY BULLITT have

been recounted in this magazine (June, 1970 issue, pages 21-27). Lemcke also was aboard the packet CHARLEY BOWEN when Capt. Henry T. Dexter faced a hostile mob at the Paducah wharfboat and delivered the U.S. Mail regardless.

Dr. Leich has prepared an interesting account of these men and their river adventures. The CHARLEY BOWEN incident at Paducah followed close on the heels of the SAM ORR piracy reported in our last issue. Capt. Henry T. Dexter, with origins along the Muskingum River, died May 9, 1872 aged 54, and is buried in the Oak Hill Cemetery, Evansville. His widow survived him until February 17, 1913. There were five Dexter children, the youngest of whom, Matilda, married James E. Lilly of the famous Indianapolis pharmaceutical firm.

One of the outstanding marriages" lately has been the consolidation of Water Resources Associated (the former Mississippi Valley Association) with the National Rivers and Harbors Congress. The senior partner in the affiliation was NR&HC, formed in 1905 at the suggestion of U.S. senator Joseph E. Ransdell of Louisiana. Ransdell thought up the idea aboard the packet QUEEN CITY then downbound Pittsburgh to Cairo with a Rivers & Harbors congressional committee aboard. The skipper of the QUEEN CITY was Capt. J. Frank Ellison, who became NR&HC's secretary with his office in Washington, D.C. Later S. A. Thompson, a Hoosier, was the perennial secretary.

At the time of the merger the president of WRA was F. A. (Bud) Mechling. President of NR&HC was Dale Miller.

Mr. and Mrs. George W. Bronson of Mountain Home, Ark., visited at Vicksburg aboard the SPRAGUE last summer. George's father, W. W. Bronson, was a superintendent during the SPRAGUE's construction at Dubuque, Iowa.

Capt. Donald T. Wright's famous roll top desk which he used in the offices of The Waterways Journal all the time he was owner and editor (1921-1965) now is on exhibit aboard the BECKY THATCHER at St. Louis.

This issue of S&D REFLECTOR reflects news and events which came to our desk up to April 12th last. Usually the April issue gets put to bed on May first. The reason for the advanced deadline was to allow the editor to grab a plane on April 13 to New Orleans where he hoped to visit friends for a few days (this is being written in advance) in company with H. C. Putnam. These two worthies planned to join the DELTA QUEEN departing New Orleans on April 16 for Cincinnati. Arrival at the latter port was scheduled for April 29. The cruise was under charter to the National Trust for Historic Preservation. An added attraction was the annual race at Louisville, Ky. between the DQ and her worthy opponent BELLE OF LOUISVILLE. How this all worked out will doubtlessly use up some space in the September issue.

Were you ever a boy in a river town,
 In the by-gone days when steamboats were rife?
 If you were then to you I need not expound
 On that old-fashioned, carefree, exciting life.
 Of the long summer days (how you loved them all),
 And again when the river was crammed with ice,
 How you watched its restless rise and fall,
 Swimming, boating and skating did you entice.

The river's strand in a deep, wide band,
 Composed of soft white and yellow sand.
 In the water cool, safe from sun's hot gleam,
 A boy could swim full of youthful vim;
 Then lie on his back 'neath a willow and dream
 Of things he'd do, when he older grew,
 And how those he knew would be proud of him!

Or, he'd lie in the shade and watch the boats,
 The boats that plied upstream and down,
 With musical notes from their whistles' throats,
 As they signalled to pass, or to land at the town.

Side-wheelers, stern-wheelers with log-rafts or barges,
 On this water highway were always in view;
 With spuming, ascending, loud 'scapepipe discharges,
 And paint brightly shining in many a hue.

Time has swept on and those dear days are gone,
 The boy and his dreams have vanished away.
 The river has changed: steamboats? -- Soon there'll
 be none;

Life now is tuned to a speedier day.
 The decades ahead will their marvels unfold,
 For it's off with the old and on with the new,
 We'll tour the high heavens (or so we are told),
 Progress can't be impeded -- I agree that is true.

Still, the wisest of men can learn from the past,
 No matter how much they have "on the ball,"
 But this I'll maintain right up to the last,
 From the future we learn -- simply nothing at all!

--Joseph E. Goold



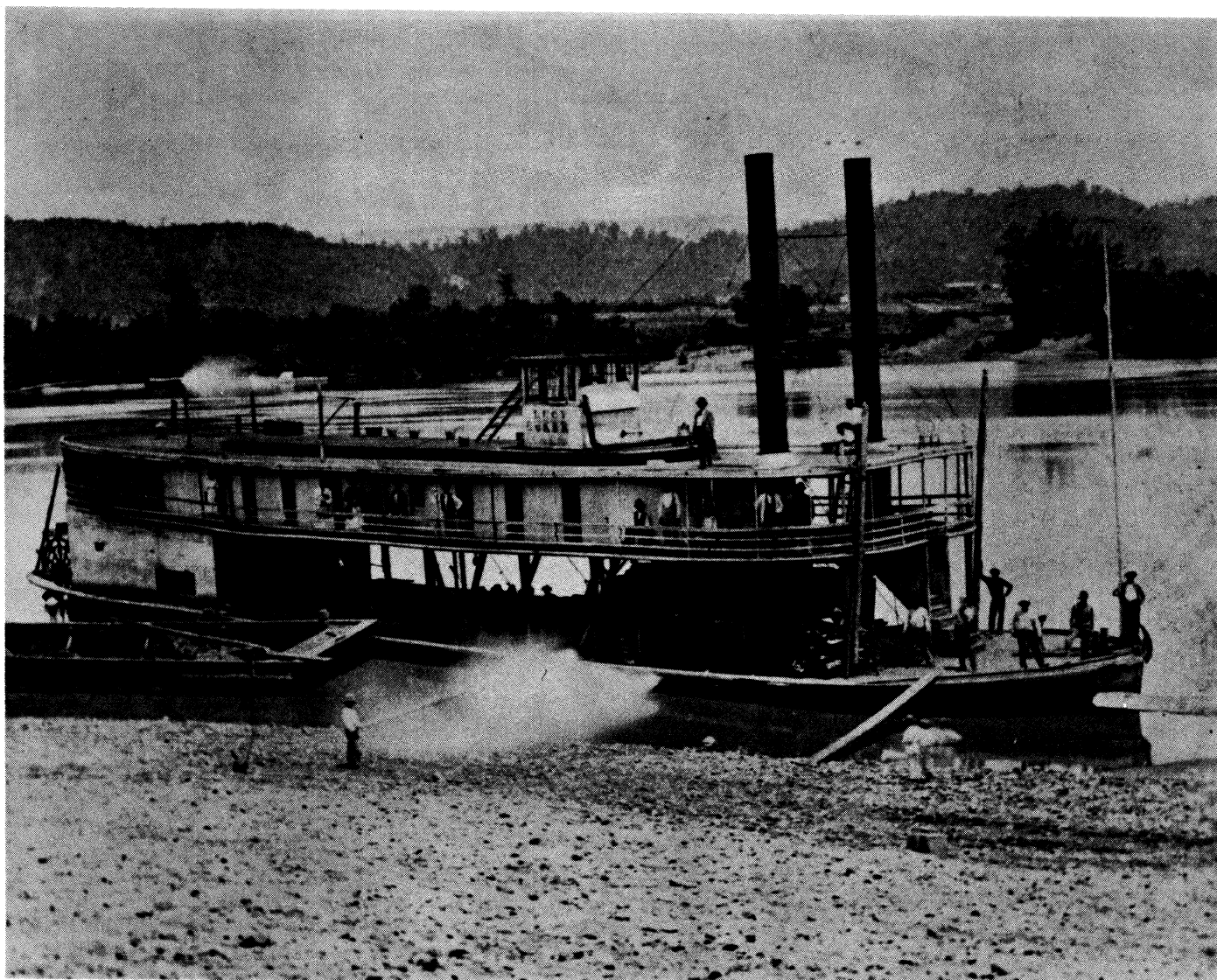
One sleepy Sunday morning Hubert M. Flora, a photographer, rowed across the Ohio River, or maybe aboard the ferryboat TRIMBLE, and took this picture. It shows a panoramic sweep of Madison, Ind., the "city 'neath the hills," named for U.S. president James Madison when he was campaigning for the office in 1808.

The wharfboat at the far left, a big barn of a thing, was away before our time. And that's the HATTIE BROWN alongside of it, the Madison-Warsaw local packet. The wharfboat of our recollection was built in 1905, so this picture dates before that--perhaps back to 1894. Please note the vast expanse of wharf frontage, some 2,000 feet of it.

What appears in the foreground as a paved road leading out into the river is a crib dike which curved out from the shore at Milton, Ky. in a downstream direction. Numerous dikes of this

type were built in pre-lock-and-dam days to funnel water into a restricted channel thus prolonging navigation during low water seasons. Such dikes were useful--yes--but also something of a hazard when the river rose and covered them. For many years the U.S. Lighthouse Service maintained a float light (white) on the Madison dike to warn pilots by night.

Even so, the large side-wheel CITY OF MADISON hit the dike shown above and was wrecked on it one night in 1894. When the level of Dam 41 at Louisville was raised in 1920 the Madison dike was torn out. But all in all, take away the dike and the wharfboat and the HATTIE BROWN and this picture would well serve as a modern view of Madison, Ind. on any sleepy Sunday morning in summertime.

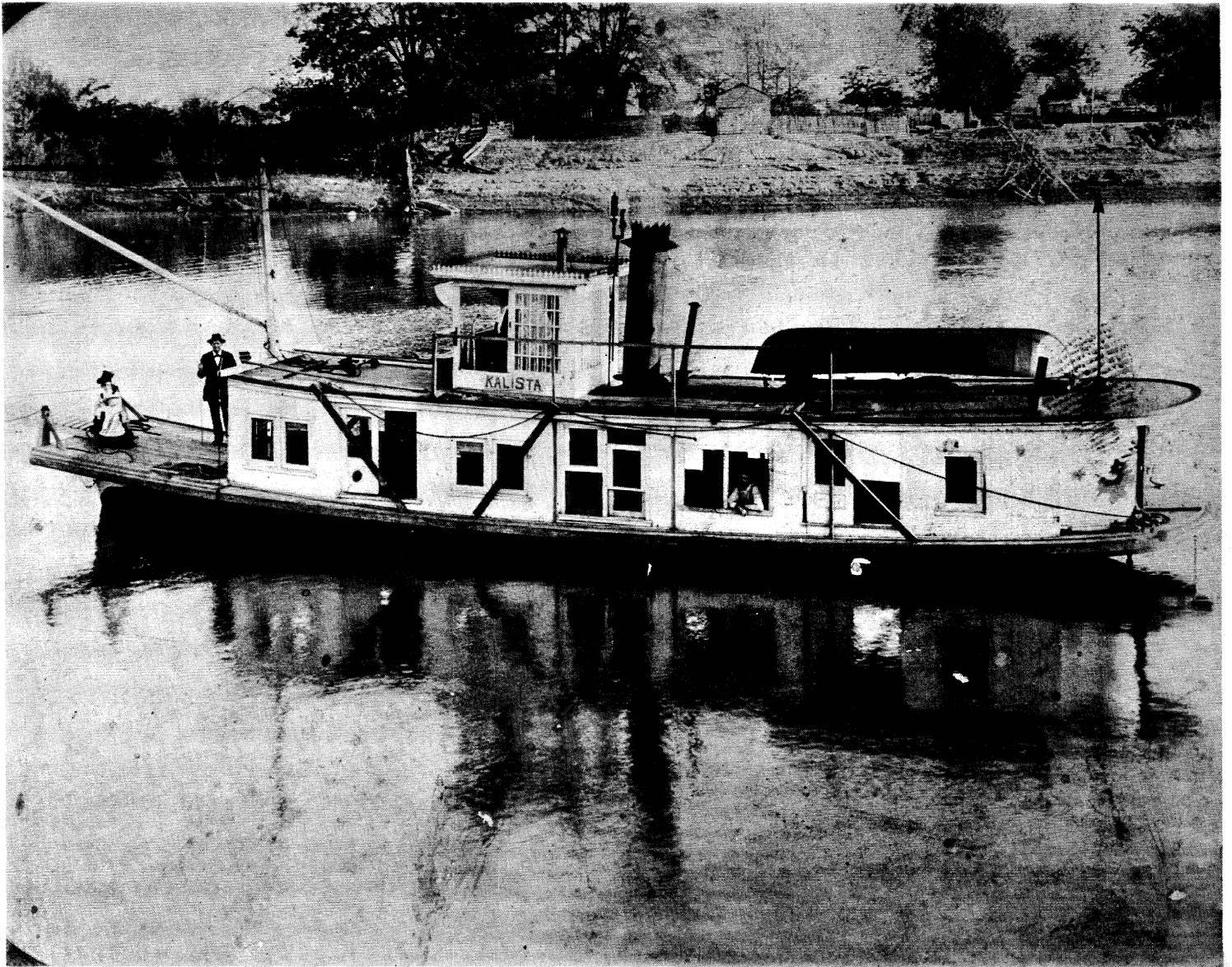


Here's a boat you probably never heard of, and never will again. Ed Mueller scoured up this picture, and it's the LUCY COKER away up the Upper Tennessee River, maybe at Chattanooga. No use to holler and ask the crew for the engineer is blowing out the mud drum (see the white steam erupting from under the guard) and nobody for blocks around can hear thunder. Come to think of it, this is about the only photograph we know about where such steam eruption is taking place. The roar has not been lost to posterity, and every time you hear a four-engine jet plane warming up for take-off, that's the old mud drum business exactly, with, of course, a new modern scientific twist. Steamboat engineers always waited to do this job when they could cause the most trouble, like at a landing when the clerk wanted to discuss business, or better yet at dinner time when the passengers were fresh at the table and couldn't see what was happening, and there were always at least a half-dozen of them ignorant of boats who thought the boilers had blown up. Some engineers preferred to wait until late at night with everybody in bed--it was always good for a scene in the cabin with ladies in nightgowns all atremble rushing for the boat's office. Passengers usually depended on the clerk that way.

What we don't know about the LUCY COKER would fill this magazine, but she was built a.d. 1869 at Knoxville, Tenn. and her skipper was Capt. W.

C. Henegar. Henegar was a celebrity up in those parts for he had been all the way to Washington, D.C. and back getting a U.S. Mail contract for his boat (which he accomplished) and while there he stopped in the White House and had a chat with U.S. president U.S. Grant. When you shook hands with Capt. W. C. Henegar you were grasping a hand which had shaken hands with U.S. Grant and that was a fact.

Nine years later the LUCY COKER was relegated to the boneyard, and they took her down to Henry's Mills, Tenn. and transplanted her engines and stuff into a new boat building there which came out in 1878 named CHATTANOOGA. It ran ten years until one day the pilot got careless and went downstairs while his boat was running full steam, leaving the texas tender holding the wheel. What the pilot said was "Hold her a minute," which is literally what the black man did. He held the wheel in a grim death clutch so's it wouldn't turn a mite and ran the boat full head right into the bank without bothering to ring any bells. The speed of the CHATTANOOGA wasn't phenomenal, but she managed to surprise everybody at that, when under full steam she commenced mowing down cottonwoods and willows and planted herself clear back to the boilers on the beach. They said afterwards in the news reports that she sank, if you call that sinking.



If you lived in Calhoun, Ky. in 1901 and wanted to go to Owensboro (many did) the easy way was to climb aboard the KALISTA and chug 8.7 miles up Green River to Livermore and catch the L&N. This steel hull propeller boat carried the U.S. Mail, passengers and light freight. Her skipper was Capt. J. Porter Hines of the famed Hines family which produced Duncan Hines ("This restaurant is recommended by Duncan Hines") and the modern Hines towboat clan of Bowling Green, Ky.

In 1902 J. Porter Hines sold a one-half interest in the KALISTA to Walter G. Hougland, and so launched today's Hougland Barge Line and affiliated operations based at Paducah.

Now an odd part of all this is that the KALISTA was not native to Green River. She was built in 1892 on Lake Erie at Geneva, O. (about midway between Cleveland and Erie) and was transported by railroad to Cincinnati, so the story goes, to become a private yacht. That's where Porter Hines found her--at Cincinnati. At various times she was operated on schedules between Evansville and Spottsville; then Calhoun-Livermore; and finally Morgantown-Bowling Green. The steam engine and boiler were removed in 1905 and she was converted to gasoline. On November 11, 1917 she burned at Bowling Green.

Our thanks to C. W. Stoll for the picture.

Sons and Daughters of Pioneer Rivermen

89 Park St., Canal Winchester, O. 43110

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