

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 8, No. 3

Marietta, Ohio

September 1971



How long since a sternwheel passenger steamboat has been built with a wooden hull? Revise your estimates, you historians of the western waters. This picture was taken not so long ago along the bank of the Wisconsin River. The APOLLO (named for a predecessor) measures 108 by 22'4" by 4'1". She's framed of West Coast fir and the bottom and sides are planked with inch-and-a-half plywood.

You can see the first plywood attached (the white space at the right) and also you can see the two moving spirits responsible for this somewhat remarkable accomplishment. At the left, his arm on the forefoot, is Gerald L. Matthews, commercial artist born and raised in Wisconsin Rapids and now living in Wisconsin Dells. His partner at the right is Ardell Abrahamson, originally from Grand Forks, N.D., who came to the Dells a year and some months ago.

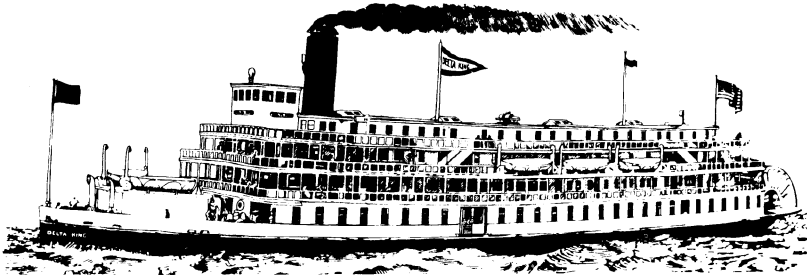
There used to be steamboats at Wisconsin Dells but not any since 1931. "I thought it was unusual that one hadn't been built since then," mused Gerald Matthews. "Everybody thought it would be too expensive."

Ardell Abrahamson just sort of wandered in, being interested in building a steamboat.

These two, with a lot of help, had hoped to get the new boat operative by July 21 last, a rather special day. For one thing it is Gerald's birthday, and it was on July 21, 1969 that the first human footsteps were made on the moon from the spaceship APOLLO II. But things are running a bit late. By the time this issue of the S&D REFLECTOR is being read the new steamboat may be paddling on the Wisconsin.

Read the details of the project in this issue on pages 32 and 33.

# SAVE THE KING!



Two years ago a group of West Coast river buffs chugged to Stockton, Calif. on the San Joaquin with a couple of tugs and stole a river boat. They hitched lines to her at night and made off with 285 feet of steamboat, the DELTA KING.

They cached her at Sacramento, on the Sacramento River, where she now is moored opposite the old California Transportation Co. (later River Lines, Inc.) dock where she and her partner DELTA QUEEN did business.

The hijackers now have incorporated and operate under the legal title of Riverboat's Comin'! Inc.

The boat's former owners, represented by Melvin Belli, a San Francisco barrister (who is said to own a 1/8 interest) promise to seek redress in California courts. So far the State of California has not interceded in behalf of either party, and no one has been taken to court for the towing caper.

Riverboat's Comin'! Inc. has issued a leaflet soliciting donations, the cover of which is a reproduced above at the top of the column. You can become a partner in crime; and if you send less than \$10 you are enrolled as a deckhand. If you send \$100 you are a commodore; those sending more than \$25 are captains, and \$10 or more gets you a title of first mate.

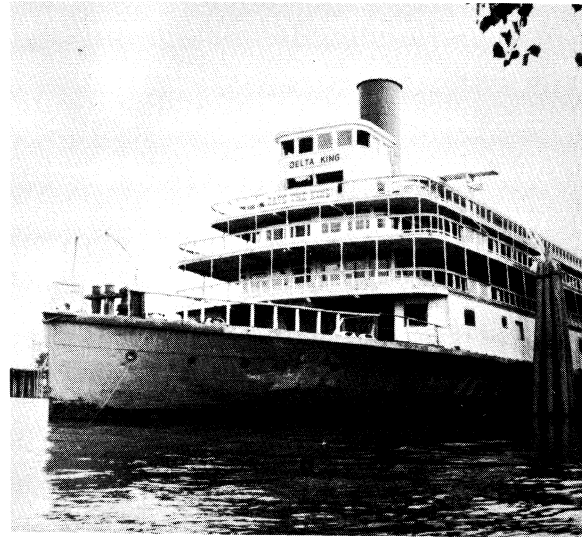
The leaflet also solicits volunteer labor for cleaning and refurbishing, securing materials and supplies, assisting at events or you name it. The headquarters are at Suite 501, 717 K Street, Sacramento, Calif. 95814.

King-pin of the insurgents is an ex-crew member of the DELTA KING, having served aboard during World War II, and for 34 years a history teacher, Ed Morgan, 6011 Fairway Street, Sacramento. In a recent interview he is quoted as stating, "I am the president of whatever society for the KING's preservation exists.." His goal is to restore the KING to her original condition as nearly as possible.

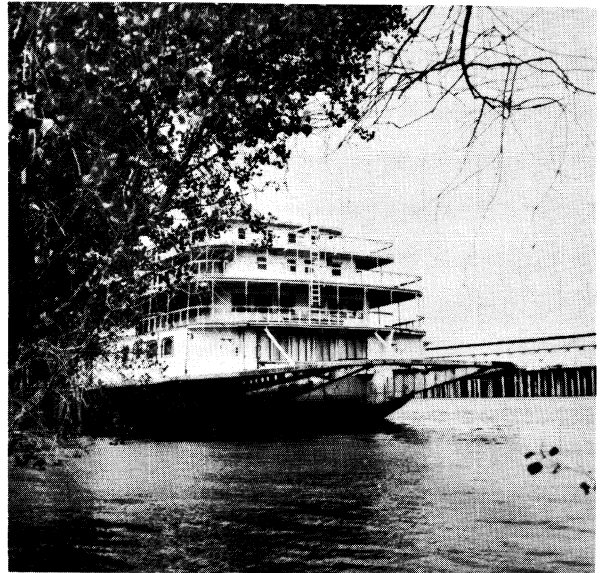
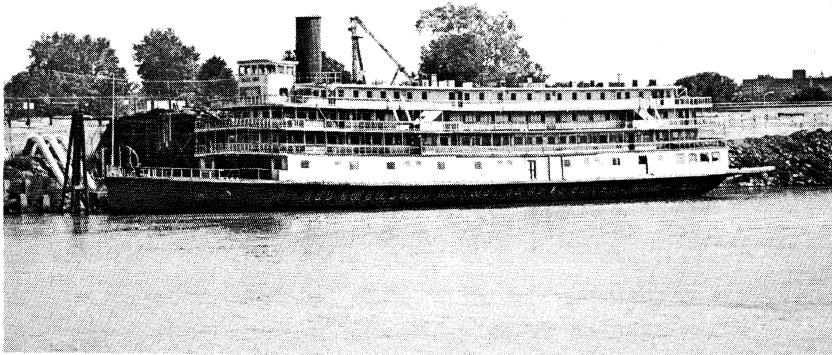
The machinery and paddlewheel of the DELTA KING were removed at the Fulton Ship Yard, Antioch, Calif. at the time she was taken up the Pacific coast to become a boarding house for workers building a dam in British Columbia. Much of this, including paddlewheel shaft and parts of the engines, was bought by Greene Line Steamers, and some--perhaps all--was removed to Cincinnati.

The condition of the KING's hull is none too good. She has been in salt water for extended periods with but a modicum of attention, if any. The Navy in World War II robbed her of cabin furniture, diningroom equipment and bedding. Even so, she still has in her the golden oak staircases, the natural wood panelling, the leaded glass skylights, the semi-circular overhead skylight dome with tapestries at the ends, and her teak railings. Somebody removed the whistle (which is a duplicate of the one on the DELTA QUEEN) and the original netted wire railing has been stripped off.

Admirable as the idea of restoring her may be, it may turn out to be an expensive nightmare.



Above and below by Dick Rutter, June, 1971.  
At left, from a post card.



The "Americana River Boat Album" containing full-color reproductions of the boat paintings by artist William E. Reed won for the Richardson Printing Co. a "degree of excellence." The contest was sponsored by North American Publishing Co., Philadelphia. Out of 882 entries, the Richardson-published boat album placed among the top ten. Robert E. Richardson who heads the Marietta printing firm, has won other coveted awards recently. The 3-M Company in January awarded to Richardson Printing first place national honor for a manual designed and printed for International Nickel Co., Huntington. There were 4800 entries. The annual report for the McDonough Co. of Parkersburg won Richardson the first place achievement award at the Huntington Advertising Club. Since 1965 Richardson has won 37 awards for excellence in full color offset lithography. And, we may add, they print the S&D REFLECTOR.

Sirs: My father Capt. Le Verrier Cooley liked to tell this story:

He was walking at a landing and an old colored woman was sitting there on a log.

"Howdy Aunty," he said to her, "How you feeling?"

"Poorly, poorly, Captain," she chuckled. "I'm just like the SENATOR CORDILL, up one day and down the next."

Vance Higbee, a close personal friend of mine, sent me the March issue of S&D REFLECTOR with the SENATOR CORDILL story in it. I remember the boat well.

Sophie Cooley Pearson,  
2155 River Road,  
Nine Mile Point,  
Westwego, La. 70094

Sirs: I notice with pride in the June issue that we are to have a new River Museum. From 1900 until 1907 I lived at the corner of Sacra Via and "the river road" as we called Front Street in those days. At that time there was a large brick house about on the site of the proposed Museum. In other homes nearby were the Gearharts and a boat painter named Amus Nutter. Then on up to the corner lot of St. Clair St. there were gardens along the riverfront. At the corner of St. Clair was a large houseboat out of reach of high water occupied by a man named Wagner and his mother. Wagner was a tattoo artist, traveled with circuses, and

his whole body was covered with tattoos.

Having lived in that area, and knowing how the floods rushed around our house, I can appreciate that the architects for the new Museum have given thought to elevating the buildings.

When excavation commences, tell the contractor to keep an eye out for one Barlow knife with a genuine bone handle. I lost it in that area and was considerably grieved. It had cost 25¢ at the Union Hardware on Second Street. The reward will not be commensurate with the sentimental value, but fairly based on a percentage of the purchase price.

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

Sirs: I have just finished reading the last words on page 11 of "Incredible Journey" and I am sorry the journey is over. When I originally read Will Percy's "Lanterns On the Levee" so impressed was I that I wrote him a fan letter, alas, too late, for I had not heard of his death.

Mary Wheeler,  
2435 Jefferson,  
Paducah, Ky. 42001

Walter Dow, Marietta historian, recalls a sycamore tree on Kerr's Island of gigantic girth. The top was blown off during a storm. "The Rowell boys, who were farming the island at the time," says Mr. Dow, "cut the stump off fifteen feet above the ground, roofed it over, cut two windows and a door, cleaned out the hollowed inside, and stabled two Clydesdale horses in this improvised barn they had created."

Our thanks to C. E. Montague, Jr. for a paperback blood-and-thunder story, "The Ashland Tragedy!" This is a facsimile reprint sponsored by the Boyd County Historical Society, Ashland, Ky. The original was published by J. M. Huff, Ashland, soon after the affair happened in 1881-1882. Two 'teen age girls and a young man, brutally murdered, precipitated a public uproar culminating in a massacre at the Ashland riverfront involving the local ferryboat and the steamer GRANITE STATE. This 48-page documentation is surprisingly well written and edited.

Our thanks to S. Durward Hoag for a subscription to The West Virginia Hillbilly. The June 12, 1971 issue featured a four-page spread of "Steambating On the Little Kanawha" which originally appeared in the March, 1969 issue of S&D REFLECTOR.

David Tschiggfrie has showed us an inspection certificate of the VERNE SWAIN (first) issued at Dubuque, dated June 1, 1900. At that time she was described as having high pressure non-condensing engines 12's- 6½ ft. stroke, and two Western style boilers, each 20 ft. long and 40 inches in diameter. These boilers were new in 1893. The inference here is that Capt. John Streckfus, who owned the boat 1889-1900, took off the original cross-compound Swain engines and the "locomotive" boiler perhaps in 1893. If you would care to do a bit of sleuthing, look again at the pictures of VERNE SWAIN, page 18, June issue. Then look at the picture of SPEED on page 23. The smokestacks on the SPEED are set considerably more forward, a change which may date from the placing of the two Western boilers in 1893.

A pilothouse nameboard from the ex-LUCY JANE LUCAS was set off at Lock 17 for the River Museum during May. No particulars as yet about the donor, but thank you anyhow.



Above is a picture of the steam tug EPPLETON HALL as she now appears in the San Francisco Maritime Museum. Built in 1914, she served on the Tyne River, England. In 1969 she was renovated by officials of the S.F. Maritime Museum and was brought under her own steam 10,400 miles to her new home. Picture taken recently by S&D member Dick Rutter.

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MARIETTA, OHIO

SEPTEMBER 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 new Ohio River Museum, to be located along the Muskingum River at Marietta, O. got the "go" signal in mid-June. The Ohio Department of Public Works approved contracts for construction. The three display buildings (pictured on page 1 of our June issue) were awarded to J. A. Reeder Co., a construction firm of Dover, O. on their bid of \$236,373. Bergen Bros. of Marietta were awarded the plumbing, \$12,316. Morrison, of Marietta will install heating and air-conditioning, \$23,490. Electrical work went to Meva, Inc., Marietta, \$19,990.

Some changes will be made from the original planning. The courtyard plans have been altered, and the pools eliminated.

The contracts let total \$292,169. Funds for creating and arranging displays are available. Initial work at the site commenced on Wednesday, June 23 last.

See page 46 this issue for photograph.

The technique of offset printing has brought forth a wealth of steamboat books good and bad. One of the best is "Paddlewheels On the Frontier" published by B. C. Outdoors Magazine, 5543 129th St., Route 1, Cloverdale, British Columbia, Canada. Here we have 76 pages (including covers) of excellent photographs and a running commentary authored by Art Downs. Steamboating is explored on the Lower Fraser, Skeena and Stikine. The one which takes our eye is the Skeena, 180 miles of torturous navigation from the Pacific Coast at Port Essington up to Hazelton. Specialized stern-wheelers were built to ascend rapids where the hazard was so great the passengers were required to get off the boats and walk, again boarding above the commotion. The book is priced \$2.95 and another volume is promised to include boating on the Yukon. Our thanks to William S. Hanable for putting this in our hands.

**A** NNUAL MEETING will be held at Marietta, Ohio on Saturday, September 18, 1971 with headquarters at the MOTOR HOTEL LAFAYETTE.

All members and families are invited to attend.

Ø Board of Governors meets at 9:30 o'clock a.m. at the hotel.

Ø Buffet luncheon at noon at the Marietta Boat Club along the pretty Muskingum.

Ø Membership meeting at 2:30.

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

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

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

Come Friday and stay over Saturday night.

Sons and Daughters of Pioneer Rivermen

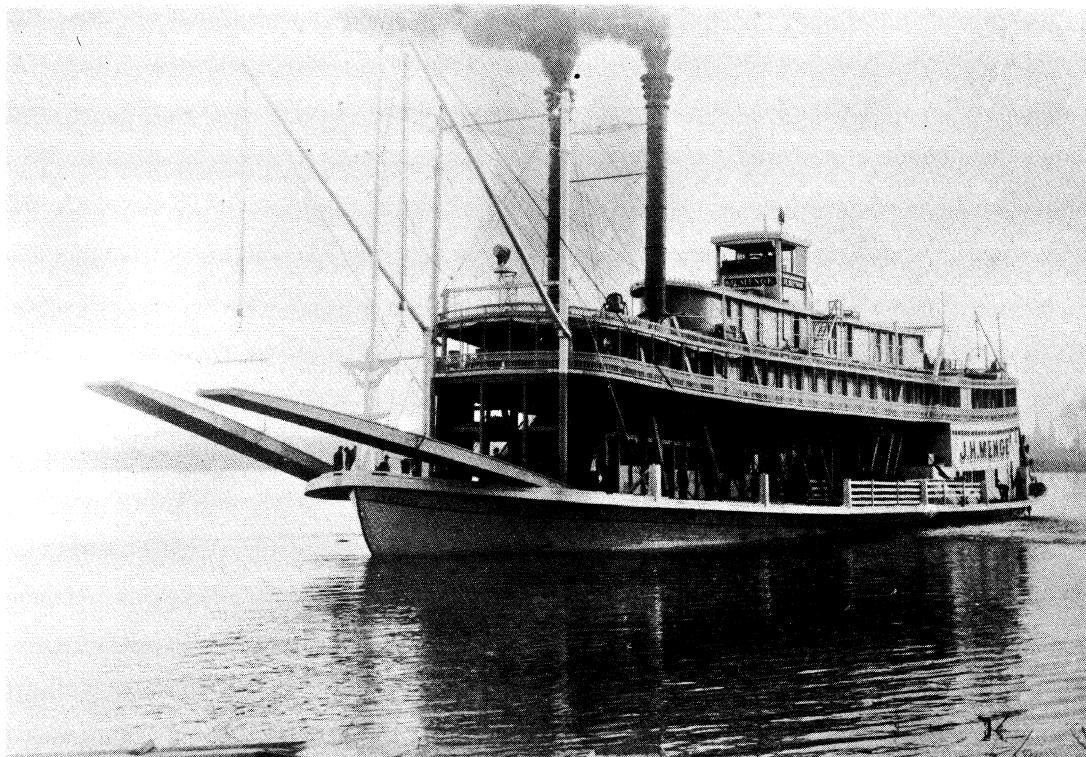
The BELLE OF RICHMOND will cruise from Cincinnati to Marietta for the meeting. Chuck Remley is on crutches (he stepped in a goolah hole) but noon luncheon as usual. Capt. Jesse P. Hughes hopes to get there.



"No, young man, I'm not waiting for the Transfinite Oneness; I'm waiting for the 'Robert E. Lee!'"

-Ed Fisher

-courtesy Saturday Review.



The J. H. MENGE  
She was the last cotton packet from the Howard yard.

THE COTTON-STYLE sternwheel packets which had carried the peak loads in to New Orleans during the 1870-1890 era were on the wane by 1900. Even so, the Howard Ship Yards built quite a few after that time; some of them quite attractive, too, like the BOB BLANKS in 1903 and the WM. GARIG in 1904.

Although the Howards did not know so at the time, and neither did anybody else know, when they built the J. H. MENGE in 1910 they were, to use a newswriter's term, writing 30 at the end of the piece.

The J. H. MENGE was a flattering conclusion to this particular art of building packets with wide and flaring main decks so that cotton bales could be stowed roof high. She was a beautiful creature on a hull 188 feet long. Even so she was sort of a lost cause from the start. The MENGE was financed on a wave of optimism generated on the Ouachita River which in 1910 was a virtually deserted stream. The argument advanced was that a proper boat, suited to the trade, would win the support and patronage of merchants in Monroe, and of planters in the region, giving them direct scheduled river service to New Orleans.

Had there been any rhyme or reason to the thing or any proper encouragement, the "dean" of the Ouachita, a man who loved that river and its inhabitants, Capt. L. V. Cooley, would have jumped to the chance of running his AMERICA there. He had built her at the Howard Yard in 1898 expressly for the Ouachita-Black-New Orleans trade but by 1904 had been starved out by conspicuous lack of patronage. Since that time he had been running her up to Vicksburg and above.

The proponents of the J. H. MENGE were going to

change all this. Let it be said they built a mighty fine steamboat, twelve feet shorter than the AMERICA, but just as wide (38 ft.) and her extreme width over the cotton guards was 50 ft. She was given compound Gillett & Eaton engines, 13's, 26's- 8 ft. stroke, three boilers, and the cabin construction left nothing to be desired--full skylights, large staterooms and plentiful decoration.

Her maiden voyage from New Orleans to Monroe in March, 1911 was loaded with hope and promise, but it didn't work. By June, 1914 she was advertised for sale in The Waterways Journal. Capt. Tom M. Morrissey bought her and entered her in the trade from New Orleans to Vicksburg.

This also was an impractical venture inasmuch as Capt. Cooley's AMERICA and two others quite like her, the NATCHEZ and IMPERIAL, were crumb-picking in that territory trying to make an honest dollar and barely succeeding. As consequence the J. H. MENGE was more often laid up than running. Morrissey by a stroke of good luck was successful in finding a purchaser. He sold her to Capt. Owen F. Burke of Mobile in July, 1916.

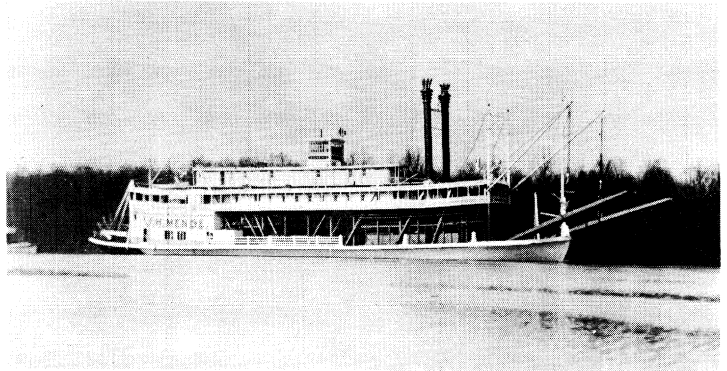
Captain Burke changed the boat's name to M. A. BURKE. One year later he bought the PEERLESS (originally the JAMES T. STAPLES), renamed her HELEN BURKE, and became quite a successful operator on the Tombigbee and the Alabama. Even so, two steamboats of such size were a little rich for his operations, and by 1919 he disposed of the M. A. BURKE and she was returned to New Orleans.

Capt. John F. Klein, a boat broker from Pittsburgh, had acquired her. One of his hobbies was buying old packets and using them for excursion

While we were writing this story a post card was handed us mailed from New Orleans, postmarked May 1, 1916. It is addressed to Wm. Muller, Ambridge Pa., and reads:

"I bought the J. H. MENGE for \$7200 at U. S. Marshall sale. Was insured for \$30,000. Worth \$40,000. Getting coal and steam. Start home at once."

(signed) One Millinn Dollar Deal  
After Another, John F. Klein.



The J. H. MENGE was laid up a good bit of the time...

boats at Pittsburgh and elsewhere. The hull of the BURKE was needing attention so Klein took her under her own steam to the marine ways at Mound City, Ill. She left New Orleans on May 2, 1919 and on May 21, soon after her Mound City arrival, Klein sold her to the Louisville & Cincinnati Packet Company.

She was patched up, so's to pass inspection, and not much else, and then, the river being low, she idled at Mound City all that summer and fall. Then, of a sudden, the L&C Packet Co. was confronted with an emergency; the QUEEN CITY in the Louisville-Cincinnati trade had broken her shaft, and the KENTUCKY's boilers were being replaced. The side-wheel AMERICA (no relation to Cooley's cotton boat) needed a partner at once. The M. A. BURKE was brought upriver and put to work. This really was a sight to behold, a cotton-type deep-south steamboat in the L&C trade.

That winter the BURKE was converted to become an Ohio River packet; cotton guards chopped off, stationaries, bull rails, new smokestacks hinged to lower, and a discordant whistle. She thereafter was the full-fledged partner to the QUEEN CITY, up one day, down the next, between Louisville and Cincinnati. The KENTUCKY became the extra boat, and the AMERICA (originally the side-

wheel INDIANA) was converted into a full-time excursion boat. The name of the BURKE was changed to JOHN W. HUBBARD, honoring the president of the L&C Packet Co.

I never met the J. H. MENGE or the M. A. BURKE, and boarded her as the JOHN W. HUBBARD for the first time in the spring of 1920 at Cincinnati. She was not what you'd call prepossessing. During her first ten years she had been roughed up a bit. The transition from a cotton boat into a usual packet made of her sort of a monster, far as looks go. Her high forward masts for double stages were still in place, although she was equipped now with a single stage, centered. But those high masts were out of keeping, almost as high as her stacks. And the stacks weren't near as high as they originally were, no help at all, and her...why go on? Inside the cabin all of this changed, or rather didn't change; there time stood still. It was a cabin of the old school, high and roomy, much flub-dub, all white and gilt trim. Passengers had eaten meals at her dining tables in New Orleans, Monroe, Mobile, Demopolis, Vicksburg--and you can't dismiss all of that with a shoulder shrug.

As the JOHN W. HUBBARD she was mainly a work



M. A. BURKE

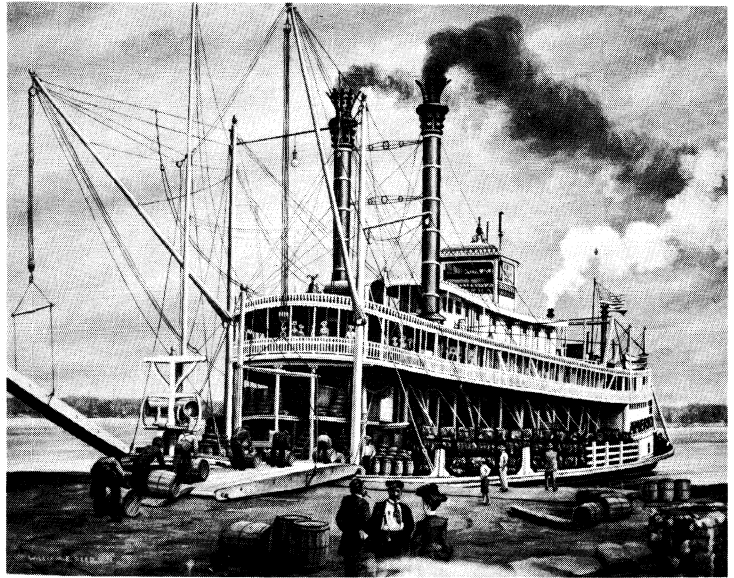
Picture taken at Mobile, Ala. (Note the three-mast sailing ship in the left background.)

horse shuttling the 132 miles of the Ohio River separating Cincinnati and Louisville. However in February, 1924 her owners mixed her into a Mardi Gras Cruise and this is how it happened. The QUEEN CITY was to make the trip, advertised from Pittsburgh to New Orleans and return, but a large consignment of bathtubs was engaged from the Sanitary Mfg. Co. originating at Louisville. So the QUEEN CITY was sent there to load her tubs, and the JOHN W. HUBBARD was sent deadhead to Pittsburgh (from Cincinnati) to shuttle passengers and freight to Louisville.

I visited aboard the HUBBARD in Pittsburgh on Feb. 14, 1924. Capt. William English was in command; Jim Rowley and Rush Burnside were the pilots; W. F. Carr was purser, assisted by clerks Volney E. White and Herb Worland. She left that same day with a Mardi Gras trip, but took it only to Louisville, transferring everybody and her freight to the QUEEN CITY. Everybody except the crew, for the QC had her own crew.

It is rather odd in retrospect that about sixty days later, in April, 1924, Capt. L. V. Cooley headed his handsome cotton packet AMERICA up the Ouachita, and landed her at Monroe, La. amid quite some reception. She hadn't been there for about twenty years. Just prior to that event, the AMERICA had been under charter to a movie company making a film called "Magnolia" during which she was temporarily renamed WINFIELD SCOTT, and was duded up with fresh paint presumably at Hollywood expense.

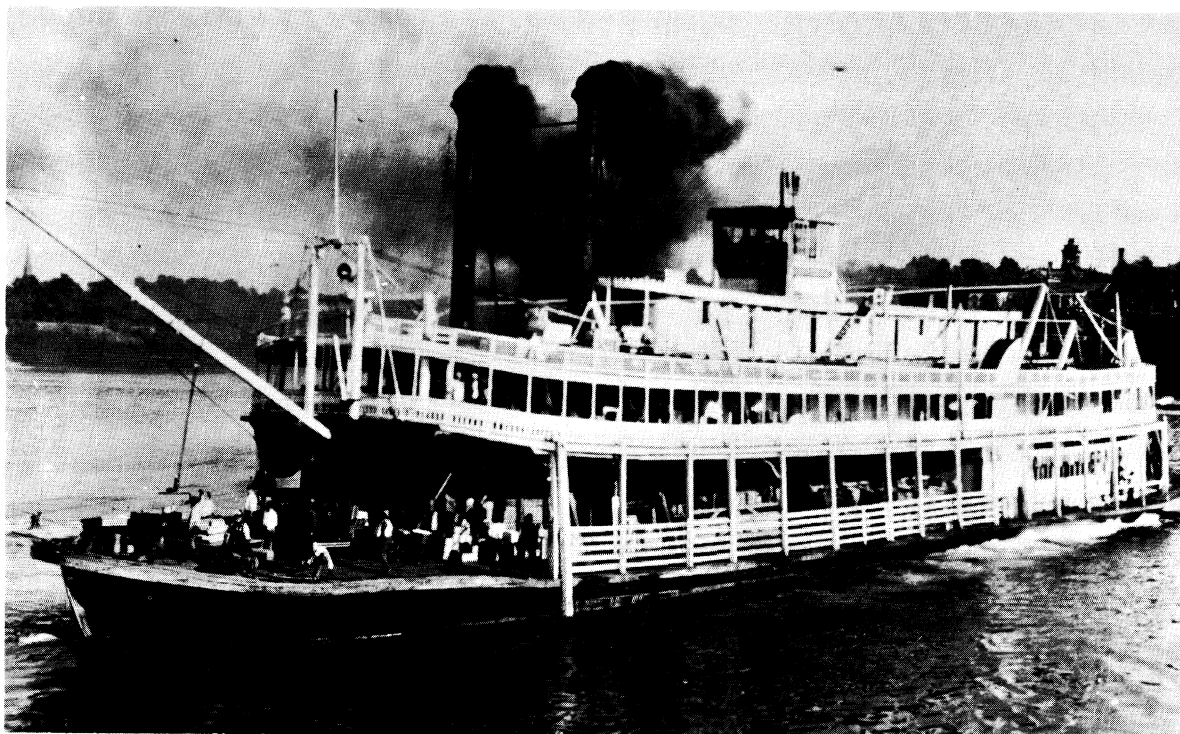
Although the veteran Captain Cooley was about seventy years old, he decided then and there to revive the New Orleans-Ouachita River trade. He and Capt. M. T. Bradford bought the smaller packet LORAIN K., renamed her OUACHITA, and lost her on the first trip by fire. Undaunted, he bought the steel hull GEORGE PRINCE, practically new, renamed her OUACHITA, and did what the J. H. MENGE had failed to do in 1911; he made a go of it.



Capt. Cooley's AMERICA  
From an original oil painting by William E. Reed, commissioned by Ray Spencer.

And so it was, in 1926, that Captain Cooley's AMERICA was the last river packet with cotton guards. Her contemporaries of earlier years had fallen by the wayside one by one; the IMPERIAL had died of old age laid up in the Harvey Canal; the NATCHEZ was dismantled; the WM. GARIG and many others (S. L. ELAM, OMAHA, KATE ADAMS, MARY S. BLEES) had been converted for other uses. Then on Aug. 13, 1926, laid up near the foot of Walnut Street, New Orleans, the AMERICA sank to rise no more. The cotton style packet was history.

Anybody wanting to be completely technical on this subject can argue that the KATE ADAMS retained her cotton guards to her dying day, which



JOHN W. HUBBARD

Departing Cincinnati for Louisville on a regular trip.

-photo by H. C. Putnam.



Cabin of the JOHN W. HUBBARD (ex-J. H. MENGE, M. A. BURKE)

is so. But in the last several years she ran, these guards were decked over, and remained so, this despite the fact that she was engaged by a movie company in the fall of 1926 to make a version of "Uncle Tom's Cabin." Much Hollywood money was spent making her look old-timey, but her cotton guards were not opened up. She had ceased being a cotton boat.

Appropriate to this discussion, and probably the cause of it all, is a letter to the stockholders of the steamer GENERAL WOOD prepared by her purser Fred M. Hoyt for the year 1925. This was kindly supplied by J. W. Rutter. It involves the operation of three ex-cotton boats, the JOHN W. HUBBARD (ex-J. H. MENGE, M. A. BURKE), the GENERAL WOOD (ex-S. L. ELAM) and the KATE ADAMS. Hear this:

"The year 1925 proved an unusually unfortunate one for the GENERAL WOOD. A series of accidents of major character, direct opposition in the Pittsburgh-Cincinnati trade by the KATE ADAMS, and, only fair business at best were the causative factors. The damage to the head of the boat caused by a collision with Lock No. 11 in December, 1924 (when under charter to the steamer LIBERTY's owners) was repaired at Pt. Pleasant Dry Dock in February and March, 1925. The insurance company took care of this quite satisfactorily.

"The GENERAL WOOD left Pt. Pleasant for Cincinnati to enter her trade on March 13. At Gallipolis she was obliged to stop and have a patch put on top of one boiler, after which she was able to proceed. She left Cincinnati with her first freight on March 15.

"For the next month revenues were insufficient to pay operating costs. Early in June at Dam No. 21 the port wrist pin broke, causing a general wrecking of the engine on that side. This disaster necessitated a week's lay up at Pittsburgh, where machinists and welders made repairs.

"In early August it was decided that the boilers were too nearly worn out to justify further

patching. The boat was thereupon towed to the plant of the Pearson Mfg. Co., where a battery of three good second-hand boilers (slightly larger than the old ones) was installed. Three weeks were consumed in this job, during which time the JOHN W. HUBBARD of the L&C Packet Co. was operated in the trade, under charter to us.

"During extreme low water in the fall, below Dam No. 31, the boat struck a hidden obstruction, and broke around eighty timbers on the port side. This damage, while of a major character, was not such as to threaten sinking. The Insurance company promised inspection and early settlement. The broken timbers were thoroly braced and doubled at the Kanawha Docks to insure safety for further operation.

"Our passenger business was made to suffer considerably, especially during the month of July, by the operation of the steamer KATE ADAMS. While we made twelve more round trips than in 1924, the total receipts from this source fell short of last year's figures by about \$3500.00.

"Business was not flattering during the fall, until past the middle of November, when both the BETSY ANN and the SENATOR CORDILL were compelled to lay up for repairs. In the weeks that both were out of the trade, we were able to show considerable profit. With their return, it was apparent that the traffic would not support all the boats. As the season for severe weather was at hand, it was that best to suspend, which we did on December 19 at Pittsburgh."

Yes, indeed, your writer was a passenger on the JOHN W. HUBBARD that summer while she was under charter to the owners of the GENERAL WOOD. Down-bound one early morning at the crack of dawn, and in the foot of Belleville Island, the HUBBARD wandered from the channel and proceeded to rub her flanks along the gravel beach on the Ohio shoreline, this while under full headway. The grating of the gravel, the uplift of the hull, the creaking of timbers and woodwork, and a some-



what frantic ringing of the stopping bell brought all sleepers out of their beds. Being almost parallel with the shore the boat's momentum caused her to bounce back into the channel where she belonged and no material harm was done. It was explained later that the pilot on watch was entertaining an early-riser young lady at the moment, his attention distracted. Come to think of it, I believe this was the only trip I ever made aboard the HUBBARD, Pittsburgh to Cincinnati in the summer of 1925.

The L&C Packet Co. did not survive the Great Depression. On May 4, 1931 their assets were sold to Greene Line Steamers, Inc., Cincinnati. This sale included the packets JOHN W. HUBBARD, KENTUCKY, and the wharfboats at Cincinnati, Madison and Louisville. The price was \$13,250. The QUEEN CITY had been transferred sometime prior to the Ohio River Transportation Co., Pittsburgh, and the side-wheel steel hull packet CINCINNATI had been transferred two weeks prior to the personal ownership of John W. Hubbard, for which he paid \$95,000.

Curiously the two principal officers of L&C did not long survive the company. Capt. Martin F. Noll, secretary-treasurer since its reorganization in 1918 died at his home on Reading Road, Cincinnati, on June 6, 1931. Capt. William E. Roe, general manager, died on Saturday, July 24, 1937. Commodore Frederick A. Laidley, who formed L&C many years prior, and who ran L&C almost single handed until 1918, died at his home in Covington, Ky. on December 14, 1931.

Five days after the death of Commodore Laidley came the death of Capt. L. V. Cooley in a New Orleans hospital. He was still running the OUACHITA and, in fact, was loading cotton up the Ouachita River when he had a stroke. He was removed from the boat at New Orleans and died less than two weeks later. He was 76. His grave in a New Orleans cemetery to this day is surmounted with the big roof bell from his beloved cotton packet AMERICA.

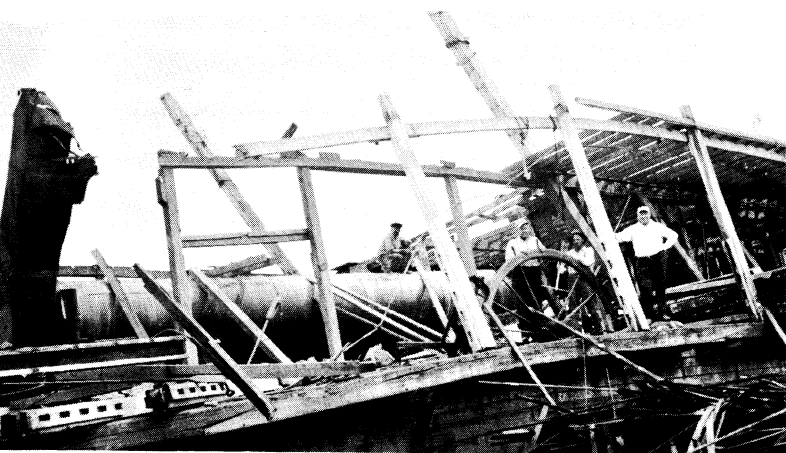
The end of the J. H. MENGE - M. A. BURKE - JOHN

W. HUBBARD was one of gradual disintegration. Greene Line never ran her. They laid her up at the upper end of Jeffersonville, Ind. where she caught out on shore during high water. A few useful things were removed and used elsewhere, souvenir hunters plucked her of other items, and finally there was little or nothing left.

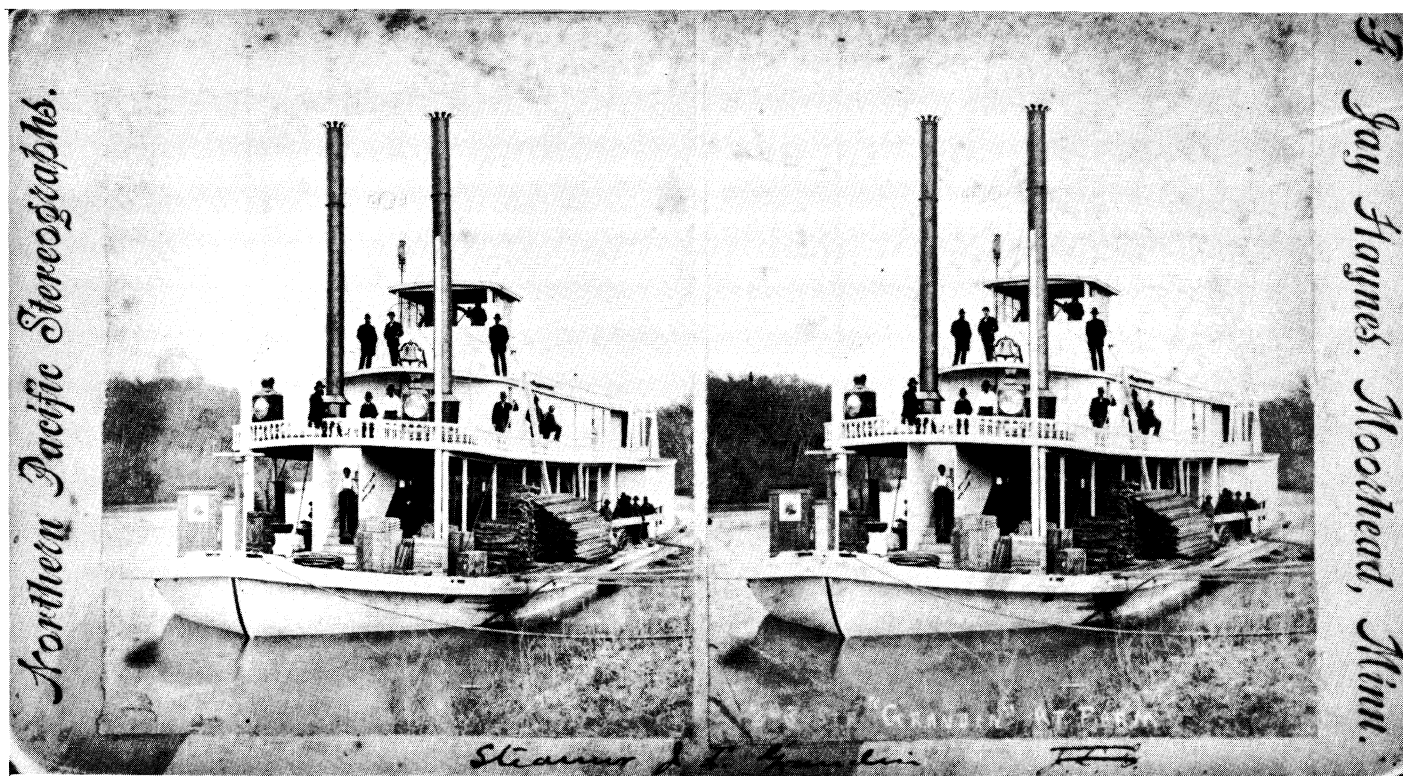
An odd sequel to this tale is this: The OUACHITA in 1934 was brought to the upper Ohio for the Pittsburgh-Cincinnati trade, having been bought by Capt. Fred Hornbrook and others. Her pilot-wheel had come from the PERCY SWAIN, described in our June, 1971 issue. Her roof bell in 1934 was from the QUEEN CITY, same one now in service on the DELTA QUEEN. She was sold to the Ohio River Transit Co. and in 1935 operated in competition to the Greene Line in the L&C trade. Greene Line bought her in November, 1936 and laid her up. In 1940 she was dismantled and a freight barge was made of the hull, christened STOGIE WHITE. So the Greene Line in the end owned the J. H. MENGE and never ran her; they also owned the OUACHITA which accomplished what the MENGE started out to do and didn't accomplish---revive the Ouachita River trade---and Greene Line never ran her either.

The river had become a world of towboats by 1936, and one of the new ones that year was the JOHN W. HUBBARD of the Campbell Transportation Company. She came out in July with Capt. Vernon K. Byrnside, master; John Dippold and Homer Varian, pilots; Ellis Koontz, chief engineer; Chester Gruber, second; Raymond Robbins, mate. She was blowing the old packet whistle from the QUEEN CITY, and her roof bell had also come from the QC via the OUACHITA. The Greene Line had bought the CAPE GIRARDEAU from the Eagle Packet Co. the year before, and Eagle Packet had made a tourist boat of the GOLDEN EAGLE which originally was the cotton boat WM. GARIG, the last survivor of the breed albeit long stripped of her cotton guards.

So, down to the nitty-gritty, when the GOLDEN EAGLE sank on Grand Tower Towhead, May 18, 1947, the cotton-style packet was gone, and all of the lineal descendants thereof.



Wreck of the JOHN W. HUBBARD  
Taken at Jeffersonville, Ind. -Collection of C. W. Stoll.



## THE GREAT WHEAT FARMS

— OF THE —  
RED RIVER VALLEY,  
— OWNED BY —

Gen. GEO. W. CASS, Philadelphia.  
BENJ. P. CHENEY Esq., Boston.  
GRANDIN BROTHERS, Tidioute, Pa.  
OLIVER DALRYMPLE, St. Paul

The Cass and Cheney Farms are situated twenty miles west of Red River on the N. P. R. R.; contains 11,000 acres, 7000 under cultivation this year. The Grandin Farm is thirty miles north of the N. P. R. R. on Red River, contains 53,000 acres, 6000 under cultivation this year. Each farm has a headquarter where is situated the Office, Supply Rooms, Granary, Stock, Barns, Farm Houses, &c., of immense proportions. This year there is used 82 Wood's Self Binders, 45 Seeders, 110 Harrows, 150 Plows and 15 Wood's Harvesters and Buffalo Pitts Steam Threshers; Stock, &c., in proportion. Mr. Dalrymple is manager, assisted by a corps of Agents, Superintendents and Foremen, making this the Largest Wheat Farm in the world under one management.

A SET OF THE VIEWS  
SHOWS THE FULL OPERATION  
FROM BREAKING UNTIL HARVESTING.

Reproduced above is a photo of an original stereoscopic view of the packet J. L. GRANDIN on the Red River of the North. The special camera took two pictures, slightly different, which, when viewed through a stereoscope, gave a three-dimensional effect.

You will note on the right margin that the photographer was F. Jay Haynes, Moorhead, Minn. This gentleman is the subject of an engaging book, "Following the Frontier," published by Alfred A. Knopf, N.Y., 1964, authored by Freeman Tilden, and copiously illustrated with Haynes' pictures.

The J. L. GRANDIN was built in 1878 at Fargo, Dakota, named for one of the Grandin brothers noticed on the circular appearing at the left on this page. They were from Tidioute, Pa., a town bordering the Allegheny River. The Grandin farm in Dakota Territory was 40,000 acres in extent, and they had two steamboats on the Red River of the North plus a fleet of grain barges.

Oliver Dalrymple also was from the Allegheny River region, an expert grain farmer and a glorified overseer for the Cass, Grandin and Cheney acres, as well as for his own holdings. Freeman Tilden says of Dalrymple: "He was for a period in charge of more wheat-producing land than anybody in agricultural history." The holdings were scattered over Cass, Traill and Barnes counties in what today is North Dakota between Fargo and Grand Forks. There still is a town in North Dakota in that area named Grandin. Cass County was of course named for General Cass. The farms yielded 22 bushels per acre in

1879.

We have mentioned Gen. George W. Cass in this magazine before. He constructed several of the original Monongahela locks and dams in the 1840's (see June '69 issue, page 13). In 1878 when the picture of the J. L. GRANDIN was taken, he was the receiver for the Union Pacific Railway. He and Benjamin P. Chaney, Boston, were associated in wheat farming near Casselton, Dakota.

For the stereoscope view and the circular we are indebted to the Warren County (Pa.) Historical Society of which H. Chase Putnam, Jr., S&D's treasurer, is president.



J. L. GRANDIN at Grandin Landing

Harold V. Wigal, custodian at Campus Martius Museum, had been sleeping aboard the W. P. SNYDER, JR. with one ear open for night prowlers. On the morning of Tuesday, April 20, 1971 he did not show up at home, 138 Franklin Street, for breakfast. His wife notified Charles (Chuck) Remley, who investigated aboard the boat and found him dead in bed of natural causes.

Harold was 57 and other than his wife Ella Mae is survived by a step-son, Larry Treadway, Marietta, one brother, John Wigal, and a sister, Grace Blouir, both of Marietta.

For many years Harold Wigal was a member of S&D, ever willing and ready to assist in projects connected with the River Museum. His passing comes as a shock to all who knew and worked with him.

Sirs: Look what they gone and done to the ole DELTA QUEEN, they tuk Doc Hawley's nice sign offin the stern and painted on a bunch a gee-gaws and then kut too holes in it, looks like they put a circus-wagon on top a her, an I hear they got sumpin called a uny-fone up there next to the callyoap. Whats the worl comin to, cap?

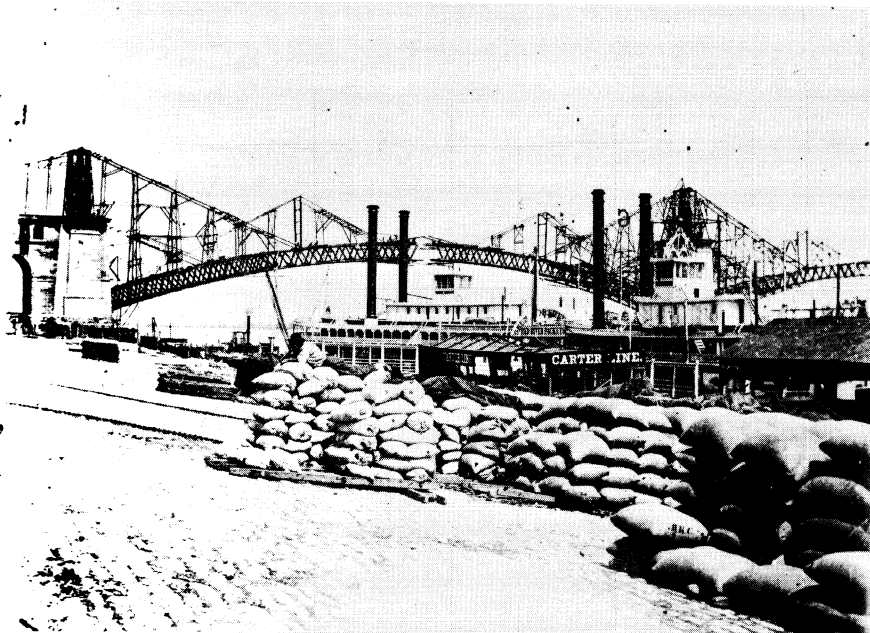
Lou D. Scaper,  
along the C&O Canal.

An enigma we have not yet penetrated is the fact that we get an order for Inland River Record annually from the J. H. Menge Company, Inc., 501-A South Carrolton Ave., New Orleans, La. 70118. The person who signs orders is F. H. Menge. Their envelopes in light canary yellow are imprinted with a photograph of the packet J. H. MENGE (see pages 5-9) and an oval portrait of Capt. J. H. Menge, both done in sepia brown. We do not know the nature of their business.

Our mention of a magazine called "Canal Currents," published by the Pennsylvania Canal Society, in our March '71 issue, page 27, brings forth a comment from its editor, William H. Shank:

"S&D REFLECTOR must have wide coverage," he writes. "We have heard from people as far away as Chicago wanting more information about PCS."

Those wishing to join the organization may join for \$6 sent to Earl E. Giles, secretary, 818 Belmont Ave., Johnstown, Penna. 15904.



Eads Bridge Being Built

This picture was taken looking upstream along the waterfront at St. Louis in 1872. The sternwheel LADY LEE is at the right and the side-wheel LAKE SUPERIOR, center. The LADY LEE, operated by the Carter Line, ran to Shreveport. The LAKE SUPERIOR in the Northern Line, ran to St. Paul. Both were built in the Pittsburgh area. See the story below about the building of Eads Bridge.

J. Franklin Brown, 1308 North Parkway, Midland, Michigan 48640 sends us stats from the June 1971 issue of Civil Engineering-ASCE recounting the repairs to Eads Bridge, St. Louis.

The bridge was severely damaged on October 14, 1969 when the towboat ELAINE JONES, out of control, raked two truss diagonals and sheared away her pilothouse. The pilot, George L. Griffith, of Timbo, Ark., lost his life.

Rail traffic was banned, and vehicular traffic curtailed pending repairs. The work was done by the American Bridge Division of U. S. Steel. On June 16, 1970 trains again crossed. Four-lane highway traffic was resumed several days later.

The two-deck Eads Bridge is one of the most famous in the world.

In 1867, James B. Eads, a self-educated engineer, was elected engineer-in-chief of the St. Louis Bridge Company. The Company had been organized three years earlier to sponsor the construction of a railroad bridge spanning the Mississippi River. Eads submitted plans for three trussed-arch spans of 502-520-502 lengths. The 520-ft. arch span, 200 feet longer than any existing arch bridge, would have four ribs with chords of hollow chrome-steel tubes. The use of steel was innovative for the time, and the St. Louis Bridge Commission unanimously opposed it, because

of this untried material and the great length of the span.

Construction began in 1867, but difficulty in driving cofferdams coupled with financial problems and Eads' poor health forced a halt to construction. Eads revised his plans in 1869 and resumed construction with the first use of pneumatic caissons in the U.S. This technique led to the deaths of 14 men, because the cause of the "bends" had not yet been discovered.

After seven years of difficulties, and an expenditure of \$7-million, the bridge was complete and ready for a test on July 2, 1874, with fourteen 50-ton locomotives coupled together. One of the locomotive engineers became fearful at the last instant and attempted to reverse his engine, but it was nevertheless dragged across the bridge with its wheels spinning in reverse. Two days later, with President Grant in attendance, Eads Bridge, with its use of precision machining, high-strength steel, and pneumatic caissons, was formally opened to traffic. This was eighteen years before the first U.S. automobile was built, and two years before General Custer's fatal battle at the Little Bighorn. To this day the structure still carries rail and highway traffic under the control of its present owner, the Terminal Railroad Association of St. Louis.

In the years 1897-1906 the head of Marietta Island (often referred to as Kerr's Island) was the site of Buckeye Eureka Park, complete with dance pavilion, bowling alley, merry-go-round, beach and bath houses. On July 27, 1900 an estimated 15,000 persons attended the annual picnic of the Buckeye Pipe Line Co. there.

This island, a long slim-jim affair shaped like a crescent moon, lies in the Ohio River at Marietta, Ohio.

Walter Dow, a Marietta historian, lately has been recounting the story of this pleasure park in the Marietta Daily Times.

"Organizations of all varieties used the head of the island for their outings," he recounts, "lodges, churches, fraternities and schools. Sundays as well as special holidays were the days for picnics. It was hard on some occasions to get passenger boats to take the picnickers to the island for most of these boats had schedules that they maintained.

"The boats were the SONOMA, T. N. BARNSDALL, WM. DUFFEY, BEN HUR, LIZZIE BAY, ANNIE LAURIE, CATHARINE DAVIS, R. B. KENDALL and SUNSHINE. Only one tragedy occurred in the ten years the park existed. It was on June 25, 1898 that the WM. DUFFEY was caught in a windstorm opposite

South Fifth Street. She careened but the pilot landed her along-side the island before she sank. Two men lost their lives.

"The Buckeye Pipe Line Co. leased the head of the island for 20 years as a summer resort on June 24, 1897. The first big picnic was on July 15, 1897. The Buckeye Pipe Line Company entertained a part of their employees. Those from Sistersville came on a B&O train that stopped at the West Virginia end of the dam (Ed. Note: The back channel was blocked by a dam built by the U.S. Engineers to divert water to the channel side), the water being so low they could walk over the top of the dam. Those that came from Marietta and vicinity were transported by steamboat from the local wharf.

"The Pipe Line Co. entertained its employees every year, sometimes in sections, but July 27, 1900 was their biggest picnic. That year all of their employees were entertained at the same time and 15,000 persons attended.

"Prior to the building of Buckeye Eureka Park the head of the island was a popular rendezvous for so-called "fishing clubs." Each club had its own houseboat. The names of them were the Sunshine, Twilight, Big Six, No Name, Rainbow, Big Bill and Big

Ten.

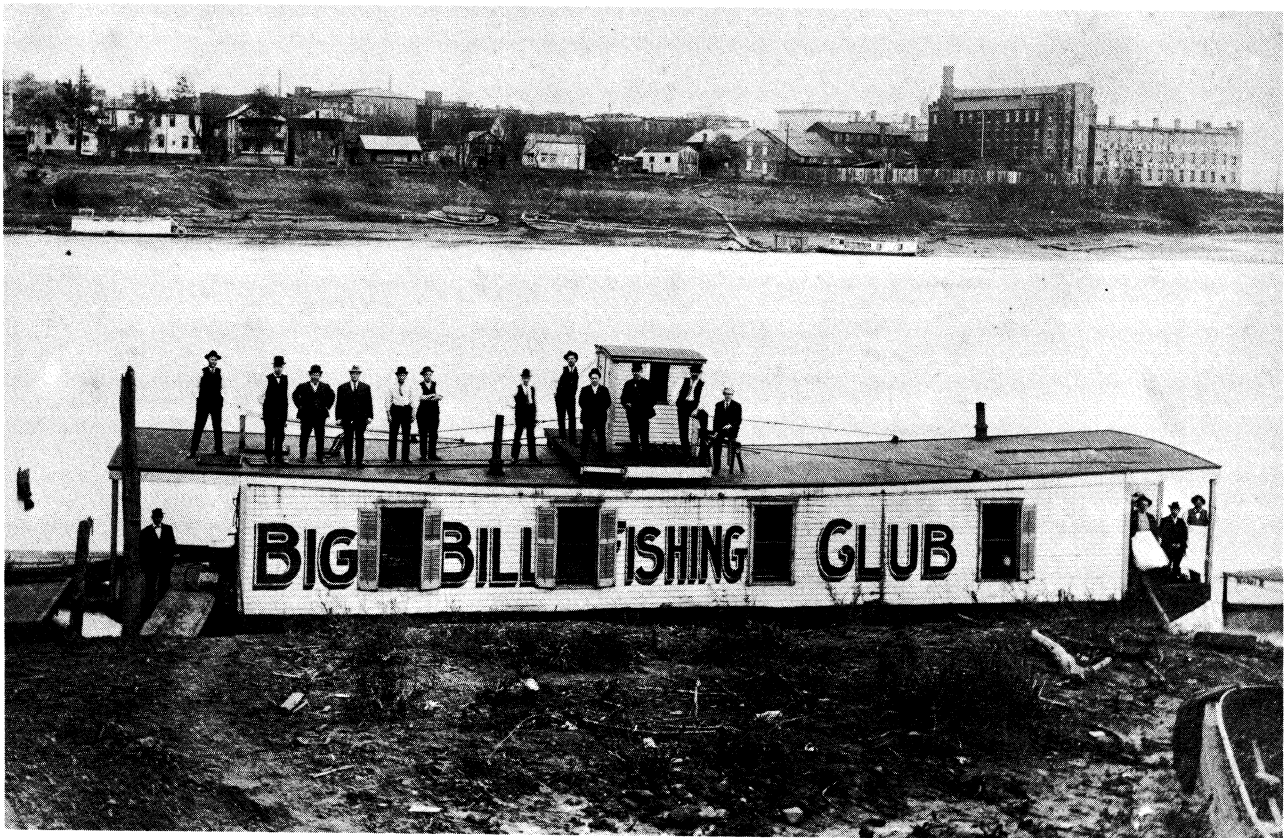
"Some of these boats had two or three rooms equipped with very expensive and pleasing furniture. They had no power of their own, and were towed from place to place.

"On July 10, 1892 the Big Bill and the Big Ten fishing club houseboats were anchored at the head of the island about the same time. A great number were invited from Marietta to visit. They went up the road in a Band Wagon to Miller's Lane and were rowed across to the head of the island. There were refreshments, a ball game, and a big account in the local paper.

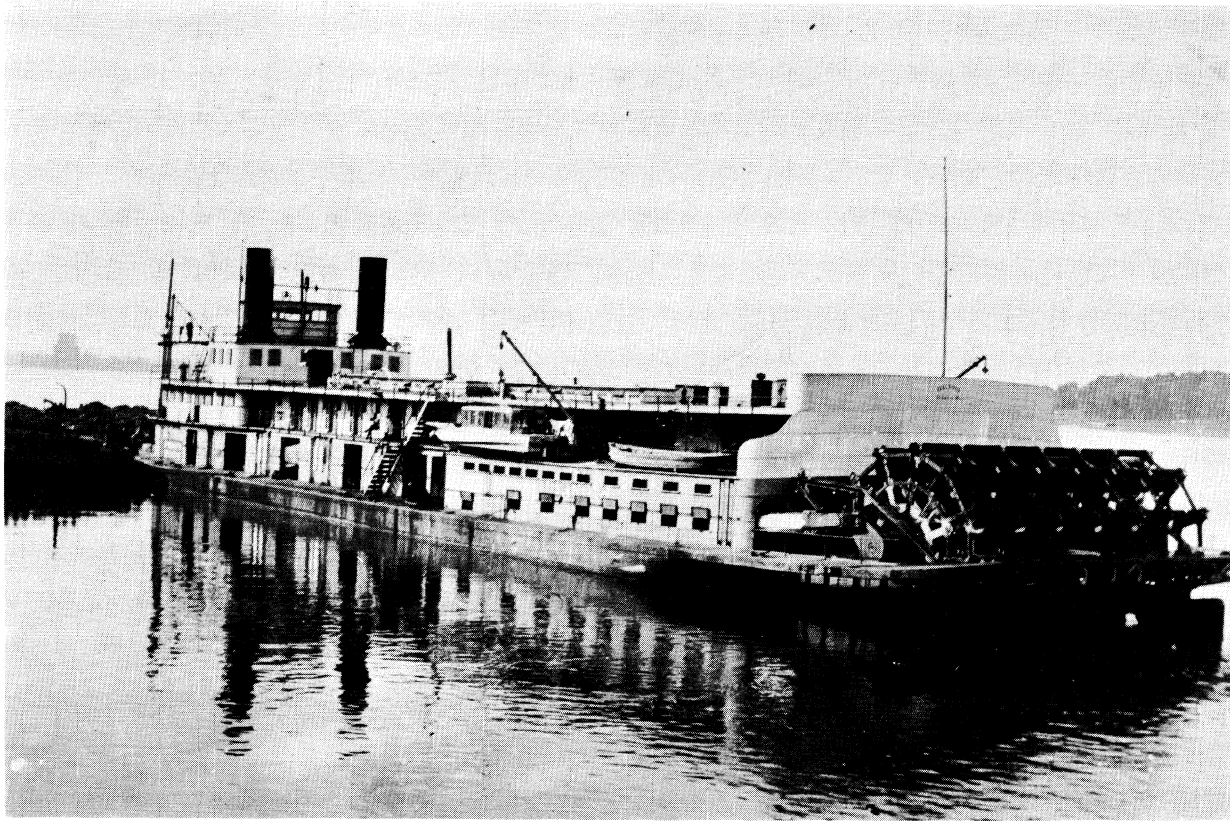
"The bathing beach was a big attraction both in fishing club and in Buckeye Eureka Park days. The ladies were costumed in suits composed of bloomers, long black stockings and shirts with sailor collars trimmed in white braid.

"Then came the Big Flood in the spring of 1907. Two acres of the head of the island were washed away, the pavilion was tilted to one side, the front end of it broken apart. The grassy park was badly washed.

"Today the remaining evidence of Buckeye Eureka Park is a block of cement which supported the engine that powered the merry-go-round."



## The Four Goltra Towboats



The Goltra towboat ILLINOIS  
She and three like her were exceeded in size only by the SPRAGUE.

It all started at a Mississippi Valley Association meeting at St. Louis early in 1917. The delegates were addressed by Brig. Gen. William N. Black, chief of the U. S. Engineers. General Black pointed out that the Mississippi River from St. Louis to St. Paul had been improved for 6-foot navigation, and from St. Louis to New Orleans for 9-foot navigation. Despite such work, done at considerable expense, General Black said that river traffic had not responded. He further growled a threat; he was not about to recommend further funds for channel maintenance until some tonnage appeared.

The room stayed quiet.

Then a gentleman arose and introduced himself. He was Edward F. Goltra, president of the Mississippi Valley Iron Co., St. Louis. It was well and proper that he introduced himself, for he was unknown to most of the river clan. Mr. Goltra said this: "General, provide me with a towboat and some barges, and I will provide some traffic. I will bring down iron ore from St. Paul for my blast furnaces here in St. Louis, and return those barges to St. Paul loaded with coal."

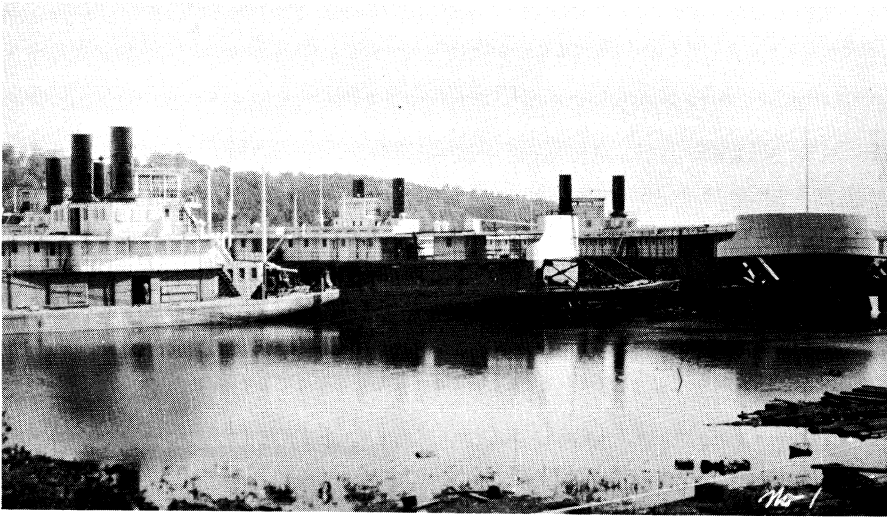
The upshot was that the U.S. Engineers chartered their sternwheel towboat NOKOMIS to Goltra, supplied him with some barges, and invited him to give their "improved" upper Mississippi a whirl.

The NOKOMIS and tow left St. Louis in June.

Practical rivermen had warned Goltra not to load his barges over 4½ feet. But he had shrugged off the advice and had loaded to a full six. The outcome was most embarrassing to everyone concerned, including the U.S. Engineers, for the barges were stuck on innumerable sandbars. The NOKOMIS did not get back with them to St. Louis until October. Goltra paid \$15,000 charter and was otherwise out of pocket.

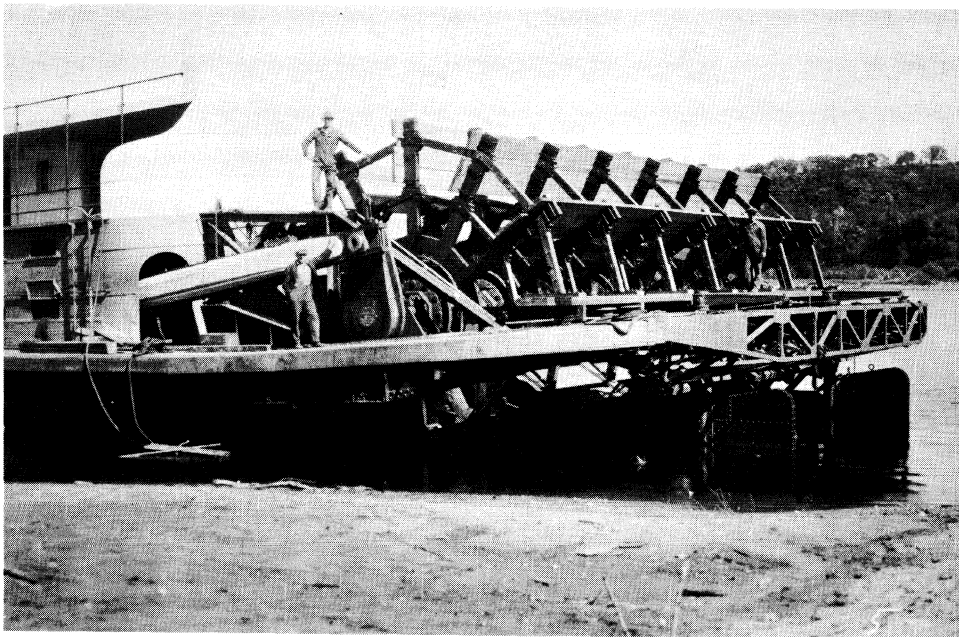
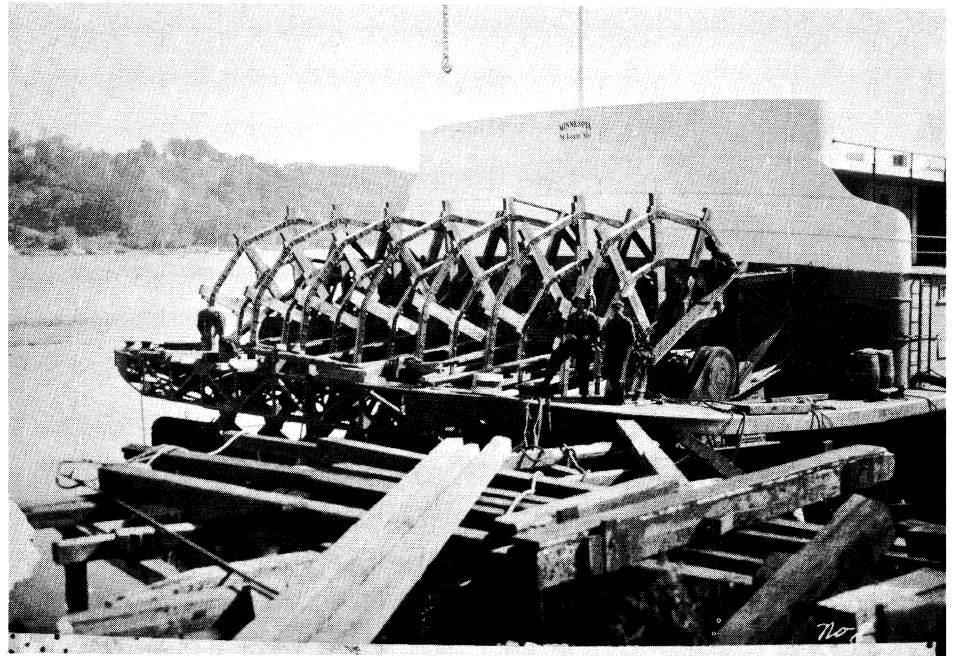
Most people would have charged off this episode to experience, but not Mr. Goltra. He was more confirmed than ever that the right towboat showing the right barges could make a success of his venture.

As these events took place the U.S. declared war on Germany. The government seized the railroads and operated them through an agency called the U.S. Railroad Administration. Rail traffic became snarled up good and proper. The Secretary of War at that time was a Cleveland lawyer, Newton D. Baker. Yes, the Engineers told him, the Mississippi River is navigable but there is no adequate equipment to handle enough traffic to bring relief to the rail lines. Presto, the U.S. almost overnight went wholesale into the river business. They formed a barge line and the towboat NOKOMIS was released from the Engineer Corps to start it off, departing St. Louis on Sept. 28, 1918 with a commercial tow for New Orleans.



The four Goltra steam sternwheel towboats nearing completion at the yard, Stillwater, Minn., in the early spring of 1922. None of them in this picture has had its paddlewheel shaft placed. The shafts for these boats are said to have been the biggest ones ever built for sternwheelers.

Building the paddlewheel on the MINNESOTA at Stillwater. Great debate raged about these wheels of enormous width, scant diameter and having but twelve buckets. We are indebted to Nelson Jones for the three pictures on this page.



Paddlewheel completed on the MISSOURI at Stillwater. The original idea was to give each bucket a 4-ft. dip, but they were built with 3½. Note the two monkey rudders. The fan-tails were as wide as those on the DELTA QUEEN.

Continued from page 13.

Further, the U.S. let contracts for six steam-propeller towboats and 40 covered cargo barges for the St. Louis-New Orleans service, and to serve immediately they bought in addition to the NOKOMIS the steel hull sternwheel towboats ADVANCE, OSCAR F. BARRETT, CHOCTAW; also the twin-prop steam A. M. SCOTT, five cargo box barges (from the Kansas City Missouri River Navigation Co.) and 20 steel barges from the Engineers, St. Louis District.

During these proceedings Edward F. Goltra was a frequent visitor in Washington, D.C. Just how he managed it is not clear, but Secretary of War Baker authorized the construction of four steam sternwheel towboats and 19 open cargo barges to be built at U.S. expense and to be leased to Mr. Goltra. The intent of the contract doubtlessly was understood to mean that Goltra was to pursue his original intent, to ply his fleet between St. Louis and St. Paul. But the wording of the contract did not specify such limitation; on the contrary it permitted Goltra to operate "on the Mississippi River and its navigable tributaries" as a common carrier, empowering him to quote his customers freight rates 20 per cent less than competing rail service.

The Goltra fleet, as it came to be called, was studiously designed for the 6-foot channels of the Upper Mississippi. That much is so; and that explains why the towboats were built extremely long and wide, for use in shallow water, and why the sternwheel type was approved. The barges were designed likewise, long, wide and shallow. The Upper Mississippi was largely a "native" river in 1919, its traffic vulnerable to summer droughts and winter ice.

Practical river operators viewed this sudden U.S. barge line program with skepticism. The "tunnel type" steam propeller towboats, first developed by Charles Ward at his Charleston, W. Va. plant, were lame ducks, wouldn't back, wouldn't handle, and were not to be trusted. Now of a sudden the U.S. was building six of them to demonstrate to the world that U.S. inland river com-

merce could be made to prosper. The Goltra sternwheelers were no better; they looked like freaks on drawing paper and who in the world ever heard of a paddlewheel 40 feet wide (same as the SPRAGUE) with only 12 buckets (the SPRAGUE had 21)!

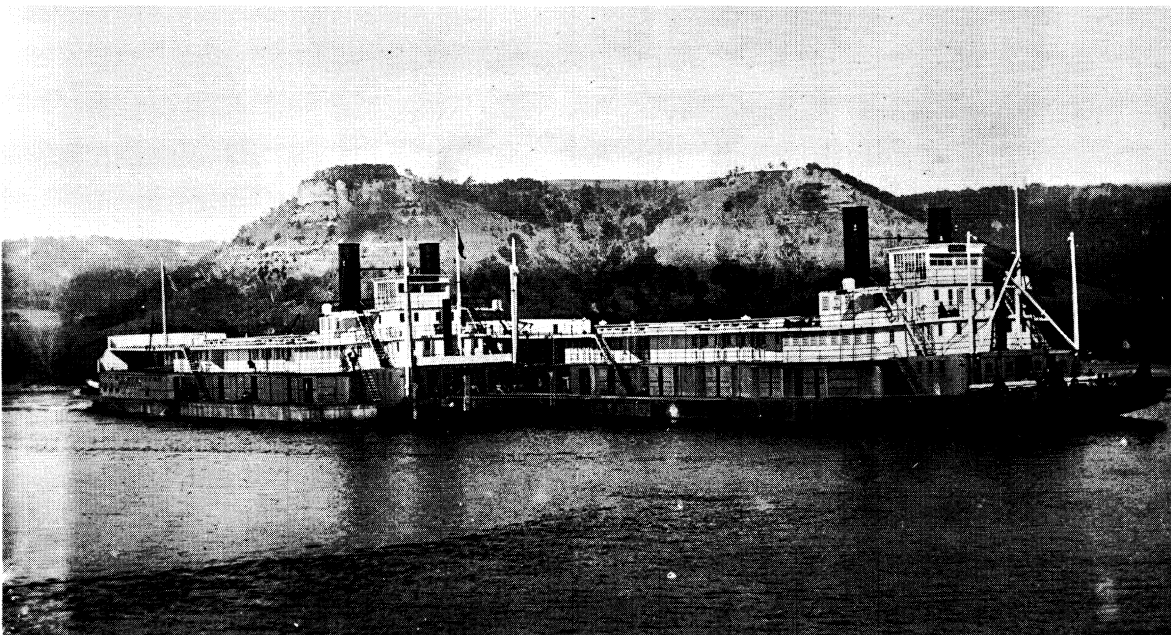
The supporters of such bizarre towboats were few. The Wards in Charleston said they would outperform anything on the rivers, and a marine architect in St. Louis, M. von Pagenhardt, wrote an enthusiastic endorsement in the Waterways Journal. Mr. von Pagenhardt had an unfortunate name at a time when anything German was dammed or suspect, and later he advertised himself as M. H. Pagenhardt, 2071 Railway Exchange Bldg., St. Louis.

The shipyards along the rivers were unequipped to handle all of this unprecedented new tonnage on short notice. The Marietta Manufacturing Co. was loaded up with contracts for four of the new government propeller towboats; Charles Ward Engineering Works was building the other two; and the Howard Yards at Jeffersonville had contracted for two twin-prop steam U.S. towboats for use on the Tombigbee-Warrior system. Thus, the Goltra sternwheelers were built at a most unlikely spot, at Stillwater, Minn., under contract to the Marietta Manufacturing Co. The Goltra barges (each 294 by 50 x 10) were lotted out, six to Dravo Contracting Co., seven to Dubuque Boat & Boiler Co., and six to Marietta Mfg. Co.

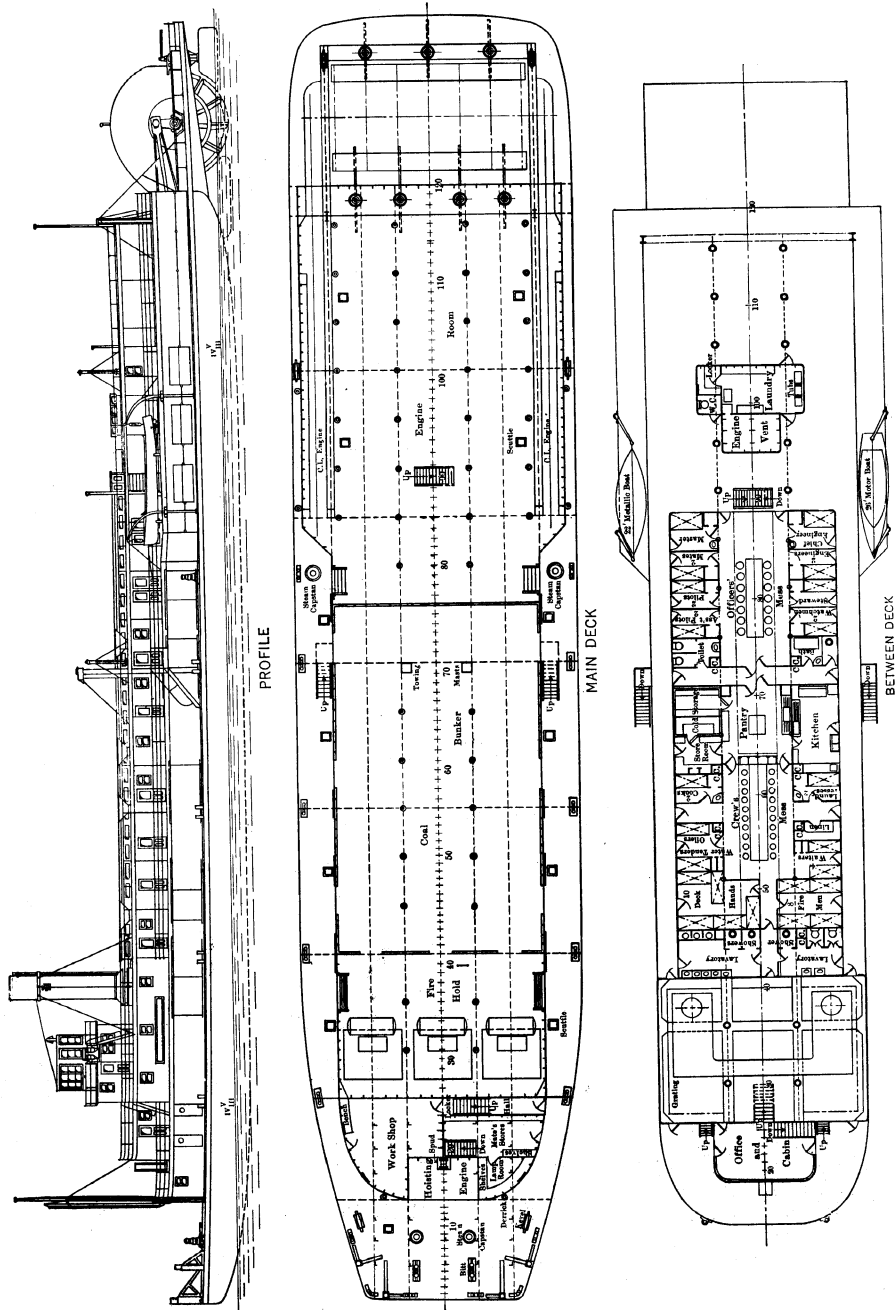
Just for the record, American Bridge then was building 25 of the cargo barges for the U.S. lower Mississippi fleet, and Dravo was building the other 15. These were 230 by 46 by 11.

A rather generous description of the four Goltra sternwheelers is provided by marine architect von Pagenhardt, as follows:

"The dimensions are 230 feet from stem to transom, 58 feet beam and 8 feet depth, displacing 945 tons, with a minimum draught of 3 feet. The length over all is 265 feet including the paddlewheel and the stern guards protecting the auxiliary rudders.



IOWA towed by MINNESOTA on delivery trip from Stillwater.



Upper Mississippi River Steel Towboat. Length Overall, 265 Feet; Length Between Perpendiculars, 230 Feet; Beam, 58 Feet; Depth, 8 Feet; Displacement, 945 Tons at Minimum Draft of 3 Feet; Indicated Horsepower, 1,600

Courtesy of Marine Engineering, New York



Continued from page 15.

"The design is an evolution of the old-fashioned sternwheel towboat, retaining its well proved good features, but otherwise following strictly the principles of modern naval architecture and mechanical engineering. The hull is designed as a structural unit, including the heavy sternwheel overhang. Instead of supporting this weight by hogchains and kingposts, the necessary stiffness is provided by running the sides of the deckhouse past the sternwheel shaft supports and by reinforcing the middle or between deck so as properly to take care of the longitudinal stresses. The distribution of the weights, by placing the wheel and machinery aft and boilers and coal forward produces considerable static stress. Immeasurably higher, however, are the dynamic stresses produced by the working of the wheel, particularly in grounding the vessel.

"The main engines are designed to develop 1600 indicated horsepower at normal working load with a 20 per cent overload capacity, and the power is absorbed by a sternwheel 22 feet in diameter and 42 feet long, having only 12 buckets 3 feet 6 inches wide. A thrust of 50,000 lbs. is required in a dock test with a mean speed of 12 miles per hour, running with a draught of 4½ feet.

"The engines are of the tandem compound type, 24 inches high pressure, 50 inches low pressure, and 8 feet stroke, designed for 250 pounds pressure and 24 revolutions per minute. A double set of pitmans, crossheads and slides are arranged to bring the heavy machinery weight well toward the center of the vessel. A circular steel shell condenser with cast steel heads and 3,600 feet of cooling surface together with circulating and air pumps, is mounted abreast of the low pressure cylinders.

"The boiler battery is either of the straight water tube or the combination fire and watertube type, capable of evaporating 50,000 lbs. of water per hour. The battery was designed for the use of bituminous coal, having large furnace room. The total heating surface is required to be not less than 10,000 sq. ft. including superheaters capable of 75 degrees superheat and feed water economizers capable of raising the feed water to at least 350 degrees F. Both forced and induced draft are to be installed under each boiler.

"The deck machinery includes four capstans, one winding engine placed on the forward deck--capable of 100 tons pulling capacity--two towing engines placed on the boiler deck, handling 7/8-in. hawsers, six conveyor units for handling coal, spud-raising machinery and electric generators for day and night service.

"The introduction of towing engines is expected to prove of greatest value in handling the tow on the upstream voyage. The method of towing barges on a line is not expected to be used in downstream work, but having proved so advantageous elsewhere in upstream towing, mounting rapids and maneuvering through locks, the towboats are properly equipped with engines carrying 1,500 feet of hawser and the wheel, cranks and pitmans are entirely enclosed to facilitate the handling of the tow. Naturally, the boats are equipped with the well-proven auxiliary rudders aft of the sternwheel.

"The auxiliary machinery includes ballast and bilge pump, domestic pump, exhaust steam feed-water heater and evaporator, steering engine, ice machine and air compressor. The outfit includes one 26-ft. motorboat, with a speed of 12 miles per hour, one lifeboat, one workboat with detachable 5 hp. motor, and all necessary lines, hawsers, chains, tools and spares.

"Accommodations are provided for a crew of 34 officers and men.

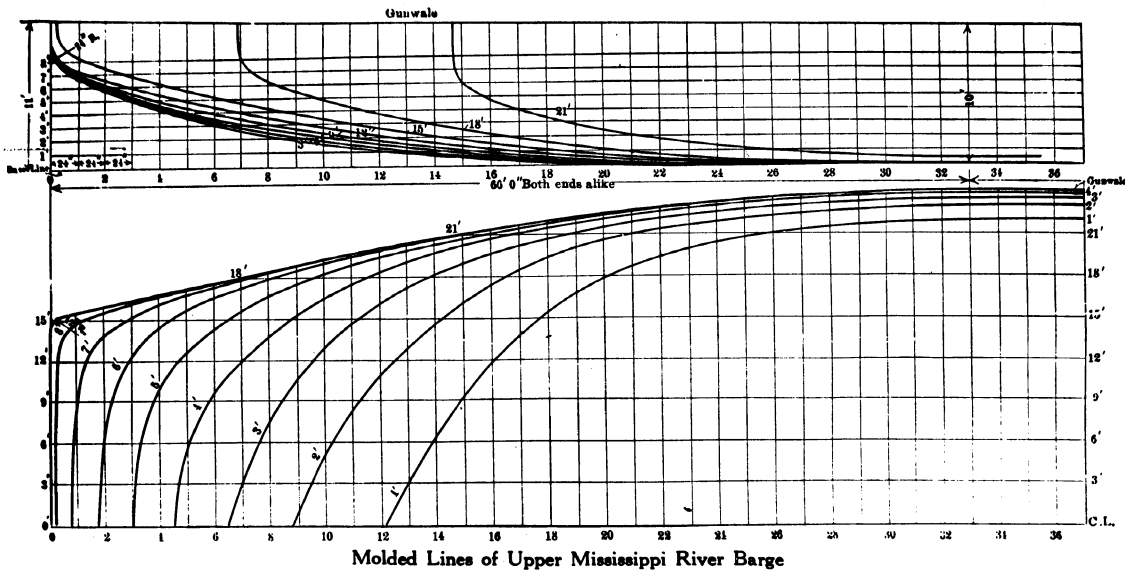
"Particular care has been given to the attainment of maximum power with minimum displacement and minimum draft. The accomplished result, 1600 to 2000 indicated horsepower on 945 tons displacement, or about 2 indicated horsepower per ton is at least 50 per cent superior to any towboat power applied to date on western river stern wheel towboats."

The following comparisons may prove of interest in this discussion:

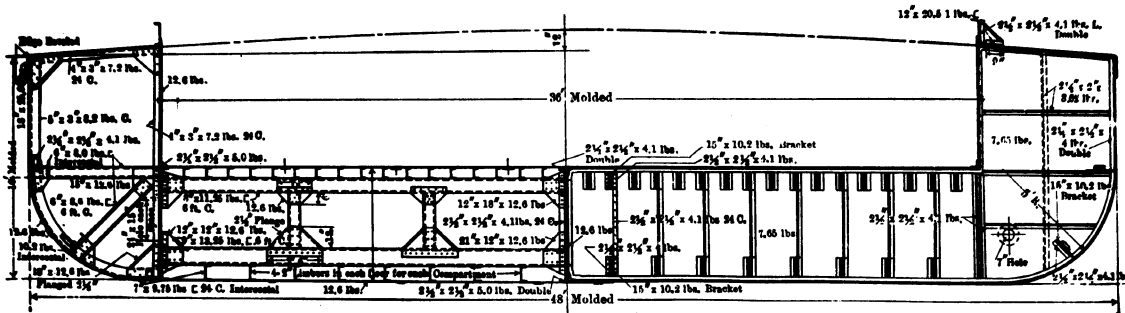
Hull sizes	
Goltra boats	230 x 58 x 8
Sprague	276 x 61 x 7.4
Jos. B. Williams	210 x 40 x 6.5
Charles F. Richardson	207 x 45 x 6.5
J. B. Finley	209 x 43 x 7
Machinery	
Goltra boats	24's, 48's- 8 ft.
Sprague	28's, 63's- 12 ft.
Jos. B. Williams	20's, 45's- 9 ft.
Charles F. Richardson	20's, 45's- 9 ft.
J. B. Finley	21's, 44's- 9 ft.

The above comparisons show the Goltra boats to have been second only to the SPRAGUE in hull size and equivalent to the JOS. B. WILLIAMS and the CHARLES F. RICHARDSON in machinery. Mr. von Paggenhardt's statement that "naturally, the boats are equipped with the well-known auxiliary rudders aft of the paddlewheel" is somewhat of an eyebrow-raiser. Each of them indeed had two large monkey rudders, as these auxiliaries came to be called. No one of the other major towboats listed above had such monkey rudders, nor did the majority of inland towboats operating in 1919 have them. The reason was plain; most towboats moved loads downstream and empties up, a service in which monkey rudders are of little or no assistance. Auxiliary rudders aft of the paddlewheel were (and still are) almost mandatory for towboats shoving loads upriver. It is entirely possible that monkey rudders were adopted on foreign streams before being introduced to the Mississippi System. As a footnote to this, observe in the June issue the picture of the packet SUSIE on the Yukon circa 1908; she has monkey rudders to assist in upstream towing of cargo barges. The decision to put such auxiliary rudders on the Goltra sternwheelers was not "natural" to inland towing in 1919, but it was a farsighted and proper decision.

The four Goltra towboats and the 19 barges were completed and ready for service in the spring of 1922. A demonstration trial at St. Louis was rather unique in its conception. The first of the towboats, christened ILLINOIS, was fired up, and was hitched to three of the monster barges which had been loaded with water, 7,800 tons of it, sinking them to their 8-foot draught marks.



Molded Lines of Upper Mississippi River Barge



MIDSHIP SECTION  
Midship Section of Open Hopper Type Barge for Upper Mississippi River Route

The 19 Goltra iron ore barges were the vanguard of the modern long-rake type. Actually they were multi-purpose open cargo and oil barges with the cargo floor half way between the deck and bottom. The open hopper was 265 feet long and 36 ft. wide. Oil was carried below deck, and the towboats had on board duplex horizontal steam pumps for barge pumping. Each barge had three watertight longitudinal bulkheads, and 12 transverse bulkheads spaced 24 feet apart.

The ILLINOIS, belching coal smoke reminiscent of the ROBT. E. LEE, shoved her charges from Jefferson Barracks upstream to the foot of Arsenal Street there in St. Louis making about 2½ miles an hour against a considerable current, for the Mississippi was staging a considerable rise.

Mr. Goltra was in something of a squeeze. Business was in a depressed state, the Illinois coal miners were threatening a strike, the Upper Mississippi showed prospect of being dry all summer, and the Goltra fleet was by necessity going to have to run St. Louis-New Orleans to make a dime.

This exhibition demonstrated two things: that the Goltra towboats could do what was expected of them, and that the use of bituminous coal as fuel was likely to develop into a costly business. Mr. Goltra considered the conversion of all four to burn oil. Apparently the landlord, the U.S., was not enthusiastic about footing the expense, and to the best of our available information no change was made at this time.

Theodore Brent, manager of the U.S. Barge Line, yelled bloody murder. Brent desperately was trying to run the six new steam tunnel-screw towboats and the 40 new barges on a break-even basis (which was considered good) and the last thing he wanted was interference in his St. Louis-New Orleans territory.

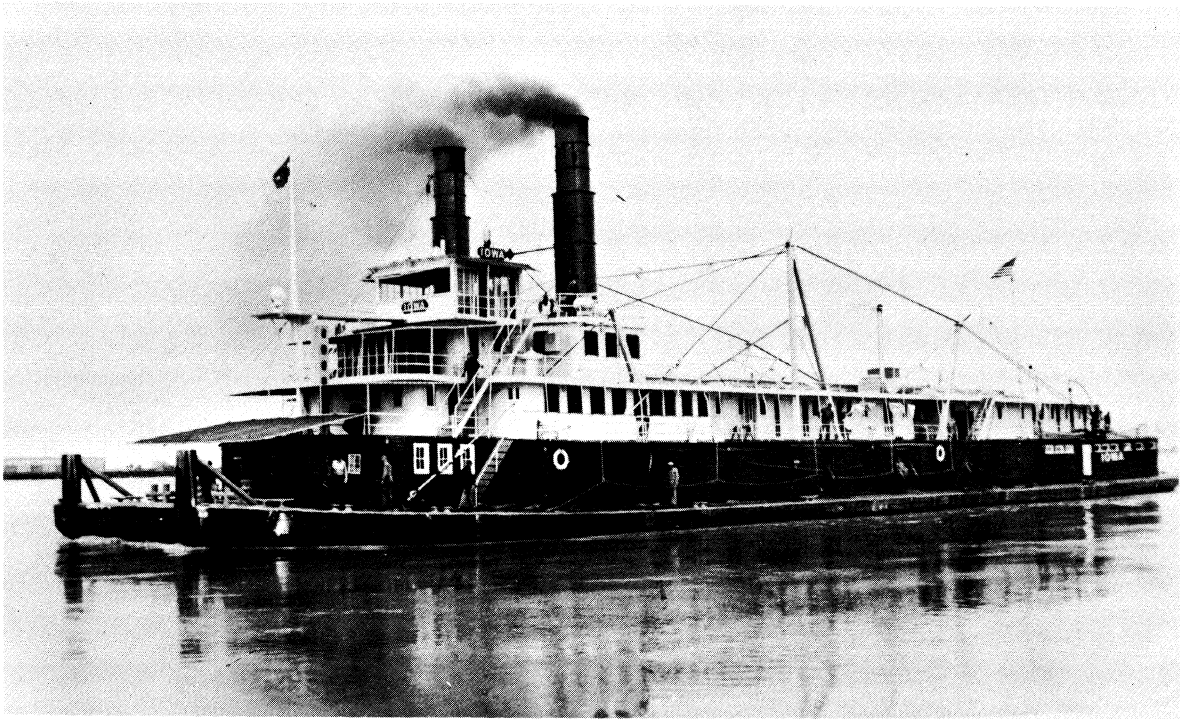
Meanwhile other significant changes came about on the national level. The Democrats were out; the Republicans in. The new Secretary of War was John W. Weeks. The responsibility of the U.S. Barge Line was transferred from the Railroad Administration (which agency was abolished) to the direct control of the War Department. One of the first things Secretary Weeks did was to invite Edward F. Goltra to Washington, D.C. with the intent of reviewing this somewhat preposterous contract he had with the U.S. What Secretary Weeks was puzzled about was why Goltra had been favored with \$2.5-million in public funds to start a barge line on the Mississippi River in competition with the U.S. Barge Line.

Then, too, it would look rather odd to have an ardent Democrat, Edward F. Goltra, subsidized by the U.S., competing with what now was a Republican great experiment.

Secretary Weeks and his assistant Chief of Inland and Coastwise Waterways Service, Col. L. Q. Ashburn, decreed that Edward F. Goltra, by the terms of his charter, was empowered to run his fleet to New Orleans if he wanted to, but in no events was Mr. Goltra to compete with the U.S. Barge Line.

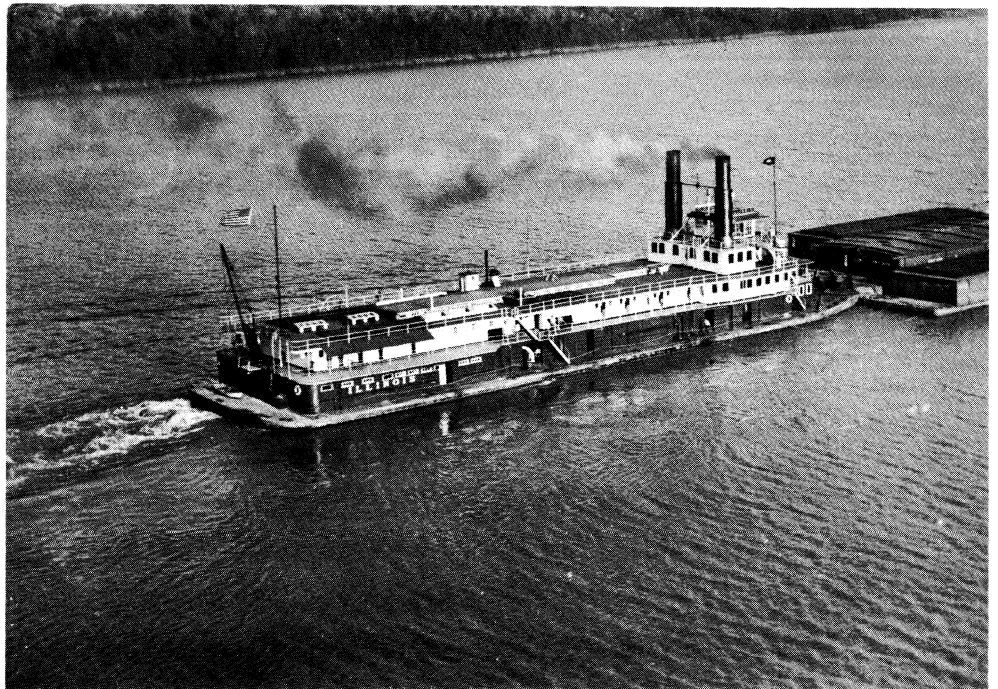
Well, so far there had been no competition. But

Thus it came to pass that the ILLINOIS was put in service, summer of 1922, towing coal for the Goltra mills. The crew on this somewhat historic initial use of the Goltra fleet was composed of Capt. Ben Simmons, master, Charles Nichols and his son Harry G. Nichols, pilots; Joe Vick and Charles James, engineers, and Walter Brown, steward. Low water during August ended the project.



Above is the IOWA following conversion from sternwheel to twin propeller. All four of the Goltra boats were so changed by Federal Barge Line. The props were driven by twin triple expansion steam engines 16's, 26's, 32's, 32's (third phase in third and fourth cylinders) with 24" stroke. They then developed 2400 hp. at 185 rpm. The IOWA was the only one with an elaborate system of hogchains. She came out prop-driven in 1937, Capt. Bob Zang, master; F. A. Hill and R. A. Harris, pilots; George L. Watts, chief. It was from the IOWA that Capt. John M. Warner was drowned at Flint Island, Ohio River, in 1926, brother of Capt. Russell V. Warner, Memphis. The IOWA was dismantled in 1954.

The ILLINOIS was converted to prop at New Orleans in 1937 and in 1950 was sent up the Missouri River by Federal to Kansas City, said to be the largest towboat seen in that region in several generations. Among her masters over the years were Capts. Carl Cutting, John W. Warren, Ches Wilcox, Charles R. Ford and Buck Weaver. While still a sternwheeler a patented paddlewheel designed by naval architect Tom Dunbar was tried for a time, but did not work out to satisfaction. Dismantled in 1954.



There was no attempt to operate the fleet during the remainder of the year. J. Mack Gamble, in his "Annual Review" of 1922, published in The Waterways Journal, did a bit of editorializing. He wrote: "No one seems able to find out why the four Goltra boats are not placed in operation as they are supposed to be. It is a strange motive that would induce anyone to charter a fleet of this size and keep it tied to the bank. Steps should be taken to force the placing of these boats in operation."

Prophetic words. Barely two months later, on March 4, 1923, War Secretary Weeks blandly announced that the Goltra charter was revoked. The whole fleet forthwith was under jurisdiction of the War Department.

Col. L. Q. Ashburn was sent to St. Louis to take over the Goltra holdings. He stepped aboard the U. S. Barge Line towboat VICKSBURG and supervised the seizure of the four towboats and most of the barges. A St. Louis judge, on petition of Mr. Goltra, quickly issued a temporary restraining order, but it could not be served. The crew of the VICKSBURG took the whole kaboodle to a mooring opposite Cairo and tied them up. Col. Ashburn had done what he was ordered; he had secured the fleet in what might be termed a military or naval action. Nothing quite like this had been seen on the Mississippi since Civil War gunboat days.

But the long arm of the law prevailed. A court order from St. Louis ordered the fleet returned to that port. The War Department meekly complied and towed them back. The squabble quickly got to the U.S. Supreme Court. On June 23, 1923 Associate Justice Willis Van Devanter issued to the U.S. a permit to operate the Goltra fleet pending a final decision. And so by year's end the barges were being used in the U.S. Barge Line on the lower Mississippi and the four big stern-wheelers were idling at their St. Louis moorings. Mr. Goltra's accomplishments to that date may be briefly stated: he had towed three barges of water at St. Louis, and some coal from Caseyville, Ky.

The U. S. Barge Line elected to keep the four big stern-wheelers tied up at St. Louis, in cold storage so to speak. Goltra could not use them and the Barge Line didn't want to. There was a great deal of sympathy among river people for Edward F. Goltra at this time. He was regarded as a man of good intentions, the victim of Washington, D. C. shenanigans. True, Goltra had not made much use of his government-sponsored fleet, but there were sufficient reasons.



Edward F. Goltra

The War Department did not want Goltra in the St. Louis-New Orleans trade. To make things tough an order from Washington, D.C. was handed Goltra denying him the right or privilege of offering freight rates in the St. Louis-New Orleans area at 20 per cent less than rail. This meant, stated the other way around, that the U.S. Barge Line could underbid Goltra 20 per cent on any

cargo contract. There were exceptions granted; as example Goltra was permitted to transport bauxite ore at rates 20 per cent less than rail, but only during emergencies when the U.S. Barge Line equipment could not accept the offered tonnage. Other exceptions were of this crumb-picking character. The big idea of the government was to remove Goltra from the river.

On June 14, 1924 the U.S. petitioned the U.S. Federal Court at St. Louis, Judge Faris presiding, for the appointment of a receiver to take over the four towboats and 19 barges.

While this was in court, the U.S. on July 1, 1924 formed the Inland Waterways Corporation, authorized by the passage of the Denison bill. Gen. T. Q. Ashburn was named chairman and chief executive, and Theodore Brent, office manager. In respects the IWC became the parent company of the Federal Barge Lines, operators of the government-sponsored equipment.

On July 8, 1924 Judge Faris ordered all of the Goltra barges returned to St. Louis pending court decision as to their future use.

Then on Sept. 4, 1924, Judge Faris ruled that the four disputed towboats and the 19 disputed barges were to be turned over to Edward F. Goltra so that he could continue his contract. And so it came about that after a year of litigation, in which time the four new towboats were idle, they were handed back to Goltra.

The Waterways Journal in its Oct. 4, 1924 issue applauded Goltra in an editorial, pointing out that private enterprise again was at work on the Mississippi, and announcing that the Goltra Line was preparing to move grain from St. Louis and Cairo to New Orleans "the first private business firm to do so since the Mississippi Valley Transportation Company quit fifteen years ago."

The ILLINOIS was the first to enter this service, in charge of Capt. Edgar (Jocko) Meeks; Guy R. Walker and Graham Varble, pilots; Joe Vick, chief engineer, and Capt. Ben J. Winters, mate. The Goltra Barge Line had offices in the La Salle Building, St. Louis.

News reports at this time indicate that the ILLINOIS had been converted to the burning of fuel oil. The MISSOURI was towed to Cairo by the IOWA in latter November, 1924 to be made ready for service. Another dispatch reported that "E. Field Goltra, Jr. is putting coal dust blowers on the IOWA and MINNESOTA which are still coal burners."

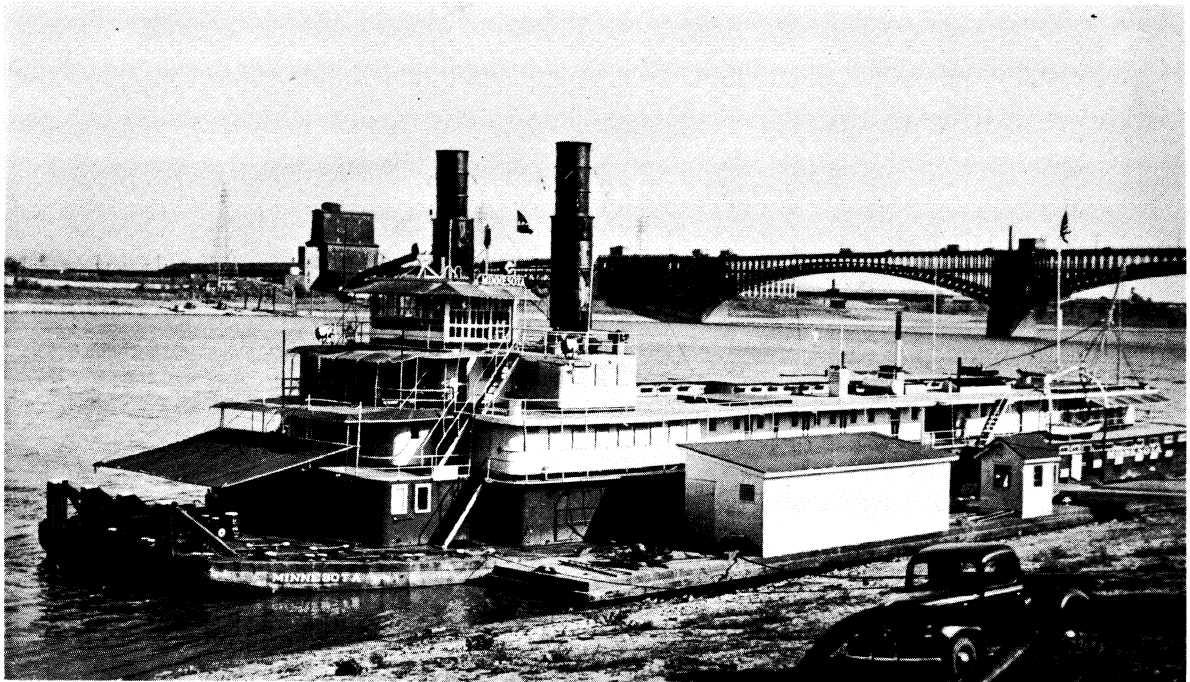
During 1925 the Goltra Barge Line was fairly active in the St. Louis-New Orleans area, with Capt. Tom Faudree as superintendent of traffic. A great deal of downstream grain was handled both from St. Louis and Cairo. There was no discussion in the public press about Goltra's possible reentry into the St. Louis-St. Paul trade, the original area for which the boats and the shallow barges had been intended.

In March, 1926 Mr. Goltra announced he had contracted to carry 44,000 tons of steel pipe from Pittsburgh to Vicksburg and Baton Rouge for the Standard Oil of N.J. This consisted of 22-inch diameter tubing 20 feet long intended for a gas line connecting Monroe, La. and Vicksburg. The

Continued on page 27.



Twenty years ago, on June 21, 1951, the MINNESOTA struck a railroad bridge pier at Sibley, Mo. on the Missouri River with rather disastrous consequences (see above) but no life loss. Some hope was entertained for raising her, but in the spring of 1952 she was still there, abandoned. Thus she became the first casualty of the Goltra-inspired fleet. The MINNESOTA was the first one converted to props, this in 1931. BELOW is a good picture of MINNESOTA taken at St. Louis and showing the Eads Bridge in the background. We are indebted to Dan Owen for the picture of the wreck.

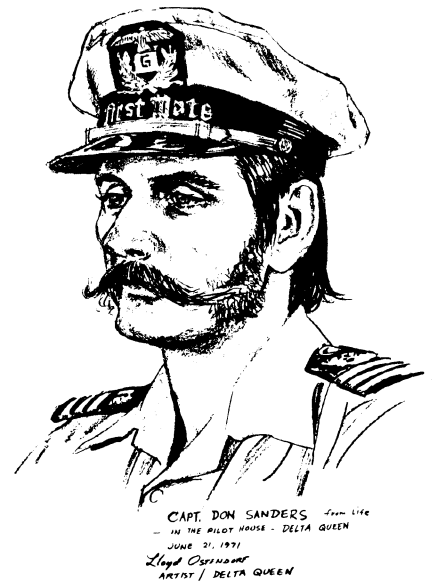




Lloyd Ostendorf  
ARTIST / DELTA QUEEN  
BILL MUSTER  
from life  
JUNE 18, 1971



CAPT. ERNEST WAGNER  
MASTER / DELTA QUEEN, IN THE PILOT HOUSE  
from life  
JUNE 21, 1971  
Lloyd Ostendorf  
ARTIST / DELTA QUEEN



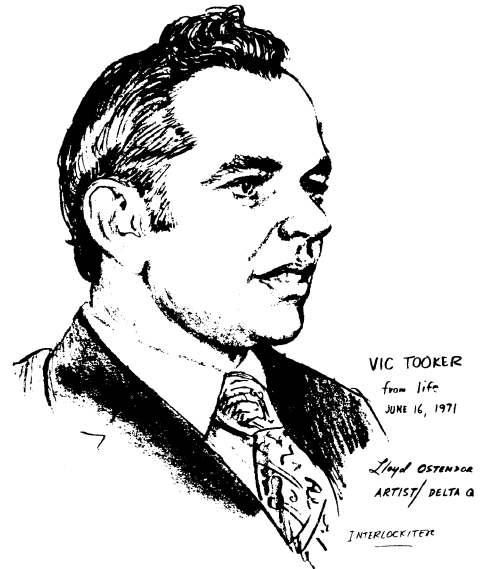
CAPT. DON SANDERS  
from life  
JUNE 21, 1971  
Lloyd Ostendorf  
ARTIST / DELTA QUEEN



CAPT. HARRY LOUDEN  
from life, IN THE PILOT HOUSE  
JUNE 20, 1971  
Lloyd Ostendorf  
ARTIST / DELTA QUEEN



GALLANT GABE  
THE PROVOCATIVE PURSER  
GABE CHENGERY  
from life JUNE 22, 1971  
Lloyd Ostendorf  
ARTIST / DELTA QUEEN



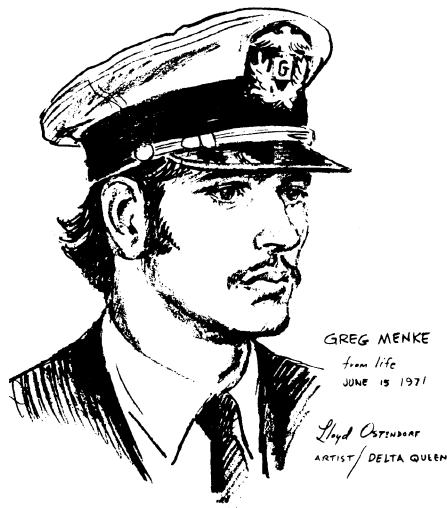
VIC TOOKER  
from life  
JUNE 16, 1971  
Lloyd Ostendorf  
ARTIST / DELTA Q

INTERLOCKITEK



CAPT. FRED WAY, JR.  
"MR. OHIO RIVER"  
ABOARD THE DELTA QUEEN  
at Marietta,  
JUNE 16, 1971

Lloyd Ostendorf  
ARTIST / DELTA QUEEN

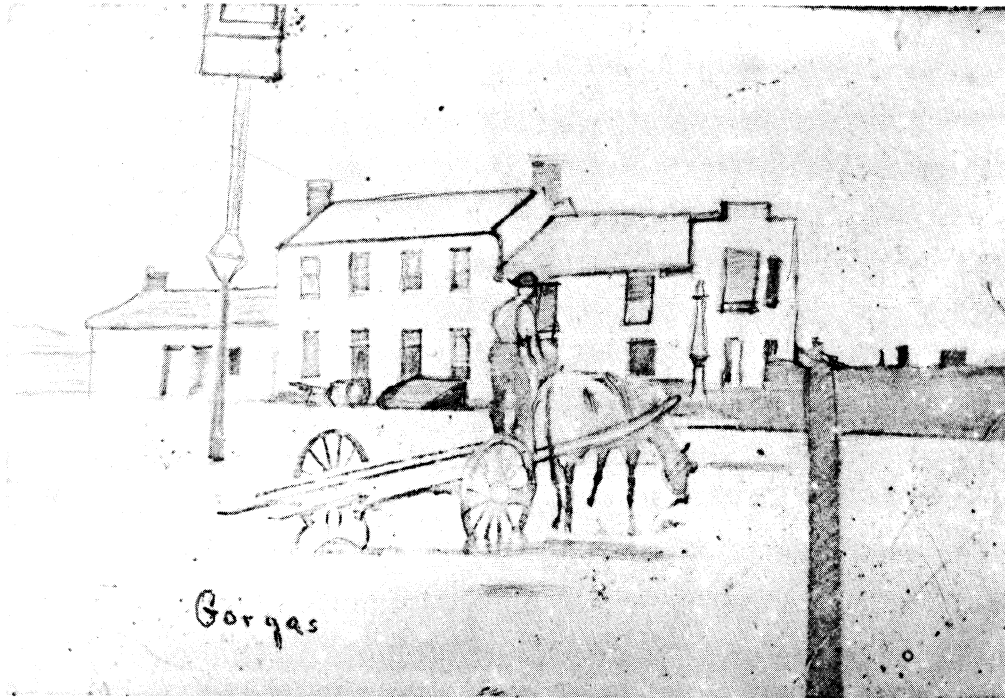


GREG MENKE  
from life  
JUNE 19, 1971

Lloyd Ostendorf  
ARTIST / DELTA QUEEN



FRANKLIN MYLES  
from life  
JUNE 17, 1971



FIRST BEACON LIGHT  
ALONG THE OHIO

Known to have been  
used in the 1840-  
1850 period.

The "Old Lighthouse" on the riverfront at Madison, Ind. may qualify as the first beacon along the Ohio River maintained for the aid of pilots at night. The above picture is made from a much-faded original daguerreotype. The features have been "improved" by outlining the details in pencil. The lighthouse stands on a pole at the left, embellished with a nighthawk (the globular adornment about half way up). The building is "Gundy" Lawrence's tavern at the foot of Mulberry Street and it was destroyed by fire on May 16, 1854. This view is known to have been taken only a month or so before, during a flood which inundated the hotel. The man on the dray is Archibald "Gundy" Lawrence who in addition to being innkeeper and lighthouse keeper served as Jefferson County representative in the Indiana legislature. According to a Madison newspaper, the "Old Lighthouse" was torn down in early February, 1859. Quite probably Madison had a wharfboat by that time with a light on it. We are grateful to Alene Stottlebower for the picture and for research of pertinent facts.



Lloyd Ostendorf, the Dayton, O. artist, made the pencil sketches on the opposite page aboard the DELTA QUEEN in June, 1971. Above is the artist as he pictures himself.

Sirs: That last issue with the "Incredible Journey" enclosure in the brown envelope seems to have moved through the P. O. a bit quicker than usual. Maybe they didn't recognize it, so it wasn't delayed while they took turns reading it.

Fran Mullan,  
126 First Ave.,  
Gallipolis, O. 45631

=To be entirely serious for a moment, the June mailing was the first use of a container envelope by S&D REFLECTOR. It proved most satisfactory except for the added cost of 4½¢ per copy. Right now we are bang up against the wall as are so many magazines faced with increasing production costs plus the recent upping of mailing rates. We went to the Pittsburgh P.O. and explored with them means for lowering our mailing costs. Answer: there is none. The present cost of putting four issues of S&D REFLECTOR into the hands

of a \$5 member is just about \$5. That leaves very little for the compensation of the secretary or for the ordinary expenses of the organization. The editor does his work as a labor of love and so does not enter into the deal. The "and/or" of the matter is a choice which must be made almost right now whether to curtail the magazine or up membership to \$8. The Steamship Historical Society recently had the same agonizing choice to make, upped from \$5 to \$8, and now everything is jake. -Ed.

Sirs: Incidentally I'm not a native of a river town. Where I grew up in Kansas the closest river was the Little Republican and it often dried up in summer. Maybe that's the reason I'm so "nuts" about the rivers now.

Helen L. Crawford,  
(Mrs. Robert)  
1070 Covedale Ave.,  
Cincinnati, Ohio 45238

Sirs: I am absolutely delighted with the story of the SENATOR CORDILL (March '71 issue). The only thing missing is the fact that on June 29, 1928, Captain George Gibson took aboard his little granddaughter Helen on her first river trip.

That was me. After reading the story I found my diary of that trip. I note that Capt. Brookhart was acting master. I also remember that grandpa's pilot partner was Capt. Monroe (Doggy) Cross with his steel-rimmed glasses and a mask to scare the lady school teachers who wandered out on deck after dark.

Thanks for the happy hours and memories provided by the S&D REFLECTOR.

Helen Rose Stephenson,  
(Mrs. George M.)  
Honey Hill Road,  
Georgetown, Conn. 06829



Sirs: I am employed by the Sangamon Packet Co. as captain on the sternwheel excursion boat LADY MIM, and also have been doing some piloting on the new JULIA BELLE SWAIN. The other day I happened to be browsing through Capt. Dennis Trone's issue of the S&D REFLECTOR and found it to be a most enlightening source of information, not to mention the photographs--excellent. I asked how to get the magazine and Bob Burtnett told me to write to you. There is interest here in starting a Peoria Chapter of S&D.

Please join me up and here is a check.

Jerry J. Clarke,  
111 Hillcrest Drive,  
Washington, Ill. 61571

=Thing in Peoria are looking up these days. -Ed.

Sirs: You are so right. I knew Phoenix Grove (June issue, page 34) very well. It was a popular picnic resort when I was a boy, especially for church and school picnics. The morning up-trip Coney Island boat picked us up just below Harrison's Ferry landing and took us there. We returned in the evening on the ISLAND QUEEN about 7 o'clock. And of course I remember the dike too. The name was changed to Silver Grove later.

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

William E. Reed sent us this picture with a big (?) mark on the back. He got it from Ben Gilbert, Huntington, W. Va. For starters, it is the showboat HOLLYWOOD rather worse for the wear, in a mighty narrow river. Has to be a tributary of the lower Ohio for mistletoe is growing on the trees, and one of those trees looks suspiciously like a cypress. We turned to Ethel Leahy's "An Ohio River Anthology" and got a few clues from J. Mack Gamble's article commencing on page 578. Mack says the HOLLYWOOD originally was named COLUMBIA, 120 by 32, with a seating capacity of 700 including the balcony. In 1930 the Menke brothers, J. W., Charles, Harry and Ben owned the HOLLYWOOD and had her stationed at Louisville. And what happened after that time? Did they winter her in Kentucky River? Or up Harrod's Creek? So that is the end of the story for the present, and probably forever, unless somebody volunteers to clear up the matter and please do, it's worrying us no end.

#### LOST AND FOUND DEPT.

Sirs: Believe it or not, I am finally back in the United States permanently, more or less, after some 14 years of wandering in Central America, South America and in Europe. So--I have a lot of catching up to do on the river. We built a little place down at Mile 179.1 on the Illinois and I was only there a few months before I went back to Europe for another two years. Moved back into the house last week (early in April) and it feels grand to hear and see and smell the river and the boats again.

Robert D. Burtnett,  
Route 1, Box 24 B,  
Chillicothe, Ill. 61523

=We speculated in the June issue, page 4, where Bob Burtnett disappeared to, so here he is, and right on the button to participate in the initial delivery of the JULIA BELLE SWAIN. -Ed.

We had a phone call June 4<sup>th</sup> and a sprightly voice said "I am Burnadina King." Yes, the same Burnadina King for whom the towboat BURNADINA KING was named at Parkersburg, W. Va. in 1896. She is now Mrs. Bernard J. Schwartz, and since the age of five she has lived at Bellevue, Pa. Her present address is 16 Kendall Avenue, that place. Her father was John F. King.

#### Red Letter Day

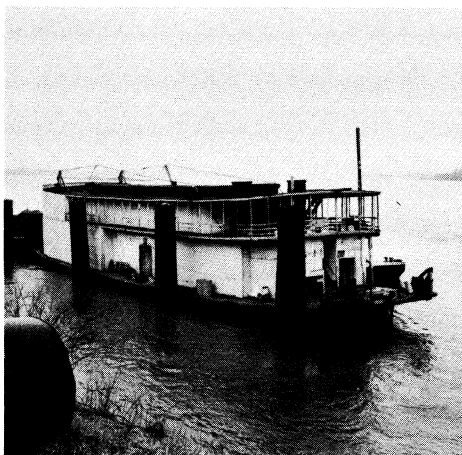
Mrs. Edward (Julia Belle Swain) Shelton received her June issue of S&D REFLECTOR at her San Francisco apartment, read the story of the Swain boats and family, reached for the telephone and in another moment was saying "I'm truly delighted" to us. That's how come we have a big red circle on the calendar drawn around Thursday, June 10, the day this happened.



## TWO OLD TIMERS AT MEMPHIS



Taken at Memphis on March 22, 1971 showing Frankie and Johnnie's Boat Store at the foot of Illinois Street. This is the old towboat PENNOVA built 1925 for the U. S. Engineers, Pittsburgh. Later she became the CHARLES ZUBIK, and then MAC-ROD.



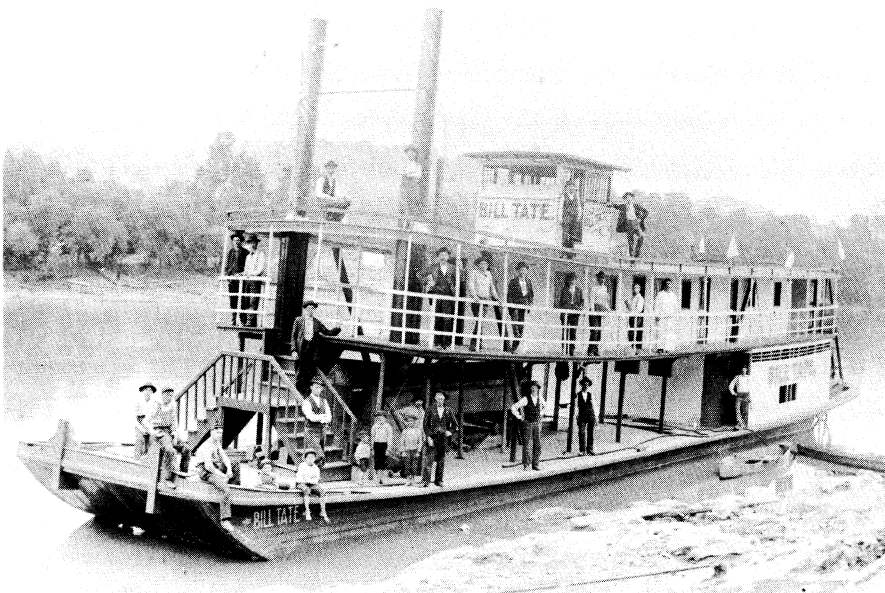
Taken same day as the above, at Memphis, showing the old towboat H. S. DOUGLAS formerly owned by the U.S. Engineers at New Orleans and later used at St. Louis as a night club and supply boat. Our thanks to Ensign Dick Rutter USN, for both.

Mr. and Mrs. C. Franklin Miller announced the marriage of his sister Lucy Miller Burks to Charles William Stoll on Friday, May 28, 1971 at Highland Presbyterian Church, Louisville, Kentucky.

Due to exertions of Gene Grate, two mooring posts have been installed along Front Street at the foot of Coal Street in Middleport, O. The DELTA QUEEN has been landing in there from time to time.

## BILL TATE

Her Holston operation turned out to be a solid loss.



S&D member Earl F. Olson recently showed this picture of the BILL TATE to William E. Briscoe, 1400 Kennesaw, Knoxville, Tenn., aged 84. "Yes," said Mr. Briscoe, "I remember that boat; it must have been built when I was about ten years old." He then went on to recall: "She was named after her owner, known around as "Uncle Bill" Tate; something of a character, sharply outspoken and generous. He bought a horse for each man in his company when they were mustered out at the war's end. The BILL TATE enterprise didn't last long. She was built to run up Holston River---and did carry out wheat for a Knoxville flour mill. She went up Holston to the "Big Jump" near Indian Cove, and that's about as far as the water allowed. At Knoxville she lay at the mouth of First Creek, and her watchman was named Walter Smith. When she ran up Holston her master was a Captain Duff, an elderly gentleman with a goatee. Anyhow the Holston operation turned out to be a solid loss."

The statistics on BILL TATE are these: She was built at Knoxville, Tenn., 1897. Hull 93 by 15 by three. She was originally operated by the Holston River Transportation Co., Knoxville-Kingsport. Lists of Merchant Vessels show her registered out of Chattanooga in the 1902 and 1903 editions.

Grand Ecore, La., located on the map of Red and Cane rivers in our last issue, and discussed in the article accompanying it, has been in the news lately.

The site of the ancient town and a high bluff adjoining, a 42½ acre plot, has been bought for \$42,500 by Grand Ecore Preservation, Inc., a non-profit group who plan to build there a Civil War museum and a hall of fame honoring the states in the Louisiana Purchase. Also a public park will be provided overlooking Red River.

Grand Ecore once was a thriving community and a frequent stop for steamboats plying between New Orleans and Shreveport.

Sirs: Mighty fine on running the model plans announcement for Alan Bates. We offer the sternwheel packet CHAPERON, famed on Green River (Ky.). John Breynaert drew these; three sheets, 1/8 scale, \$2.50 the set.

Model Shipways,  
39 West Fort Lee Road,  
Bogota, N.J. 07603



It was aboard the MOUNTAIN BELLE, pictured above, that Col. D. W. Emmons and Judge H. J. Samuels raced up the Ohio River from Portsmouth to Holderby's Landing with \$50,000 to meet the deadline to take up options for the purchase of the land upon which Huntington, W. Va. was laid out. This packet, on a hull 140 by 27, was built at Brownsville, Pa. in 1869 for the Pomeroy, Gallipolis, Ironton, Portsmouth and Cincinnati trade, Capt. A. J. McAllister, master, and Chris Young, clerk. Frank Morgan of Ironton was a clerk aboard at the time. This photograph was taken many years later when the MOUNTAIN BELLE had become a rafter on the Upper Mississippi. It is likely that in her Ohio River packet days the boiler deck extended clear forward. She was taken to La Crosse in the spring of 1873 owned then by Hewitt & Wood. Later her owner was G. C. Hixson and then the McDonald Brothers, both of La Crosse. When rafting played out she was bought by William McCraney, renamed THE PURCHASE, and towed an excursion barge at St. Paul. Your scribe and editor saw her there in 1914, and three years later she was condemned and dismantled at Wabasha.

**H**UNTINGTON, WEST VA. CELEBRATED its 100<sup>th</sup> birthday on July 11, 1971. The Herald-Advertiser ran a special edition that same day, on a Sunday. The contribution of Ohio River packets to the town's development was reported by Jim Wallen in an able article. The story of the local ferryboats was recounted by Bob Withers. The importance of the Ohio River was pointed up in a story by Gerald W. Sutphin.

Huntington owes its inception to the C&O Railroad and got its name from Collis Potter Huntington, subject of a Doubleday book published 1970, "The Great Persuader," by David Lavender. It was C. P. Huntington who speared the railroad from Newport News, Va. to the Ohio River. The first train rolled in to Huntington at 11 p.m. on the bitterly cold night of January 29, 1872.

Up to that time the site of Huntington, W. Va. was mainly farmland, and the two best-known landings were Holderby's and Brown's. There was a settlement of sorts at the latter, about the foot of present 4<sup>th</sup> Street, optimistically called "Brownsville."

For the lack of \$50,000, the land on which

Huntington, West Va. was to be built was almost lost in March, 1870.

After Collis P. Huntington had chosen the site for his new town, he engaged the services of Albert Laidley, a local lawyer who was familiar with the land and acquainted with the people. Options were obtained on 20 farms. The options were closed later and the lands finally conveyed to a corporation known as the Central Land Co., but not without the near panic of one of Huntington's employes.

Among the farms included in the options were those of James H. Buffington, W. H. Hagen and Mary Buffington Hagen, John Laidley, Henry Buffington, P. C. Buffington, W. P. Holderby, Harvey Poage, John Hanley, Charles Everett, Ephriam Frampton, John M. Pennypacker, Dr. P. H. McCullugh and G. A. and W. L. Johnston.

Mr. Huntington sent his brother-in-law, Col. D. W. Emmons, as superintendent and manager of the land company, and as secretary sent his sales agent, Gen. John Hunt Oley. Colonel Emmons and General Oley both were citizens of New York. General Oley was a former brigadier general in

the Union army who had served with distinction in the Kanawha Valley of West Virginia.

When the time came to close the options, Colonel Emmons advised Mr. Huntington that he would need \$50,000 to make the first payment which was due March 1, 1870.

Mr. Huntington's reply was delayed and when it finally arrived, it asked how the colonel would like to have the money--certified check or otherwise? The reply reached the colonel only four days before the option payments were due and failure to make the payments would have voided the option contracts.

Emmons tried to get in touch with Mr. Huntington but failed. In desperation, and accompanied by Judge H. J. Samuels, he proceeded to Portsmouth, Ohio, that being the nearest banking town where he was likely to get the money needed to close the deals.

When he arrived there, he went to a bank with his request to honor a draft based on Mr. Huntington's letter to him. The president of the bank hastily called a meeting of the board of directors and, after consideration, the request was denied.

Though discouraged, a few minutes later the colonel and judge entered the banking establishment of Thomas Dugan. He again told his story and showed Mr. Huntington's letter. But Mr. Huntington's name and fame had not reached Portsmouth and Mr. Dugan refused to issue a draft on the Huntington name.

The colonel then decided he might be able to draw the money on Fisk and Hatch, the New York bankers who furnished the financial backing for the enterprise.

These New York bankers were well known to Mr. Dugan and he agreed to advance them \$50,000 in the name of the New York firm, provided that Fisk and Hatch would wire that they would pay it.

Colonel Emmons immediately dispatched a telegram to Fisk and Hatch. Only four hours remained until the departure time of the boat which would carry them back to Holderby's Landing, where they were to meet the payments the following day.

Hours went by with no reply. The captain of the boat agreed to delay the departure of the boat an hour. Almost in despair, the colonel again went to Mr. Dugan and the banker finally agreed to advance the \$50,000.

The colonel, with cash in hand, boarded the boat which at once left for Holderby's Landing--at the foot of what is now 16<sup>th</sup> Street, Huntington.

Shortly after the boat left, however, Dugan received a telegram from Fisk and Hatch which read, "Mr. Huntington not in New York. Cannot honor draft."

When Dugan read the telegram, it is said he almost collapsed. His \$50,000 was gone and he began to feel he had been the victim of a confidence game.

He decided he would wire ahead to Ironton to stop the boat there. But shortly he received another telegram which said, "Mr. Huntington returned. Will honor draft."

The transaction proved to be a good investment for him. His bank was made a depository for large sums of money disbursed by Huntington and his associates.

And as for Emmons, he was able to beat the deadline and buy the land.

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We drew extensively on sources far and near while preparing the Goltra story in this issue. What started it off, undoubtedly, was an old copy of The Waterways Journal handed us by Bob Frankenberg of the Monongahela and Ohio Dredging Co. It contained the drawings contained herein. Then Nelson Jones turned up the construction views taken at Stillwater. So then we went over to the Dravo Corporation's library, Neville Island, and Mrs. Alice P. Estes allowed us to examine their back issues of The Waterways Journal. Most elusive item was finding a picture of Edward F. Goltra. Finally Dan Owen located an old cut, which isn't too good, but it turned out to be the only portrait available. To all our thanks,

The Goltra Towboats  
Concluded from page 20.

MINNESOTA started up the Ohio at once with three empty barges, in charge of Capt. Charles W. Clay, and with pilots Charles R. Nadal and Pete Briscoe to Louisville. Above there the pilots were Henry Lindenburn and Jim Rowley. Charles C. Hunley was chief engineer. The IOWA followed within the next week or so.

These enormous sternwheelers caused quite some consternation and comment along the Upper Ohio. The MINNESOTA went to Lock 1, Monongahela River. She couldn't lock there because of her size. The IOWA terminated at Lock 2, Ohio River. Frank L. Sibley, river reporter for the Gallipolis Tribune commented: "This IOWA is a sight to behold; looks like a gunboat."

On the return trips these two not only brought out the pipe, but contracted other towing. The MINNESOTA picked up four new barges at Dravo's Neville Island yard for delivery to St. Louis. The IOWA picked up four loads of coal in new barges destined to Granite City, Ill.

Within a week or so after these successful runs the U.S. Supreme Court heard the case of the U.S. vs. Goltra, this on April 26, 1926. The opinion was handed down in early June, Associate Justice James Clark McReynolds dissenting, that the decision of the St. Louis Court be reversed, and that Edward F. Goltra had failed to operate the fleet of four towboats and 19 barges in a manner satisfactory to the Secretary of War. Judge Faris at St. Louis was directed to order the return of the boats and barges to the U.S. On June 23, 1926 Judge Faris issued such order and gave Mr. Goltra 48 hours to clear off his personal possessions from the fleet and turn them over.

And so ended the participation of Edward F. Goltra in the Mississippi and Ohio river barge business, blithely commenced with the idea of reviving freight tonnage on the Upper Mississippi.

There was nothing wrong with his idea, as matters turned out. The Upper Mississippi Barge Line was organized in January 1926 and became a successful extension of the Federal Barge Line operations.

Sirs: On Sunday last, June 13, Dorothy Frye, Ethel and I were out for a ride and drove through Loveland, O., about 15 miles n.e. of Cincinnati. We spotted a bell mounted in front of the volunteer firemen's association hall and it had all the earmarks of a steamboat roof bell. So we stopped and got out and paraded across the grass to get a closer look. The bell is a little larger than the one on the BELLE OF LOUISVILLE, and sure enough, it was a steamboat bell.

Inscribed on it is this:  
STR. REUBEN R. SPRINGER  
CAPT. HENRY U. HART  
1879

It was cast by the Buckeye Bell Foundry, Van Duzen and Tift.

How the bell ever got to Loveland I have no idea, but there she is on a corner lot for all to see.

Lawrence E. Walker,  
10552 Breedshill Drive,  
Cincinnati, Ohio 45231

=The bell came from the side-wheel R. R. SPRINGER, named for Reuben Runyan Springer born and raised in Frankfort, Ky. He went clerk on the GEORGE MADISON in 1824, then on the GEORGE WASHINGTON in 1825. The latter was owned by Kilgour, Taylor & Co., Cincinnati. Young Springer left the boats and entered the employ of that concern, which proved no mistake. He became a banker and made a fortune. His philanthropies included major donations for building Cincinnati's Music Hall, College of Music and the Art Museum. The R. R. SPRINGER was completed in 1879 and his portrait in oils graced the cabin. The roof bell has been in the possession of the Loveland Fire Department for some years. -Ed.

The following is extracted from "The River," a column written by Ralph Conley in The Parkersburg (West Va.) News:

"..Way back in the late 1950's when we were writing a daily river column in the Wheeling Intelligencer, we were in that great city of Marietta. When we were a wee boy, we liked Marietta. By 1948 we didn't like it so well. Today, we don't go there anymore. No use paying a \$200 fine for dropping a chewing gum wrapper in an alley.

"Now we were in Marietta that day for no particular reason, but the S&D were holding their annual shindig, and there were many taking part whose parents were never rivermen. That's beside the point. We visited the river museum, and being an antiquer and collector from 'way back, we just don't like museums---seeing something we want and can't have. But the museum is fine and we have no gripes there.

"They had just parked the towboat in the Muskingum and we sauntered down that way in time to see Fred Way, Mack Gamble and a well known Marietta river fan going aboard the towboat without paying the 25 cent fee. We tried it and told the bummer collecting the money who we were. He said in effect he didn't care if we owned the Wheeling paper, which we didn't, it would cost 25 cents to get on. I expect I have been on more towboats than that guy had hairs on his head and he wasn't bald. I didn't care for the quarter. It was the principle.

"Well, that hurt our feelings and since that day, we have been careful to avoid any mention of S&D or any of its enterprises and functions. That's our privilege. When that organization apologizes

to this writer, maybe he will open up a little, but we don't look for that event to ever happen. And we are not carrying any chips on our shoulder. We have had to work and pay for everything we have, but we do not intend to pay a red cent to poke around on an old towboat."

We have been asked whether the towboat WEBER W. SEBALD still has her engines in her. She lies sunk in the Kanawha River as pictured in the June issue, page 2. The answer is no, she does not, says C. E. Montague, Jr. who has kindly answered our inquiry. The engines, boilers, etc. were removed by the Ashland Boat Club some years ago.

While on the subject, the engines of the towboat HERBERT E. JONES (originally JASON) were removed and scrapped several years ago. Presently the boat, now a night club called THUNDERBIRD, is moored in the Allegheny River near Pittsburgh, at Blawnox, and is not being used for anything.

The Ohio Department of Natural Resources awarded contracts for repairs to Muskingum River locks and lock gates. Accepted bids total \$485,672. Work commenced in July and was scheduled for completion in May, 1972. The R.G. Beer Corp., Mansfield, O. is doing the work. Keeping the Muskingum operative for pleasure boaters, the responsibility of Ohio taxpayers, is a one-way street; all out-go, no income. No tolls are collected.

Sirs: The Ernst family here in Madison has a model of the packet HELEN M. GOULD which was built by the Bonner brothers who had a boat yard just below the local marine ways. This model currently is on display at the First National Bank here in town. Mr. Johnson, the bank's president, is of the opinion that the HELEN M. GOULD was named for a lady of some importance. Do you know?

Alene Stottlebower,  
614 West Second,  
Madison, Ind. 47250

=When the boat was so named in 1902, an important lady in the land was Helen M. Gould, daughter of Jay Gould. She was a liberal benefactress and became the wife of F. J. Shepard of the Missouri-Pacific RR. -Ed.



Her roof bell is on a corner lot in Loveland, Ohio.  
(see letter above)

Sirs: I was particularly interested in the article on Thomas Dunbar (Dec. '70 issue) and his work for James Rees & Sons Co. I have discovered in the Rees catalogue for 1913 a picture and description of the AMAZONKA, the boat that Dunbar designed for the Volga River. It says:

"Designed and constructed in 1882 and 1883 for Mr. A. A. Sevecke of Nijni, Novgorod, Russia, for service on the Volga River. Dimensions: length 176'0". beam 36'0", depth of hold 6'0". High pressure engines--diameter 18", stroke 7'0". Rees adjustable or variable cut-off. Three boilers, tubular type--diameter 48", length 18'0", fifty-four tubes each. This steamer was assembled and completed at the above named port, under the supervision of two representatives of this firm, one of whom remained in Russia for over four years during which time he designed and constructed five other steamers of a similar type, two of which were assembled at 'Rastoff on the Don' for service on the River Don. All of the steamers were successfully operated on those rivers."

The descriptions of the boats are given in the Rees catalogue both in English and Spanish. One could even order a sternwheeler equipped with cannons for South American river travel. One minuscule Rees marvel was the LIZE (62 x 13 x 3'3") which made the trip from Pittsburgh to Cuba under its own power.

Jack E. Custer,  
3525 Byron Avenue,  
Nashville, Tenn. 37205

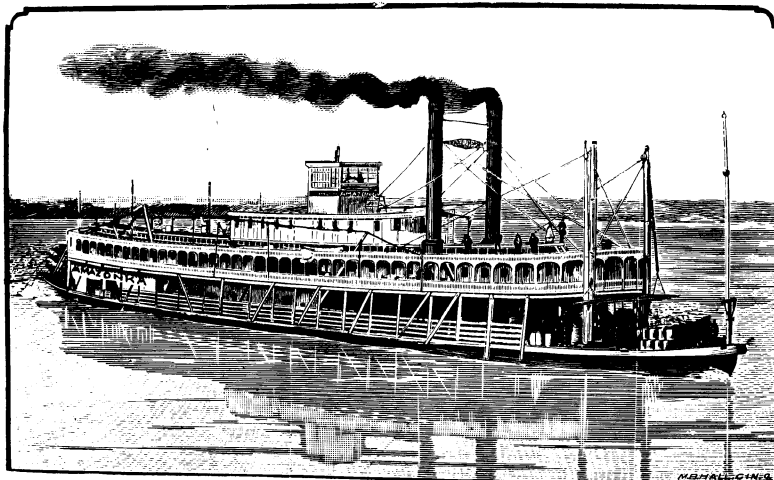
Sirs: Imagine my horror to read of the burning of the Howard Steamboat Museum! Although I have been a member since the very beginning I had never been there until last year.

I was greeted (we, because Marian was with me) by Mrs. C. B. Richardson whose graciousness and charm could not have been warmer. We had a wonderful tour and of course were overwhelmed by the house, the collections, and the hospitality of the entire staff.

"Mrs. Richardson," I said, "I am a Life Member of this wonderful institution."

"Yes," she said, "But what you don't know is that you are the first Life Member of the Howard National Steamboat Museum, the very first."

Well I was proud as when Capt. Frank McCaffrey handed over to me my first Mate's license.



STEAMER AMAZONKA.

She is pictured in the Rees catalogue.  
(See letter at left)

I extend my deepest sympathies to all who worked so hard on this great project and glad to hear that some of the treasures have been salvaged, and especially that those glass plates have been printed and saved. It's a hard lesson and as S. Durward Hoag says, a "warning to other museums having priceless historical relics."

Too bad, too bad, what a pity, what a loss.

Dick Bissell,  
6 Rocky Point Road,  
Bell Island,  
Rowayton, Conn. 06853

Sirs: That overbearing flower you encountered in St. Francisville, then again at Natchez, was what we call a sweet shrub, or magnolia fuscata. (I don't know if that is the way the name is spelled--or even if that is the correct botanical name.) However I'm reasonably certain that the shrub isn't of the camellia family, and suspect that it isn't of the magnolia group either. We have a sizable one in the front yard, growing beneath a magnolia tree, and along about April and early May of each year the place smells as if a shipment of bananas has come in. When it's in bloom, kids raid it frequently. Personally I find the fragrance a bit too potent, better at a distance.

Lloyd Hawthorne,  
Box 1000,  
Pineville, La. 71360

=Encyclopedia Britannica says the spelling you gave fuscata is ok, and it's a Chinese magnolia. -Ed.

Sirs: The first church bell in Iowa was brought here by the IOWA circa 1842 commanded by Capt. Morehouse. Do you have a picture of the boat?

George J. Hanrahan,  
2112 Kirkwood St.,  
Burlington, Iowa 52601

=No we do not. The IOWA was a side-wheeler built Pittsburgh in 1841. She sank at what now is known as Iowa Island on the Upper Mississippi not far above Graf-ton, Sept. 10, 1845. -Ed.

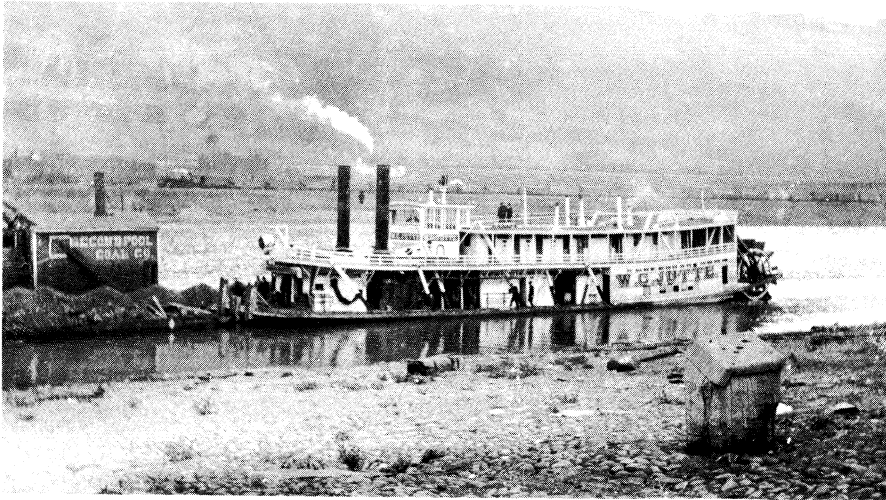
Dale Flick won his master's at University of Cincinnati in arts and sciences this past summer. He will teach in Cincinnati schools this fall.

THE OHJO ADVENTURE

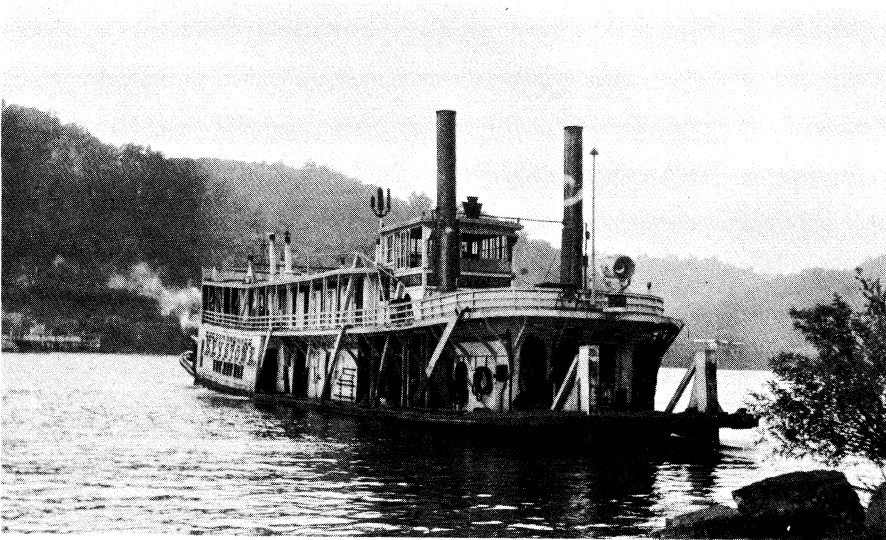
By Jim Baber



-The Marietta Times.



W. C. JUTTE



KEYSTONE



E. K. DAVISON (2nd)

## Story of the W. C. JUTTE

The W. C. JUTTE was quite some towboat. She was built for the Peoples' Coal Co., whose offices were in the Conestoga Building, Pittsburgh. When the monster "Combine" was formed 1899-1900, swallowing up most of the river coal firms, the Jutte family and associates refused to join in. They built the W. C. JUTTE at the Axton yard, Brownsville, in 1901. She was a three-boiler "poolboat" with 13's- 6 ft. stroke engines.

Capt. W. C. Jutte was the general manager of the firm, but not for long. He shot himself with a .38 in the St. Denis Hotel in Atlantic City on May 24, 1905.

The Peoples' firm discontinued lower river shipping about 1908 and disposed of the CHARLEY JUTTE (sold to Crucible Steel) and the GLEANER, CRESCENT and G. W. THOMAS. In the spring of 1912 they sold the W. C. JUTTE to the Enos Taylor Boat & Barge Co. By 1916 she was towing coal on the Warrior River in Alabama along with the ex-Pittsburgh towboats VOLCANO and DARLING.

But she came back to the Ohio River, owned by the Shawneetown Sand & Gravel Co. They sold her to the Keystone Sand & Supply Co. (a Dravo affiliate) in April, 1917. Keystone Sand built the steam-prop PEACE that year and, in 1919, added the steel stern-wheel VICTORY. They meanwhile had renamed the W. C. JUTTE to KEYSTONE, and sold her in July, 1920 to Hillman Coal & Coke Co., Pittsburgh.

Hillman operated her as the KEYSTONE until June, 1925 when they sold her to J. K. Davison Bro. Sand Co. They promptly renamed her E. K. DAVISON.

Then on November 2, 1926 she capsized at Tarentum, Pa. on the Allegheny River, drowning two, Fred Sedwig, 38, second engineer, and Mrs. Mary McKisney, 55, the cook. The crew at the time included Capt. Howard Cavett, master; Hugh Beegle, chief engineer; John Gillingham, pilot. The regular master-pilot, Capt. Sylvester Smith, was on a hunting trip at the time, in company with his father Capt. Charles Smith.

The E.K. had been needing a new hull when this happened, and the Davison firm had contracted with architect Tom Dunbar to design

one, and it was built by the firm of Morgan-Davis Dock Co. with the intention of sliding the cabin, etc. of the old boat over on it.

Plans were changed. A new upper works went on the new hull, using the old machinery, and so in 1927 the new E. K. DAVISON went to work.

Capt. Sylvester Smith continued as master-pilot. In 1931 he and Capt. E. K. Campbell applied for extension of their pilot licenses to Warren, Pa., Allegheny River Mile 192, and got them, listing various rowboat trips they had made as the basis for their required experience over the route. That fall the E. K. DAVISON towed an excursion barge on a round trip between Freeport and Kittanning, their guests being the 32nd annual convention of the Allegheny River Improvement Association.

When the Davison firm bought the towboat CRESCENT in December, 1947, they laid up the E.K., but had her out running again in the fall of 1948 while the CRESCENT was at Elizabeth, Pa. for repair work. To the best of our knowledge she never ran again after that time, and was decommissioned in 1951.

So to recapitulate a bit, the W. C. JUTTE ran 16 years; then renamed KEYSTONE she ran seven more; again renamed E. K. DAVISON she ran another; 24 years in all. The machinery went to the second E. K. DAVISON and kept going until 1948, 47 years of usefulness. Wooden steamboats such as those mentioned here were noted for durability, and the steam engines which ran them, moreso. The modern steel hull diesel-prop towboats are equally sturdy, although it would be stretching the facts to say they last longer or even that they are less immune to frequent repair. The modern internal engine, be in installed in an automobile or towboat, is a high bred profligate expendable in its youth.

#### THE HOWARD MUSEUM

Sirs: Here are the latest developments at the Howard Museum:

First, a more detailed account of the damages to the house is in order. The fire started in the basement under the front stairway and the floor in the kitchen burned through. The rear stairway was destroyed and the front stairway and hallway were heavily damaged.

The fire then went up through a wall and bypassed the second and

third floors, except for a small hole which was burned in the third floor at the top of the stairs. When the fire reached the attic, it spread, and nearly the entire roof and the attic area was destroyed.

First reports of damages were exaggerated, because the front stairway was not considered safe and it was several days before anyone reached the upper floors, and the fact that the fire started in the basement and went thru the roof leaves one with the impression that very little could be left. Most of the articles on display are either not damaged or need only a cleaning. Except for the kitchen and some attic rooms, none of the rooms was subjected to flame, but the water did considerable damage to the plaster.

Everyone now agrees that the house is not as badly damaged as the early reports indicated. Several qualified people have stated that the house is rebuildable, including the State Building Inspector.

The Board of Directors have voted in favor of repairing the house. There are some areas which may be difficult to restore exactly as they were, but they will be duplicated as closely as possible.

Members of the Board are now involved in getting estimates on repairs, fund raising, soliciting new members, and removing and cleaning contents of the house.

Local Jeffersonville Jaycees have been very helpful in recent weeks. They have cleaned up all the broken glass, plaster, and have helped in moving some items.

About twenty local carpenters have removed part of the burned roof and have built a temporary roof.

The Jaycees are also working on a fund raising venture which will be announced soon.

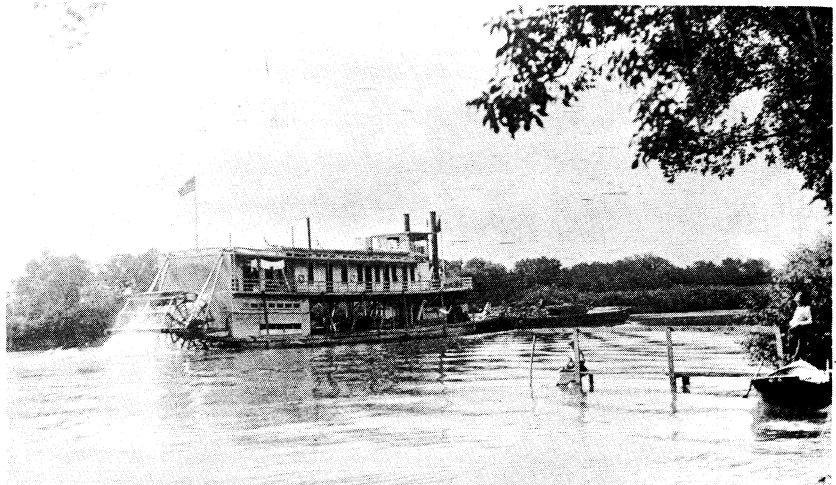
The Howard Mansion is definitely rebuildable and every effort will be made to restore it.

Any contributions should be sent to: Howard Steamboat Museum, Box 8, Jeffersonville, Ind. 47130

Gregory Goldstein,  
4931 Southside Drive,  
Louisville, Ky. 40214

The "having a fine time, wish you were here" post cards are rolling in. One dated July 19 at Louisville is from the pilothouse of the BELLE OF LOUISVILLE and is signed by Robert H. McCann, June and Bill Flick, Harris Underwood, Charlie Dietz and Doc Hawley.

"Steamboat Whistles On the Coal River" is the subject of an article in the July '71 issue of the "West Virginia History" magazine, authored by William H. Dean, history prof at Morris Harvey College, Charleston. This tip comes to us from Charles E. Arnold, Jr.



The "something" about this picture is that it was taken on Big Sioux River near the mouth at Sioux City, Iowa. It is the U.S. Engineer towboat DANIEL BOONE, built at Gasconade, Mo. on a wood hull 117.6 x 22. Rudolf Olson (1896-1922) was the photographer, brother of Earl F. Olson, S&D member who now lives at Norris, Tenn. Rudolf took the picture about 1914-1915. The BOONE was built in 1913. After an encounter in ice, she was given a steel hull, 1925. The U.S. operated her on the Missouri River until 1940.



**T**HERE IS A NEW sternwheel steamboat on the Wisconsin River at Wisconsin Dells. If by chance you are hazy about where that is, it's near Baraboo. If you don't know about Baraboo you aren't a circus buff. Baraboo is the home of the CIRCUS WORLD MUSEUM, two shows daily, with a calliope. But back to Wisconsin Dells.

The Wisconsin River wriggles through a gorge at this place and it's a splendid panorama of high rock bluffs with the river slithering between them.

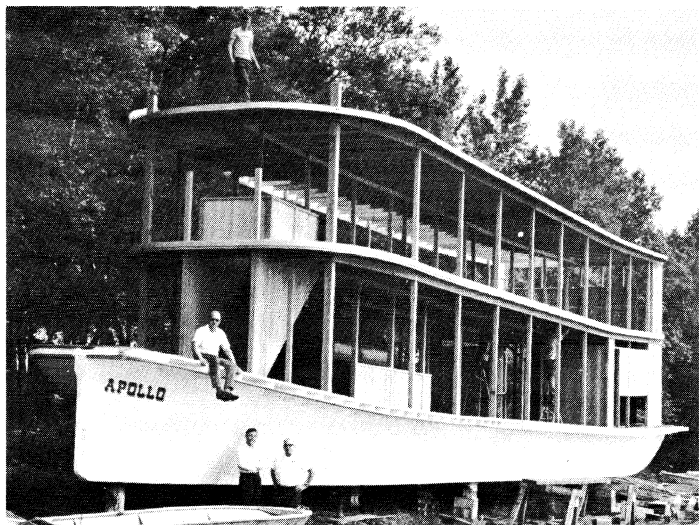
Small steamboats have taken excursionists on short rides through this miniature canyon dating back many years. There was the DELL QUEEN, a side-wheeler, and then on July 21, 1898 the stern-wheel APOLLO was launched at Wisconsin Dells. She had a hull 108 by 22 feet (see accompanying pictures.) All went well until the Great Depression slowed business and, anyhow, she was getting soggy. So they took her up the river, set her afire, and let her burn to the waterline. The hull, being soggy, didn't sink. Holes were bored in it and finally it went to rest between Stand Rock and Witches Gulch.



The old APOLLO  
As she appeared 1898-1930 cruising along  
through the twisting channel.

There hasn't been a steamboat serving at the Dells since that time--until now. Two boat buffs got together in 1968, Ardell Abrahamson and Gerald L. Matthews, and decided to build one, and they decided on steam, with paddlewheel, and she was to look a lot like the old APOLLO.

There were a lot of difficulties, not the least of which was the problem of engines. So these two scavengers went up there to the location between Stand Rock and Witches Gulch, dug up the rusty, ruined old engines (8" bore by 44" stroke) and found they had been manufactured by Gillett & Eaton, Lake City, Minn., just like the ones now on the JULIA BELLE SWAIN. They also found out that the old engines were beyond salvation. So undismayed they dug them out, had patterns made, and identical new engines were produced by the Nekoosa Foundry, Nekoosa, Wis. zip 54457, and we are adding the zip because anybody wanting a set of 8" by 44" bore steamboat engines can get them made there. This Nekoosa Foundry machines as well as casts.



The new APOLLO  
Under construction in 1970 at Wisconsin  
Dells, showing her plywood hull.

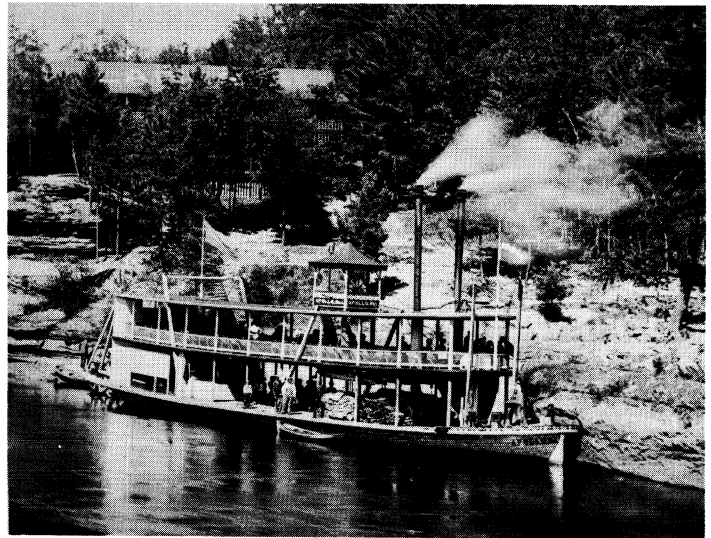
-Ollie Reese, photo.

Isn't this fascinating? We think so. Now believe it or not, there is a photographic firm at Wisconsin Dells, The H. H. Bennett Studio, Inc.,



hear that our hull was constructed of plywood. We were not aware of the distinction you mentioned, however we feel it is superior to planking (we have a dry hull) it will stand a great deal more bumping than steel without visual change, it bounces rather than tears or bends, besides it is wood and whoever heard of a log cabin built of steel pipe? Pardon my analogy but we are proud of our solution to a very important aspect in the building of a western style river steamboat.

We will concede that plywood has its merits. During construction, the hull was flooded by high water six times and lived through intact.

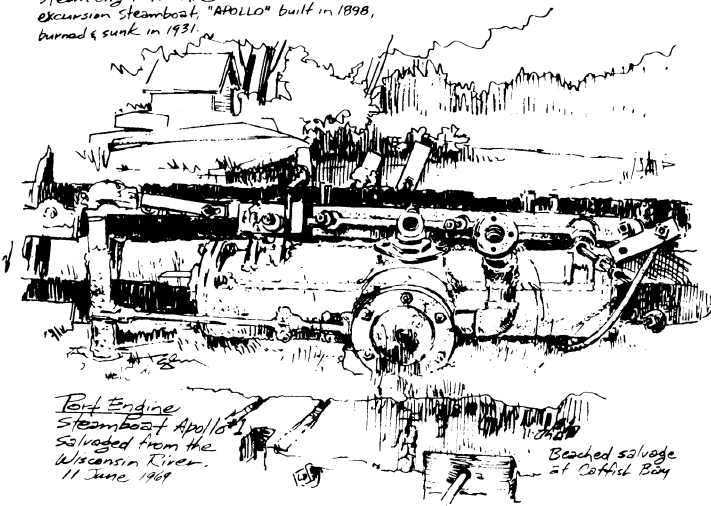


APOLLO NO. 1 years ago  
Her pilot house was inherited from DELL QUEEN.

Well, some concessions had to be made. There was no merit putting on an old-timey boiler like the original APOLLO had in her. The Coast Guard would take a dim view for one thing. So they got a Johnston Brothers J217-3C oil-fired job, designed to C.G. rules, allowed 150 psi, burning No. 2 cold fuel oil.

S. Durward Hoag has compiled some vital bridge statistics worth noting. The Silver Bridge over the Ohio River at Pt. Pleasant, W. Va. collapsed at 5:10 p.m., Friday, Dec. 15, 1967. Some 40 cars and 17 trucks went into the river, and over 50 persons were drowned. The State Road Commission of West Virginia closed the "Hi Carpenter" bridge at St. Marys, West Va. at noon, Dec. 18, 1967, inasmuch as its construction was similar (see page 35 this issue for picture). It was re-opened Feb. 26, 1968. Closed again two months later. On Feb. 25, 1971 contract for demolition of the St. Marys bridge was awarded to U.S. Steel and plans were announced for a new four-lane to replace it. Demolition commenced March 1, 1971, work done by American Bridge Division, on bid of \$314,500. The final portions of the bridge were blasted down at 9 o'clock Tuesday morning, June 29, 1971. Meanwhile a new bridge was built to replace the Silver Bridge at Pt. Pleasant, opened to traffic exactly two years after the catastrophe. As matters now stand, three years have elapsed since the St. Marys closure, and no definite decision has been reached about its replacement. "How much longer?" asks Steve Hoag.

Steam engine from the excursion steamboat "APOLLO" built in 1898, burned & sunk in 1931.



Boiler Engine  
Steamboat Apollo  
Salvaged from the  
Wisconsin River.  
11 June 1969

Beached salvage  
at Cottick Bay

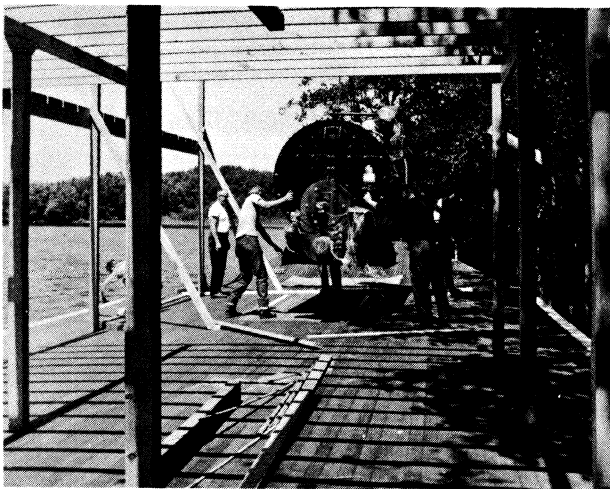
Sketch by Gerald L. Matthews

which has a negative file which includes many pictures of the original APOLLO, of five steamboats that operated prior to APOLLO, and lately they have added a complete set of building photos of the new APOLLO. Prints of the original APOLLO were studied while designing the present one.

So the steamboat line was formed as shown on the letterhead reproduced at the start of this story. The elected officers are:

Gerald L. Matthews, president  
Ardell Abrahamson, Exec. VP  
Herbert C. Nicholls, VP/Sec.  
Warren Winegarden, VP/Treas.  
Zora Leach, Vice Pres.

They decided to build a new hull of plywood. We exhibited some amazement at this original approach, never having heard of a plywood-hull steamboat for commercial passenger service. But this is what Gerald Matthews says of it: "You mentioned in your letter that you were amazed to



Placing Boiler on APOLLO (2nd)

It was a proud gang on August 1, 1970 when the new Johnston boiler was hoisted aboard and placed.

Sirs: My mother and father and I were passengers aboard the SENATOR CORDILL when she struck a concealed snag at Duckport Landing and hung there at a perilous angle. The captain (I think he was Captain Prince) quietly said: "Everybody off." When the boat sank everybody was off except one elderly lady who remained in her cabin. I'm not sure of the date this happened but it was around 1916. I'd be interested if you find a record of this happening.

Mrs. J. K. Sadler,  
1415 Calhoun St.,  
New Orleans, La. 70118

=In the last issue mention was made of a sinking of the CORDILL in the vicinity of Vicksburg in the spring of 1918; this may be the instance Mrs. Sadler refers to. Duckport Landing was about nine miles above Vicksburg above and opposite present-day Joseph Henry Light, although now back from the river on the west side due to channel changes. -Ed.

#### RACE STATISTICS

The BELLE OF LOUISVILLE and the DELTA QUEEN have each won four races, if you count the last one a race.

April 31, 1963: The DQ won the first race easily on a cold, windy day.

April 28, 1964: In a dramatic photo-finish the BELLE avenge'd its loss of the year before.

April 27, 1965: Boiler trouble on the BELLE gave the DQ an easy victory.

May 1, 1966: High water and swift current cancelled the race for Derby Week.

June 11, 1966: Despite being granted a two-mile handicap on account of her inadequate boilers the BELLE was beaten again by the DQ.

May, 1967: Race cancelled because of high water.

June, 1967: No race; Greene Line argued that the BELLE should have new boilers.

April 31, 1968: Equipped with new boilers, the BELLE came close but not close enough. The DQ forged ahead in the final stretch and won.

April 29, 1969: The BELLE won by a good quarter-mile.

April 31, 1970: A daring final turn put the BELLE in the lead, and the winner.

April 27, 1971: The DQ did not arrive in time. The BELLE ran the course solo, and won by default.

We are indebted to Larry Werner of the Courier-Journal for these statistics, and to Mrs. Roy B. Morningstar for sending the clipping.

Prof. Richard A. Rice of the Transportation Research Institute at Carnegie-Mellon University, Pittsburgh, has completed a study for the American Society of Mechanical Engineers on the question: "Which method of transportation is at once efficient and yet least harmful to the environment?"

Best is the bicycle with highest score on both counts. The best method of mass transportation is the ten-car double-decker suburban train, which travels 200 passenger miles per gallon (PMPG) of fuel (computed for the average number of passengers).

Next is the old-style paddle-wheel steamboat at 150 PMPG. Included with it are some types of buses at 120 PMPG.

Automobiles average 30 PMPG, jet aircraft 22. Lowest on the scale is the SST which at its present specifications would yield but 10-15 PMPG.

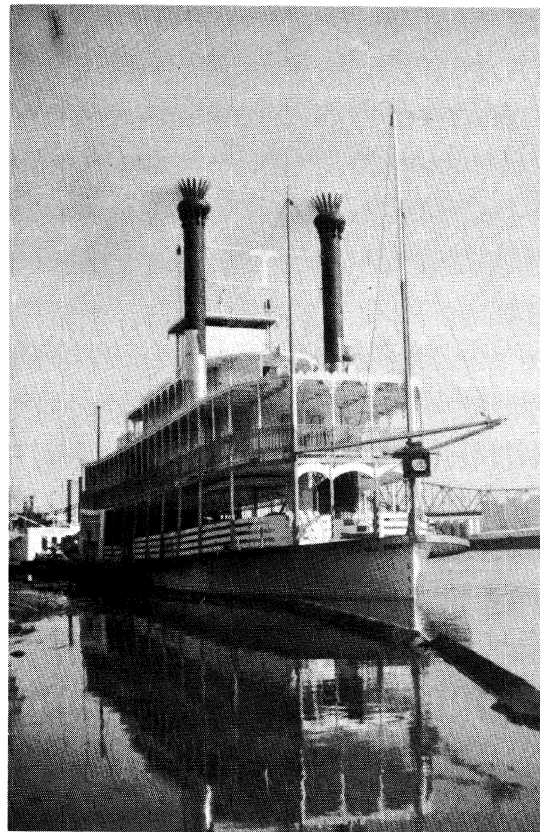
Sirs: Your comment in the March issue, page 14, that you "haven't the faintest idea what eventually happened" to the CARNEAL GOLDMAN interests me. I have made copies of some notes written by the late J. S. Johnston of St. Joseph, La., and one of them mentions that the CARNEAL GOLDMAN was taken to Jeffersonville, Ind. and rebuilt to become the SAINT JOSEPH.

An examination of the photographs of these boats on page 14 of the March issue does seem to show a striking similarity in the appearance of the pilothouses and of the gingerbread adorning the stanchions.

Thomas H. Gandy, M.D.,  
Medical Arts Building,  
Natchez, Miss. 39120

=Could be, could be; but does anyone know for sure? -Ed.

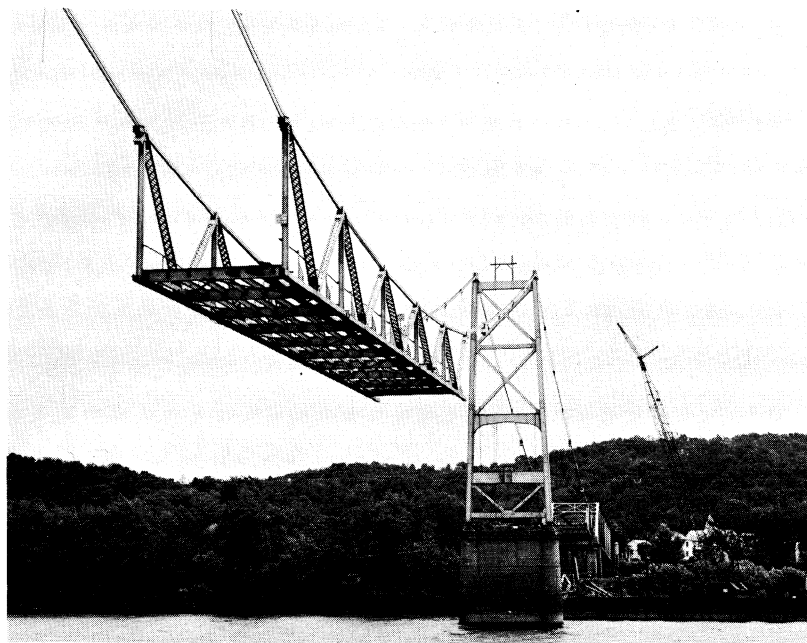
Our thanks to Vernon F. Barr, 105 S. Sweetbriar Drive, Chillocothe, Ill. 61523 for sending in ten new memberships to S&D, all from Peoria save one. The tenth one goes to Mrs. Edward Shelton, San Francisco, who is the former Julia Belle Swain.



JULIA BELLE SWAIN  
Raising steam at Dubuque...

Sirs: Here's how the new JULIA BELLE SWAIN looked when she got steam up and was preparing to depart from Dubuque for Grafton and Peoria. Accompanying picture was taken on April 7<sup>th</sup>, 1971.

David Tschiggfrie,  
1238 Jackson,  
Dubuque, Iowa 52001



The bridge spanning the Ohio River at St. Marys, West Va. was torn down this spring. The above view taken on Wednesday, May 26, 1971 by S. Durward Hoag shows the last remaining section of roadway. The bridge was built in 1928 by the H. A. Carpenter Bridge Co., replacing a lucrative ferry also Carpenter owned. The sorry part about the St. Marys bridge is that it was in the pink of condition, had done no wrong, but it was a blood relation of the ill-fated Silver Bridge which failed at Pt. Pleasant, West Va. and which had been built at the same time (1928) on practically the same design. The West Virginia Highway officials were taking no chances. See story on page 33, column two.

Our extra feature "Incredible Journey" issued in June, on page 6, tells of a monument at St. Francisville, La. marked G. B. MILLER. The dates on it are: Born September 29, 1820; Died October 16, 1860. Since 1860 as far as anyone knows, the tombstone has reposed at the steamboat landing at Bayou Sara, La., unclaimed. Lately it was removed to the premises of the West Feliciana Historical Society, a project of no mean order, for the stone must weigh a quarter-ton.

Who was G. B. Miller? The St. Francisville "Democrat" has been publishing some clues. Two researchers agree that he was killed on a Mississippi steamboat but there the story ends. Did the boat blow up? Did it sink in midstream? Was the body recovered? Nobody yet knows.

Griffin B. Miller, the gentleman sans tombstone over his final resting place, was a farmer and lumber mill owner. He married Ellen A. Thomas of Jackson, Miss. in 1847. Now it is known that Ellen is buried in the Dawson County cemetery just off Highway 68 under a tall, imposing monu-

ment engraved:

ELLEN AURELIA THOMAS  
Born June 9, 1827  
Married G. B. Miller June 19,  
1847

Died September 11, 1859  
MOTHER WE WILL MEET YOU IN  
HEAVEN

D.T.M. H.G.M. E.C.E.M. J.G.M.

The initials are those of her four children. The cemetery also contains the graves of her parents and other family members.

One researcher, Mrs. Lurline Richardson Aspin, Route 1, Jackson, Miss., suggests that the husband rests beside his wife, and that the tombstone was ordered to match. For some reason it never got there.

Then, too, two of the children noted above died in childhood, and both are recorded to have been buried in another cemetery, the Eliza Connell West cemetery near Jackson. Nobody knows why.

Sirs: About the lettering on the VERNE SWAIN (first), page 18 in the June issue:

On the deckroom bulkhead you identified the words CHICAGO, ST.

PAUL, MINNEAPOLIS and you could not decipher the rest of it. My hunch is that the complete wording reads: CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA. This was a railroad which ran east out of St. Paul, crossing the St. Croix River at Hudson, Wis., a little way downstream from Stillwater. The line connected with the C&NW at Wyeville, Wis. They also had a line running to Duluth and one to Omaha; the headquarters were at St. Paul. The "Omaha Line" as it was called was taken over by the C&NW many years ago.

M. D. Harrington,  
5228 11<sup>th</sup> Ave. South,  
Minneapolis, Minn. 55417

Richard C. Simonton, former principal owner of the DELTA QUEEN, was named in the will of movie actor Harold Lloyd as one of five trustees for his former 16½ acre estate and mansion in Beverly Hills, California. Plans call for opening the home to the public next summer, and garden tours will be arranged. Lloyd was an avid collector of items related to the movie industry in its hey-day.

Chautauqua Lake Steamboats is the title of a new illustrated papercover book (32 pages; same size as S&D REFLECTOR). It is issued by the Fenton Historical Society, Fenton Mansion, Jamestown, N.Y. 14701, priced \$3 the copy. Harold J. Ahlstrom is the editor. The cover in dark blue pictures the CITY OF CINCINNATI, one of the more famed propeller steam excursion boats. The most famous and largest on the lake was the three-deck JAMESTOWN, a sternwheeler. There are two good pictures of her shown. Our copy comes through courtesy of Harold C. Putnam, to whom our thanks.

The hull of the sternwheel towboat DOROTHY is still in use, being a landing float for William F. Judd at Cincinnati. She is moored at the Judd landing, Eight Mile. The DOROTHY was built by Dravo in 1922 on a steel hull 69.2 by 16 and carried a 100 hp. F-M diesel. Originally she was in the fleet of Keystone Sand & Supply Co., a Dravo subsidiary. Later she was sold to Ohio River Sand & Gravel Co., Parkersburg. In Feb. 1956 she was sold to Amherst Barge Co. which became Amherst Industries, Inc. in 1960. She last appeared in the 1962 edition of Inland River Record.



The new JULIA BELLE SWAIN photographed on the Illinois River during the delivery trip.

SOME BIRDS pop out of the nest before they are feathered out, prone to mischance and trouble. The JULIA BELLE SWAIN, such a fledgling, popped from the security of the Dubuque harbor at 3 o'clock p.m., Friday, April 9, 1971. Capt. Roy Boyd backed her out, aged 78, who lives at Rock Island and the last steamboat he had piloted was the KATIE LYONS back in 1938 when she was towing for the Dewey Portland Cement Co. between East St. Louis and Linwood.

Capt. Dennis Trone didn't mean it to be that way. But an imminent flood in the Upper Mississippi was breathing down his neck and hell or high water the new JULIA had to be at Peoria for her christening at 1 p.m., Saturday, May 8. If the locks flooded out she'd never make it. So the prudent course was to get her immediately to Grafton, nest her there, and let the pin feathers grow out.

There were mishaps of course. The JULIA had barely flapped her wings departing from Dubuque when the steam pressure conked out. The towboat COAL QUEEN of Newt Marine Service stood by, giving a few nudges, until adjustments were completed.

The first lock she made was at No. 12, Bellevue, Iowa. To celebrate the occasion the calliope was limbered up. Most of the townsfolk were on hand to cheer and extend good wishes. Then it got dark and the weather got cold--down in the

30s. Captain Boyd donned a raincoat and a poncho to keep himself warm. The boat's heating system had not been hooked up yet. "It's a little cool for the lightning bugs tonight," observed pilot Boyd, hunching his shoulders. The offwatch crew, shipyard workers and the few passengers huddled into sleeping bags laid out on the steel deck.

At Lock 13, upper end of Clinton, the JULIA paused for mechanical adjustments. One reporter wrote later: "The furnace flames out at the most embarrassing moments." A freight was lumbering across the C&NW bridge causing further delay. A sunken barge was reported in the Interstate 80 bridge channel which had to be dodged. Rock Island, Davenport and Moline were sound asleep at two in the morning when JULIA slipped by those places.

Dawn came at Muscatine and taking everything into account the new boat had not done so badly at that; she had made 125 miles. But there was a new problem now. The boiler water supply tank was empty; somebody hadn't turned the right valve or something. Well, you can't just pump river water into a highly complex boiler, so JULIA had to go to the bank while the filters took their own sweet time renewing the supply.

Then the wind picked up. It was out of the west and blowing dead on shore at Lock 17 causing a few wonderments. And so it blew pretty hard on

down by Keithsburg, and at Oquawka a homemade banner was fluttering from a riverside cabin saying WELCOME JULIA BELLE SWAIN.

She made it. The JULIA BEE ran those 362 miles and nested in at Grafton for outfitting. She was there getting carpets, paint, wiring, intercom and such necessities all the time the DELTA QUEEN was upbound New Orleans to Cincinnati on her historic first cruise of the 1971 season.

The first scheduled passenger trip was a rather unusual one. The new boat departed Grafton and went down 16.5 miles to Alton and landed just above the water works. There she took aboard a selected group of city officials from St. Louis, Alton and elsewhere, reporters, and some river buffs. The trip was arranged by the Greater St. Louis Information Committee of Water Resources Congress. The JULIA went through Lock 26 where Col. Carroll LeTellier, St. Louis district engineer, viewed with alarm the traffic congestion. Then the boat proceeded about two miles below Alton to the site of a proposed new set of locks, after which she returned her passengers to the point of embarkation. This happened on Tuesday, May 4, and may be set down in the books as the first of JULIA's excursions. The crew on this occasion: Capt. Dennis Trone, master; Roy Boyd, pilot; Bob Trone, mate; Forest Foreman, engineer. Sarah D. Henesey of Alton played the calliope.

Whereupon the boat deadheaded back to Grafton. Everybody was up bright and early next morning, Tuesday, May 5, to greet a lady who had flown in from San Francisco, Julia Belle Swain herself, now Mrs. Edward Shelton. She arrived in company with her husband Ed, her daughter Gloria (Mrs. Roger Ryan) and granddaughter Laura Ryan, aged 4½ years.

Mrs. Shelton is the daughter of the late Capt. and Mrs. Percy Swain (see June '71 issue, page 27) and at the tender age of two she broke champagne on the prow, her mother helping, of the first side-wheel JULIA BELLE SWAIN. Now she was back at the invitation of Dennis Trone to christen her second namesake. The imminent event had stirred up quite a flurry of excitement in Peoria and Mrs. Shelton was liberally interviewed by the press. She did a bit of reminiscing.

"You see, I was very young when the first JULIA BELLE SWAIN arrived in the family. Grandfather David Swain had built the boat and it was in service in Florida when he had to repossess it. I've been told that Grandfather said, 'She's got to christen her own namesake,' and so mother held my hand along with the bottle of champagne which was broken over the first JULIA BELLE.

"My godfather was the late Gilbert C. Geiger and Father pushed him off of the steamboats. Not literally, of course. Mr. Geiger was such a brilliant man and father realized it would be a waste of his talents to remain on the river. Mr. Geiger became a certified public accountant and one of the original trustees of the National Distilling Company."

Julia Belle lived with her family in Peoria at the corner of Glen Oak and Wisconsin and attended White school until she was 11 years old. One of her prize possessions was a real alive pony.

"Grandfather Swain was very indulgent. One



time he was transporting a circus on one of his boats. The circus couldn't pay the bill and Grandfather accepted a Shetland pony instead. On my birthday he showed up with the pony and a pony cart. I really hated to give that pony up when we moved."

In 1926 Julia left Peoria with her mother and half-brother, Robert Haase, to live in California. She later was married to Adolph Westphal for 34 years until he died about six years ago. They had one daughter, Gloria, who is the wife of Dr. Roger Ryan, a neurologist. They live in San Francisco with their three children, Mitchell, 8, Ward, 6, and Laura, 4½.

Julia Belle married Edward Shelton six years ago and they live in a San Francisco apartment overlooking the bay.

Well, it's 164.2 miles from Grafton up the Illinois to the U. S. Engineer boat yard at the upper end of Peoria. The new JULIA BELLE got away from Grafton at 11:45 a.m., Wednesday, May 5. Mr. and Mrs. Shelton were aboard, daughter Gloria and granddaughter Laura. Dennis Trone was the captain. Roy Boyd was pilot, spelled by Don Hubbard who piloted the LADY MIM last year, and this by the way was his initial steamboat job. Also aboard was a liberal sprinkling of newspaper men,

among them Jerry Klein of the Peoria "Journal Star" who could play the calliope after a fashion and who managed to get to blow the whistle when the first towboat was met, the SARAH ELIZABETH of the A. L. Mechling Barge Line. Some river buffs were aboard, too, among them Mr. and Mrs. Bob Burtnekt and Vernon Barr, all of Chillicothe, Ill.

A landing was made at Hardin, Ill. at Mile 21.6 to rid off Dennis Trumble, photographer for the Peoria "Star Journal," and maybe some others. The townsfolk all came down. School was dismissed so the kids could see the steamboat.

It started to thunder and rain at Meredosia at 10 that night but the JULIA plowed on to Beardstown, arriving there at the ungodly hour of two in the morning. There were no sleeping quarters on the boat so everybody piled into the Park Hotel to spend the night or what was left of it. The burglar alarm at a local bank was ringing for a fare-ye-well, set off by lightning.

Understandably it was nearly noon Thursday, May 6 when the JULIA got away from Beardstown. The objective was "Peoria or bust." A landing was made at Havana (Mile 119.6) to take fuel oil from a tank truck of the Shell Oil Co. The calliope was played and people came flocking. By the way, the distinguished calliope player was Mrs. Dennis Trone. A motorboat arrived from Peoria with a TV crew, and they piled on board.

And so, on in to the night. There was fuel trouble about 3:30 in the morning which required a landing, and Bob Burtnekt went out with the head line. The storm had chilled the atmosphere and it was cold out there. When arrival was made at Peoria at 7:15 Bob later said, "Can't remember when I have been so very tired but loved every moment of it."

There was a coffee break of sorts, for this was Friday. The parade, inaugural trips and the christening ceremony were to come next day. Many visitors arrived, among them Capt. George Hillyer and his wife Isabel. Capt. George was pilot on the first JULIA BELLE SWAIN, and he had stood watches on the BETSY ANN when she was towing for John I. Hay. He gave "reserved approval" of the new JULIA.

Next morning, the BIG DAY, Bob Burtnekt got things off to a good start. He was given charge of the special bottle containing a brew of Peoria beer and whiskey to be used for the christening. He dropped it. It didn't break. An aerial bomb went off with a bang! at 10:30 a.m., Saturday, May 8 and the show was on the road. Peoria put on a street parade, bands, bagpipes, old cars, you name it. The day was clear and beautiful.

The new JULIA BELLE SWAIN came down from Pat Murphy's dock (which is local terminology for the U. S. Engineer fleet) bedecked in flags, in full view of a throng (estimates ran to 5,000) and landed at the foot of Main Street. There is a new modern wharf there, a concrete wall about 15 feet high above pool, topped with a wire-and-pipe fence maybe four feet high. Right across the river is a huge electric plant.

Julia Belle Shelton bonged the bottle on the boat's roof bell, the Rev. Robert Leslie Brandstatter delivered a brief invocation, Dennis Trone presented a plaque to Clarence Mackett who for 53 years had been in the employ of Dubuque

Boat & Boiler, and Mrs. Trone, dressed as a southern belle, her hair pulled back in a cluster of curls, played pettily on the calliope. "Meet Me in St. Looie," she was playing. Maybe it came out a bit discordantly but that wasn't her fault.

Thereupon the new boat sailed for a short trip in the harbor, dispensing Pabst beer and a free lunch. Later, in noting the events of the day, a Chicago newspaper remarked dryly: "Central Illinois residents finally have something besides a tractor company and distilleries."

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## RIVER TO THE WEST

New book details history of the Ohio River.

Several years ago we met Walter Havighurst, an English prof at Miami University, Oxford, Ohio, on board the DELTA QUEEN. He then was preparing a manuscript which he elected to call a "river book." Now it has been published, titled RIVER TO THE WEST, by G. H. Putnam's Sons, N.Y., \$8.95.

We'd like to quote the first paragraph in Chapter 1, and will:

"Past is a short word with a long reach. Once a tropical ocean washed an Ohio coastline; in the riverbed near Louisville lie corals older than the Alps and the Pyrenees. The ancient warmwater sea spawned sponges, sea lilies, moss animals, primitive snails, and clams; their lime and phosphorus enrich the Kentucky bluegrass counties and the Ohio bottomlands. With a vast slow upheaval, perhaps an inch a century, the ocean bed lifted out of its shallow waters. For millions of years the Ohio valley was a swamp where grotesque animals foraged in dank forests; now the shale roofs of Kentucky coal seams are patterned with ferns and fossil foliage. The eastern part of this area drained northward into the Erie basin; the western part, beyond an ancient divide near the Ohio-Indiana boundary, drained westward through a valley that crossed southern Illinois on its way to the Ancient Mississippi."

Such was the genesis of the modern Ohio River valley. It's been said before, and many times, but not quite that fluently. Walter Havighurst has been writing books since 1935, some twenty or more now, and he has a yen for water. He did The Upper Mississippi for the Rivers of America Series (he came from the Fox River country of Wisconsin).

This latest one is a tracing of the Ohio River from warmwater sea days of sea lilies, moss animals and primitive snails right up to and including the DELTA QUEEN. He lays the DQ to rest at the end of her 1970 season, just as we did also, and predicts that she will be replaced "by a modern riverboat, carrying the DELTA QUEEN's calliope and fitted with traditional elegance and charm."

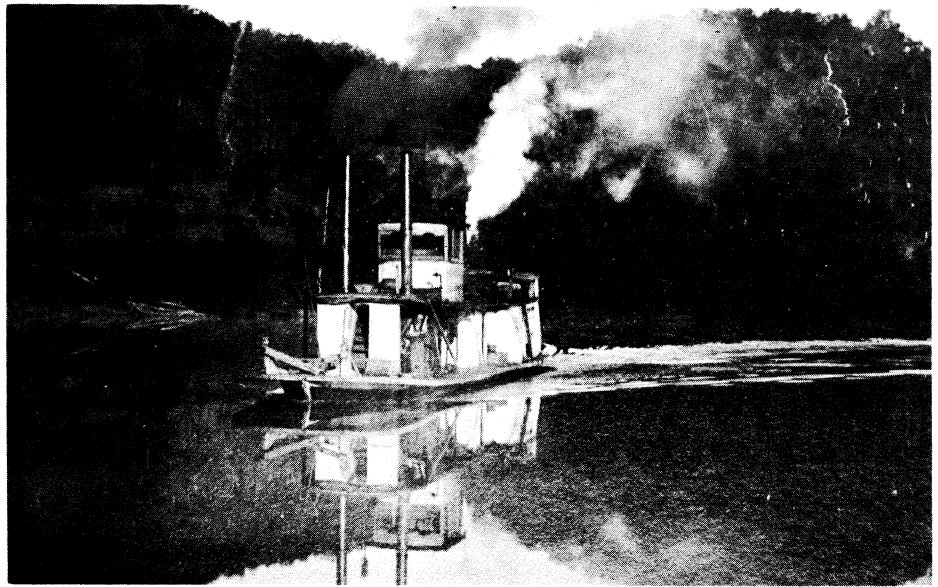
Anybody dealing with the Ohio, be he the exalted proprietor of an outboard skiff or skipper of a big diesel-prop job, will profit by and enjoy "River To the West." Get it. You can't help but read it. It isn't a history book; it's a fascinating novel.

Benton Roblee Duhme, 23, died on Sunday, May 23, 1971 in Barnes Hospital, St. Louis, Missouri, following a long illness. Here was a youth who, had the Lord spared him, might well have taken over the editorship of this magazine someday. He would have done the job with credit. Benton was bitten by the river bug early in his boyhood. By some crazy coincidence he attended Community School at St. Louis when Ruth Ferris was teaching there, and from then on he was hooked. When the DELTA QUEEN made some forays to the Upper Mississippi he got acquainted with Ernie Wagner and Doc Hawley and Roddy Hammett. At the offices of The Waterways Journal he came to know Roy Barkhau, Jim Swift, Ray Spencer, Ben Wilkins and the rest. What he most wanted to do, and never got done, was to attend a meeting of the Sons and Daughters at Marietta. He was too sick every time the date rolled around. So now he's gone and his father and mother, two brothers and a sister may take a lot of pride in the fact that Benton leaves behind an indelible mark permeating even those who just heard about him, and who sensed the song in his heart.

Alan Gintz, 929 West High Ave., New Philadelphia, O. 44663 will enter the U.S. Merchant Marine Academy at King's Point, N.Y. this fall. His aim is for a bachelor of science degree in nautical science, and a commission as third mate aboard a non-military transport.

Alan and his partner Mike Scott were in the marine limelight in 1969 when they descended the Tuscarawas and Muskingum in a home-made boat. The story of the trip was reported in our June, 1970 issue.

We are indebted to William L. Talbot of Keokuk for a 36-page pamphlet, "The GEORGE M. VERITY Story." The text was written by David Tschiggfrie of Dubuque. It tells not only of the VERITY, now exhibited at Keokuk and available for inspection, but also documents the history of the Upper Mississippi Barge Line organized in 1925. This corporation was headed up by S. S. Thorpe, and the VERITY originally bore his name. The booklet is done by the offset printing process and the many pictures contained in it are clear and good.



This picturesque view of a small steamboat has been going the rounds for a good many years. It is the EMMA, and the picture was taken on the Muskingum River by a photographer associated with the U.S. Engineers, Zanesville. Information about the boat has been sketchy. Clyde Swift now shares with us a clipping he received from Claude Davis, Marietta school principal (pictured on page 40 last issue). The item comes from the Meigs County (Ohio) Telegraph, dated September 9, 1885, and originated in the Vanceburg (Ky.) Courier: "The little steamer EMMA, now receiving her finishing touches at Middleport, is a moving graceful testimonial of what perseverance and rugged determination will accomplish. Three years ago three young brothers conceived the idea of building a steamer for Elk River which empties into the Kanawha at Charleston. They were very poor, but they all set to work to accomplish their desires. Work was performed until lumber was bought, when they proceeded to build the woodwork with their own hands. Then they worked again until a sufficient sum was laid away to purchase the machinery, which they are now putting in, preparatory to steaming to the Elk."

The EMMA was built in 1885 at Parkersburg, W. Va. on a hull 72 by 13.3. Apparently the hull was floated to Middleport where the engines and boiler were installed. We have no knowledge of the identity of the three young brothers who worked so hard to complete the boat, but from the records we learn that their ambitions to run her on the Elk River did not pan out so well. Capt. S. Walker Litten had her in the Matamoras-Wheeling trade during the summer of 1886 with J. L. Cramer, clerk.

Clyde Swift furnishes some further history:

The EMMA appeared on the Muskingum in 1888 towing for Jolly Brothers who were working on the dams.

Herald, April 22, 1892: The steamer EMMA laid over at Zanesville to carry passengers to the new pottery (Capt. James Martin, in the Zanesville-Beverly trade).

Zanesville Press, April 3, 1893: Yesterday morning the water from the canal was drawn off so as to admit the raising of the little towboat EMMA that has been sunk in the canal between 3rd and 4th Streets. She now lies at Fourth Street and will have to go on drydock for extensive repairs to become seaworthy.

The Annual Reports of the U.S. Engineers show the EMMA on the Muskingum River during the years 1893-1895.

Shortly thereafter she was dismantled. The machinery was taken to Middleport, where it originated, and was placed on a small boat being built there in 1896, named LITTLE QUEEN. In 1900 the LITTLE QUEEN was lengthened and renamed EXCEL, presumably still carrying the engines from the old EMMA.





CABIN OF BELLE MEMPHIS  
(On opposite page)

This exceptional interior view is from an original glass plate owned by Dr. Thomas H. Gandy, Myrtle Bank Galleries, Natchez, Miss. This Anchor Line side-wheeler was built at the Howard Yard, Jeffersonville, Ind. in 1880 and was the last of the name (there were three). Dr. Gandy presented this picture to H. C. Putnam of Warren, Pa. during a recent visit at the Galleries. Our thanks to both for the opportunity to reproduce it.

On this page is a picture of the BELLE MEMPHIS which contained the cabin shown on the page opposite. A brief summary of the three side-wheelers carrying this name follows:

BELLE MEMPHIS (first)

This boat is sort of a ghost ship, not recorded in The Lytle List, nor have we run across account of her place of build, the date, or dimensions. The first we hear of her is on Feb. 4, 1862, at St. Louis, loading aboard the 66<sup>th</sup> Illinois Infantry bound for Fort Henry on the Tennessee. On Feb. 6<sup>th</sup> she was at Paducah and there got the news that U.S. forces had taken Fort Henry. Anyhow she went there, arriving at 9:35 a.m. Feb. 8. The troops she carried marched into the fort and occupied the quarters recently vacated by the 10<sup>th</sup> Tennessee Regiment, C.S.A.

In latter March, 1862, the St. Louis "Democrat" carried a story saying that Capt. Wolf of the BELLE MEMPHIS had been arrested on a charge of treason. He had been ordered to land U.S. troops

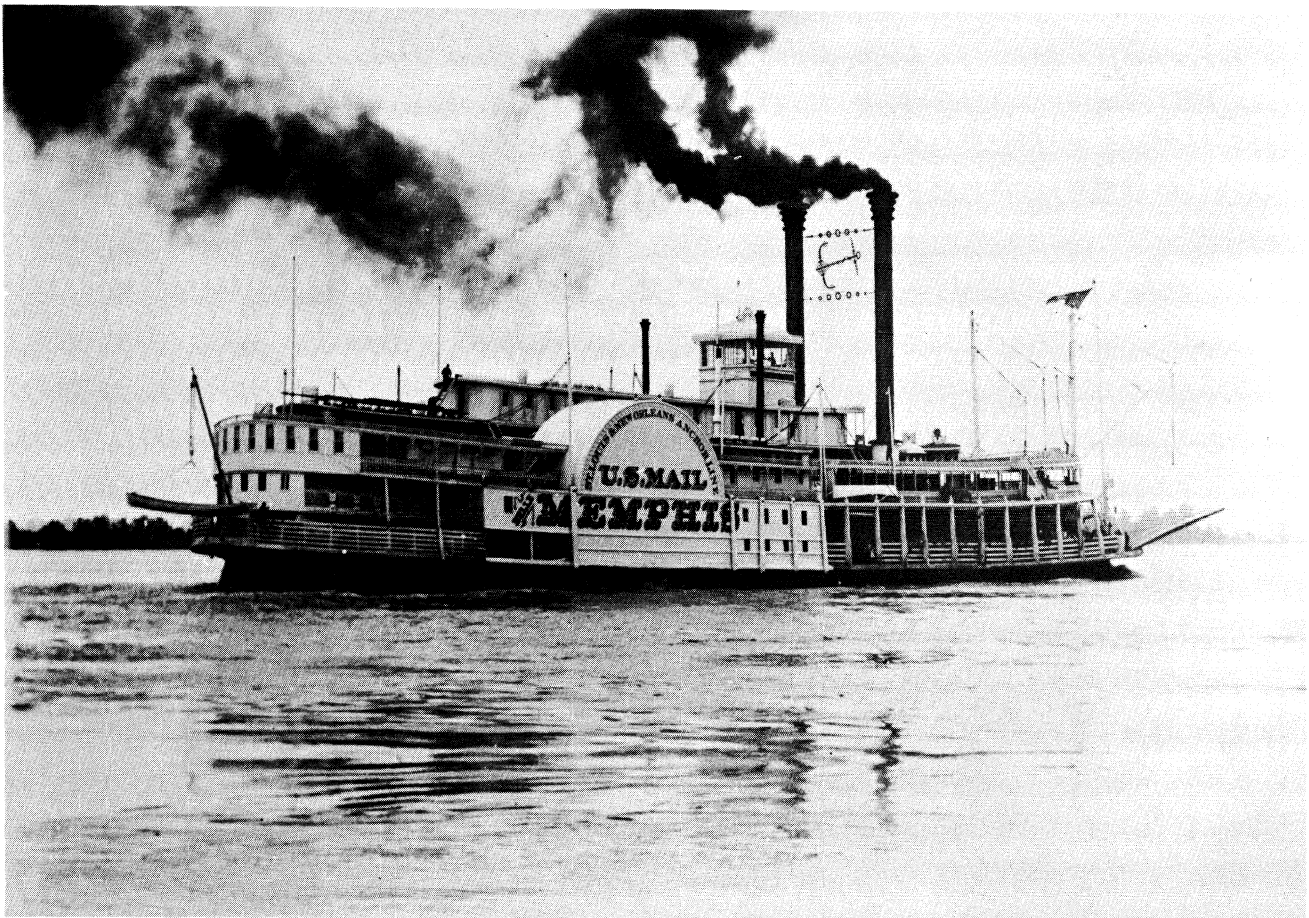
at Hickman, Ky. by night. Instead he passed by and landed them in daytime, thus giving the Rebs advance notice. The Pittsburgh "Gazette" picked up this dispatch, adding that Capt. Wolf formerly was a Pittsburgher, and his brother presently was on the steamer ROCKET.

To do some verifying, we looked up the ROCKET and find that her skipper indeed was Capt. John Wolf, Jr. According to John Mills Hanson Capt. John had the ROCKET at Pittsburg Landing, Tenn. while the battle was going on there. The ROCKET had in tow two barges of ammunition. Times at the landing were getting pretty warm what with shells lobbing close, so Capt. John yelled to his mate to cut the lines, and backed the boat and barges out into the stream. General Rawlins saw what was going on, yelled at John Wolf to come back to the landing pronto, and promised to shoot him if he didn't comply. The ROCKET, says Hanson, "came back very expeditiously."

Maybe Wolf was using his best judgment. He had the ROCKET in war service from Feb. 1862 until the winter of 1864. Sometimes in command was Capt. A. W. Wolf, who might have been skipper on the BELLE MEMPHIS.

But let's quit digressing. The BELLE MEMPHIS distinguished herself during the war by going out on a huge sandbar opposite Tiptonville, Tenn., and spent most of March and early April, 1864 perched there, sometimes completely dry, until a rise released her.

She next was in the news when she was sunk by ice at St. Louis, lodging in midstream at the foot of Washington Avenue, this in early January, 1866. She was owned by the Memphis & St. Louis Packet Co. They made feverish effort to save all that could be taken off, engaging the NEBRASKA



for the purpose. They took off the whistle and even got the gold ball from the top of the pilot-house. The wreck moved off on Jan. 12, 1866 and lodged near Duncan Island (not shown on modern maps). A year later the WHITE CLOUD NO. 2 struck the wreck and was lost on it.

BELLE MEMPHIS (second)

She was built at the Howard Yard, Jeffersonville, Ind. in 1866, apparently replacing the one just described. Hull 260 x 40 x 7. Ran in the Anchor Line, St. Louis-Memphis trade, until dismantled in 1880. If any picture exists of her we have not seen or heard of it.

BELLE MEMPHIS (third)

She was built at the Howard Yard, Jeffersonville, Ind. in 1880. Hull 267 x 42 (68 ft. over all) x 7.5. Extreme length was 275 feet. Engines 27's- 8 ft. stroke. Five boilers, each 28 ft. long, 44 inches dia., four flues. Allowed 175# steam. Wheels 35½ ft. dia. working buckets 14½ ft. wide. The engines were not new; probably from her predecessor. She came out in the early spring of 1881, St. Louis-Memphis, and the citizens of Memphis presented her with a piano and a full set of colors. Capt. Ike McKee was her master during her early years. In 1883 Capt. McKee was the oldest skipper in the Anchor Line, then aged 64. At age of 20 he started steambating on the Missouri, became a pilot, and continued on the Missouri until 1859 when he went ashore and started a livery stable at Boonville, Mo. The war broke out and troops of both armies appropriated all of his horses, so he went back on the river, piloting on the JOHN D. PERRY which then was in the St. Louis & Memphis Packet Co. (1863).

Henry E. Corby was first clerk with Capt. Ike McKee. Later on Capt. R. W. McCoy was master. She made trips through to New Orleans at times, and in 1891 in that trade her skipper was Capt. Thomas W. Shields. Usually ran St. Louis-Memphis. About 1895 Capt. Milt Harry took charge, and had as his pilots Capt. Horace Bixby (of Mark Twain fame) and Mike Kelly. She eventually struck a snag and was lost in Crane's Island, below Chester, Ill., in early September, 1897.



William E. (Slim) Brandt, Steubenville, sends us this picture of the packet CINCINNATI landed at East Liverpool, O. It comes from the collection of Ernest C. (Ernie) Smith of that place. Obviously it was taken during cold weather and the big question is: What was the CINCINNATI doing on the upper Ohio in wintertime? Without doing a lot of delving into records, our recollection is that in the early months of 1925 the CINCINNATI made a Mardi Gras trip, Pittsburgh to New Orleans. We rode her down part way, and recall the landing made at East Liverpool to take aboard pottery in barrels, tierces and casks destined to the southland. Commodore John W. Hubbard, principal owner of the CINCINNATI was aboard, and during the loading of the pottery he pitched in and assisted. When the job was done, the mate playfully handed Mr. Hubbard a 25¢ piece, pay for an hour's labor. Mr. Hubbard held it aloft and cried: "This is the first money I ever made in the steamboat business!" Which probably was more in truth than in jest.

Slim Brandt also sent us some good pictures of the DELTA QUEEN, also taken at East Liverpool, on Thursday, June 17<sup>th</sup> last. The reception at that place was equal to the one at Marietta the day previous (see below).



Her Ladyship DELTA QUEEN received an all-out welcome at Marietta, O. upbound on her first Pittsburgh cruise, Wednesday, June 16, 1971. Detained by fog, she appeared five hours late, but fully 3,000 persons were on the wharf. An old nameboard from the front of the pilot-house was presented to S&D in a ceremony at the shore end of the stage, handed over by Greene Line's president Bill Muster and Capt. Ernie Wagner. Among the passengers we noted Mr. and Mrs. R. K. Hughes, 115 Highview Ave., Pittsburgh 15229. Mr. and Mrs. Lloyd Ostendorf and daughter Roxanne were contributing their talents. Among the well-wishers on shore was Nelson Jones, son of Mr. and Mrs. Charles T. Jones, Charleston, West Va. William E. Greenwood, Newport, O., climbed aboard for the ride to Pittsburgh and back to New Martinsville. Hon. Spencer Creel, Parkersburg, was among those on the levee. The above photo is, of course, from the sharp-eyed camera of S. Durward Hoag.



This is the Laidley homestead in Covington, Ky., photographed by Dale Flick in June, 1971. Commodore Fred A. Laidley who ran the Louisville & Cincinnati Packet Co. lived here and it is presently occupied by Miss Marguerite Laidley.

#### THE STERNWHEELERS AT CHARLESTON

In a recent conversation with Charles T. Jones and his son Nelson we unraveled the genealogy of the copious fleet of sternwheel pleasure and towboats currently based in the Charleston, W. Va. area on the Kanawha River.

JUANITA Diesel towboat, steel hull, sternwheel. b. Cedar Grove, W. Va. by owner, 1954. 65 x 16. G-M 6-71 diesel. Owned by O. F. Shearer & Sons, Cincinnati, O.

LAURA J Diesel towboat, steel hull, sternwheel. b. Neville Island, Pa. by Dravo, 1929. 74.1 x 16. Graymarine diesel, 225 hp. Originally named NEMACOLIN, then owned by U.S. Engineers. Rebuilt in 1947. Sold in 1954 to J. F. Hardyman Co., Maysville, Ky. Sold in 1970 to the present owner who renamed her. Owned by Charles T. Jones, Port Amherst, Charleston, W. Va.

ROBIN D Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va. by Ward, 1928. 110 x 23. Lombard 8 cyl. diesel with electric drive, 300 hp. Originally owned by U. S. Engineers, then named TECUMSEH. Sold at public sale to Harry F. White Co., Charleston, W. Va., June, 1950, and renamed W. C. WHITE. Now has been rebuilt as a pleasure boat, and has pilothouse from former steam towboat DETROITER. Owned by P. A. Denny, South Charleston, W. Va.

WINNIE MAE Diesel towboat, steel

hull, sternwheel. b. Pittsburgh, Pa., 1936. 108 x 22. Cat diesels, placed in 1964, 365 hp. Named for the airplane flown solo around the world in 1933 by Wiley Post. Originally owned by Monongahela & Ohio Dredging Co. Sold in March, 1971 to present owner, White Bros., Inc., Belle, W. Va. MAJOR Diesel towboat, steel hull, sternwheel. b. Charleston, W. Va. by Ward, 1928. 64.7 x 18. G-M diesel, 135 hp., placed in 1951. Originally owned by Kelley's Creek Barge Line. Now owned by Harry F. White Co., Belle, W. Va.

Note: The old steam towboat DETROITER presently is at Cincinnati, in use as a landing boat, shorn of machinery, boilers and pilothouse. Owned by Amherst Industries, Inc., Charleston, W. Va.

Russell Stone died on Monday, May 19, 1971 in the Pleasant Valley Hospital, Point Pleasant, West Virginia. He had voted on Saturday and then went to the hospital for treatment to his legs. On Sunday evening he received visitors. He died in his sleep at 1:30 Monday morning.

Had Russell lived until July 22, he would have celebrated his 89<sup>th</sup> birthday.

His wife, Irene Schlouw Stone, died some years ago. He is survived by one sister, Mrs. Sallie Stone Donham, Pt. Pleasant, and

by one niece, Mrs. Pauline Gyax Dye, of Belle.

Russell Stone was an S&D member of long standing. He seldom missed the annual meetings at Marietta. In the last issue of this magazine, on page 13, there is an account of his river career as a steam engineer. He was granted his original license on June 3, 1903, having served his apprenticeship on the Kanawha towboat E. R. ANDREWS.

Sirs: I'm sure you have heard from many readers of your superb article "Incredible Journey" and maybe you are going to offer more for sale. It is a classic, and will be considered so for a long time. As for the quality of the S&D REFLECTOR, it has grown into a most outstanding publication in its category. I am so proud to have a complete file from its modest beginning.

J. William Sharp,  
3931 East Piccadilly Road,  
Phoenix, Ariz. 85018

=Extra copies of the "Incredible Journey" may be obtained by writing the editor. One copy, \$1; two or more add 50¢ each. Write Capt. F. Way, Jr., 121 River Avenue, Sewickley, Pa. 15143. -Ed.

Sirs: The last Incredible Journey we heard about was a tale of three dogs going somewhere...

Frederick Haupt, III,  
740 Jackson Place, N.W.,  
Washington, D.C. 20006

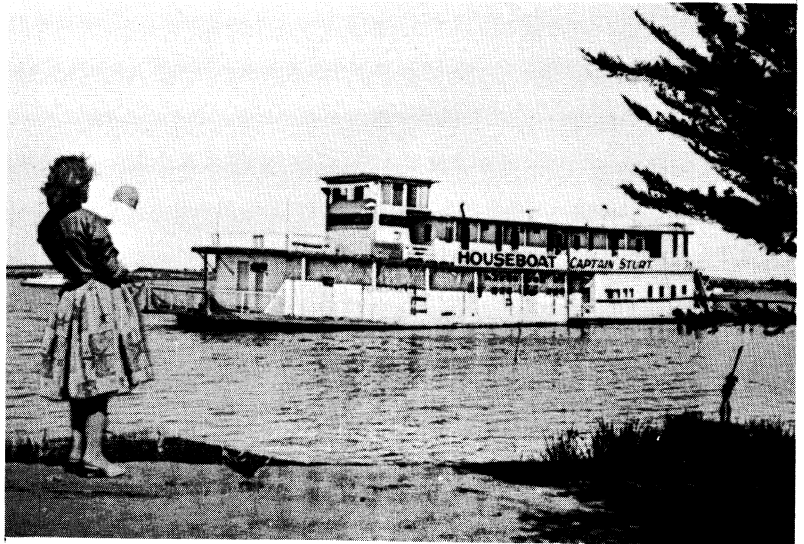
=Begging your pardon, sir, but it was two dogs and a cat. "The Incredible Journey," a tale by Sheila Burnford, which appeared first in 1960, related a 200-mile wilderness jaunt through Ontario by an old white English bull terrier, a red-gold Labrador retriever, and a wheat-colored Siamese cat. For our money it is one of the best animal stories written. -Ed.

Mrs. Wyllis V. VanMetre celebrated her 100<sup>th</sup> birthday with open house at her home, 515 Fifth St., Marietta, on Thursday, April 22nd last. Originally from Zanesville, she later lived at Beverly until her marriage in 1895. Her husband operated S. R. VanMetre & Co., Front St., Marietta, a men's clothing store, for many years. The packet S. R. VAN METRE built in 1888 was named for this same family.

Sirs: I'm recently back from a wonderful trip to Australia, and one of the things I wanted to see 'down under' was the traffic on the Murray River. One of the surprises was finding the river towboat CAPTAIN STURT, now a sort of rusting hulk. The boilers and engines have been removed and it is used as housing and offices. Since you are an expert on river boats, I'm sure you will know about it.

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

=The CAPTAIN STURT was pictured in our March '71 issue, page 34. She was built in 1915 with her engines from the Charles Barnes Co., Cincinnati. -Ed.



CAPT. STURT  
She still exists in Australia  
(see letter at left)

How long have side-wheelers been around? James Kenny, located at the junction of the Monongahela and Allegheny rivers, made this entry in his diary, August 4, 1761:

"A young man Call'd Wm Ramsey has made two little Boats being squair at ye sterns & joined together at ye sterns by a Swivel makes ye two in form of one Batoe, but will turn round shorter than a boat of ye same length, or raise with more safty in falls & in case of stricking Rocks; he has also made an Engine that goes with Wheels inclose'd in a Box to be worked by one Man sitting on Ye end of ye Box & treding on Tradles at bottom with his feet setts ye wheels agoing which works scullers or short Paddles fixed over ye gunnels turning them Round ye under ones always laying hold in Ye water will make ye Battoe goe as if two men Rowed & he can steer at ye same time by lines like plow lines..."

This early inventor William Ramsey was a Quaker who fled from Maryland to escape a debt. He died at Pittsburgh, January 2, 1762. The above extract is taken from "Pen Pictures of Early Western Pennsylvania," published 1938 by the University of Pittsburgh Press. Our thanks to William McNally for sending this in.

On Monday night, May 10, 1971, Robert F. (Bob) Kennedy was in an auto collision in Ashland, Ky. He was admitted to the King's Daughter's Hospital with a fractured pelvis and an apparent hip fracture. Bob Kennedy is employed with Ashland Oil, conducts a column in The Waterways Journal and is an avid historian of the

Big Sandy River. He is now much improved and has returned to his home in Kenova, West Va.

Sirs: Where can I obtain a picture of Capt. J. M. White for whom the J. M. WHITE (last) was named? You may know that Captain White had Cloverport connections and is buried here in this city. There are colored post cards available of his monument.

Mrs. Frank A. Smith,  
(Margaret G.)  
Cloverport, Ky. 40111

=We have never seen his picture and wish we could help. -Ed.

Sirs: She is a little doll... you'd love her... right out of Mark Twain or something.

On the week-end of July 4<sup>th</sup> I went over to Peoria and aboard the JULIA BELLE SWAIN. It's the real thing; no phony diesel covered by a half true facade. She doesn't make much smoke, if any, and thus doesn't look like she's polluting the air. And I do miss the smoke.

The size of that paddlewheel! It reaches the roof. Unlike other wheels I've seen it doesn't disturb much water. The pilot James E. Vincent (usually with the Ohio River Company) says she handles real well with her three rudders, each 13 feet long. She turns in almost her own length.

Dennis Trone was in the engine-room and we had a fine chat. He says the people keep coming to ride her, and that's good. He mentioned he'd like to take her

tramping and right there I almost asked him for a berth.

I shot movie film of her and wouldn't you know the next day ol' Louis Armstrong died. We used some of my JULIA BELLE footage in a tribute to him on my 10 p.m. TV show, Channel 44, Chicago. This brought in a lot of comment.

The whistle sounds good, although I don't know where it came from.

Bill Warrick,  
181 Ogden Dunes,  
Portage, Ind. 46368

Sirs: Page 6, last issue, you say the Howard Ship Yards built 18 side-wheelers for the Anchor Line. Please amplify.

Sam Orez,  
Line Island, W. Va.

=We'll try:	Year built
City of Chester	1870
City of Vicksburg	1870
Grand Tower	1870
James Howard	1870
City of Helena	1871
City of Greenville	1879
City of Providence	1880
Belle Memphis	1880
City of Vicksburg	1881
City of New Orleans	1881
City of Baton Rouge	1881
City of Cairo	1882
City of St. Louis	1882
City of Bayou Sara	1884
City of Natchez	1885
City of Monroe	1887
Crystal City	1887
City of Hickman	1890

-Ed.

The following account is taken from the Chicago Tribune, issue of May 20, 1865; and originally had appeared in the Boston Daily Advertiser some days before:

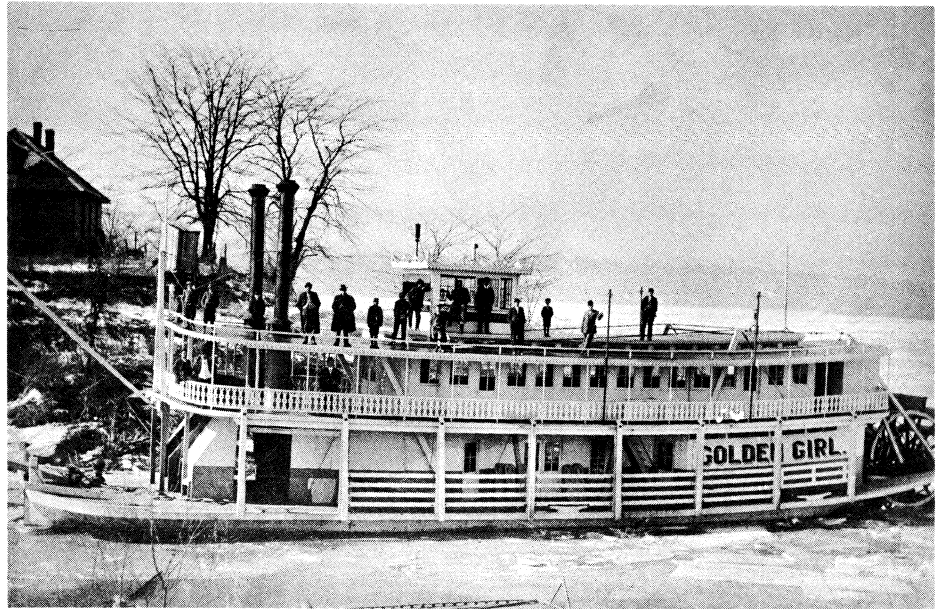
Occupying an ordinary and commonplace position in one of the show-cases in the large hall of the Patent Office, is one little model which in ages to come will be prized as at once one of the most curious and one of the most sacred relics in that vast museum of unique and priceless things.

This is a plain and simple model of a steamer roughly fashioned in wood by the hand of Abraham Lincoln. It bears date in 1849, when the inventor was known simply as a successful lawyer and rising politician of Central Illinois. Neither his practice nor his politics took up so much of his time as to prevent him from giving much attention to contrivances which he hoped might be of benefit to the world and of profit to himself.

The design of this invention is suggestive of one phase of Abraham Lincoln's early life, when he went up and down the Mississippi as a flatboatman, and became familiar with some of the dangers and inconveniences attending the navigation of the Western rivers. It is an attempt to make it an easy matter to transport vessels over shoals and snags and sawyers.

The main idea is that of an apparatus resembling noseless bellows, placed on each side of the hull of the craft just below the water line, and worked by an odd but not complicated system of ropes, valves, and pulleys. When the keel of the vessel grates against the sand or obstruction, these bellows are to be filled with air, --and thus buoyed up, the ship is expected to float lightly and gaily over the shoal which would otherwise have proven a serious interruption to her voyage.

The model, which is about eighteen or twenty inches long and has the air of having been whittled with a knife, out of a shingle and a cigar box, is built without any elaboration or ornament, or any extra apparatus beyond that necessary to show the operation of buoying the steamer over the obstructions. Herein it differs from very many of the models which share with it the shelter of the immense halls of the Patent Office, and which are fashioned with wonderful nicety and exquisite finish, as if much of the labor and thought and affection of a life-time had been



Thanks to Bert Fenn for this picture of the excursion steamer GOLDEN GIRL, pictured in the mouth of Clover Creek, Cloverport, Ky., probably in the winter of 1911-1912. Her wooden hull was 93.4 x 28.5, which makes her about 14.5 ft. shorter than the new JULIA BELLE SWAIN and some wider. She was built at Cloverport in 1911 out of the towboat R. D. KENDALL and using the 10's-6 ft. stroke engines from the THOMAS PARKER, both of which had been owned and operated by Capt. Frank T. Rounds, towing corn to Owensboro. Capt. and Mrs. Rounds also built the GOLDEN GIRL which also was used for towing as well as for excursion parties. Her career was brief; she burned and sank at Owensboro on Easter Sunday, 1916.

devoted to their construction.

This is a model of a different kind; carved as one might imagine a retired rail-splitter would whittle, strongly but not smoothly, and evidently made with a view solely to convey, by the simplest means possible, to the minds of the patent authorities an idea of the purpose and plan of the simple invention.

The label on the steamer's deck informs us that the patent was obtained, --but we do not learn that the navigation of the Western rivers was revolutionized by this quaint conception.

The modest little model has reposed here sixteen years, --and since it found its resting place here on the shelf, the shrewd inventor has found it his task to guide the ship of state over shoals more perilous and obstructions more obstinate than any prophet dreamed of when Abraham Lincoln wrote his bold autograph on the prow of this miniature steamer.

Word comes as we go to press of a meeting in Washington, D.C. to map strategy for legislation to permanently remove the DELTA

QUEEN from the grip of the "Safety At Sea" law. The strategy luncheon was held Friday, July 23 and among those invited were Senators Robert Taft, Jr. (Ohio) and Marlow Cook (Ky.). Before anything can be done, legislation must be introduced in the Congress for permanent or temporary exemption from the law. The exemption now in force permits operation of the DQ through the 1973 cruise season.

Overseas National Airways, operators of the DQ through their subsidiary Greene Line Steamers, Inc., has taken renewed interest in the idea of building a successor cruise steamer with a stern paddlewheel.

Sirs: We are planning to build our second excursion boat patterned after riverboats of the antebellum era. Could you send us information where we may find pictures that would be of assistance to us on this project?

Max Lindholm, Mgr.,  
Riverboat Activities,  
Stone Mountain Park,  
Box 778,  
Stone Mountain, Ga. 30083

The Waterways Journal reports in its July 17<sup>th</sup> issue that the water operating rights of Coney Island, Inc. were revoked effective August 11<sup>th</sup>. The Cincinnati pleasure park concern has operated no boats since the explosion and fire of their ISLAND QUEEN at Pittsburgh on Sept. 9, 1947 with life loss of nineteen persons.

At the time of the ISLAND QUEEN loss Coney Island, Inc. was river oriented. An option was immediately taken for the purchase of the DELTA QUEEN which, at that time, was on the Dravo marine ways at Neville Island, Pa. fresh from California. During the term of this option all work on the DQ was suspended, a matter of seven days.

Edward L. Schott and his associates of Coney Island, Inc. concluded that the DQ was unsuitable for conversion into an excursion boat. They cancelled the option and went to the Hudson River to inspect one of the Hudson River Day Line's steamboats which was for sale. If this steamer had been equipped with independently operated side-wheels, instead of her stiff-shaft set-up, she might have come to Cincinnati. Mr. Ed Schott did not take her.

Now, as matters turn out, Coney Island, Inc. is abandoning its riverside pleasure park and is moving to an inland site. Obviously they have no further need for their operating rights on the Ohio and Mississippi rivers.

Our thanks to Roy V. Heatter of Chicago for alerting us to the building of the APOLLO at Wisconsin Dells (see pages 32-33). Roy is collecting steamboat post cards and wishes to contact persons wishing to sell or swap. His address: 3654 West 80<sup>th</sup> Place, Chicago, Ill. 60652.

Sirs: My grandfather was Capt. George Ingram who owned the towboat KANGAROO. He lost his life when the boat overturned at Spottsville, Ky., March 15, 1889. Do you know of a photograph of this towboat which I may procure?

Ralph Alexander,  
Investors Diversified  
Services, Inc.,  
Box 1449,  
Huntington, West Va. 25716

=No picture exists of KANGAROO that we know about. The story of this boat appeared in our Dec. '70 issue, page 28. -Ed.



The start of the new River Museum at Marietta, Ohio, as seen from the Washington Street bridge, Muskingum River, on Wednesday, July 14, 1971. Grading operations had just commenced. Photo by S. Durward Hoag. See page 3 for a letter from Lou Seshier telling of the people and buildings on this location at the turn of the century.

J. Mack Gamble's new book on the Muskingum River and its steamboats will make its debut at the S&D meeting, Sept. 18.

Sirs: In reference to your "Incredible Journey," last issue:

Floating like a butterfly and stinging like a bee the standard glass in New Orleans is the Sazerac cocktail. To pinpoint the origin of something as wispy as a cocktail isn't easy, but it seems safe to say the drink was first mixed around 1850, and it's presumed to have been an instant success. The principal ingredient in the early days was Sazerac brandy, a powerful distillation made by Sazerac-de-Forges et Fils of France. In 1852 a man named Aaron Bird opened the Sazerac Coffee House at 13 Exchange Place in what is now known as the Vieux Carre of New Orleans, and if the drink didn't start there it most certainly was dispensed there and with impressive results.

It isn't altogether clear what happened next, but in 1872 the Sazerac House came into being at 14 and 16 Royal Street, which was back-to-back with the Exchange Street address. A 125-foot bar was installed, manned by 18 bartenders, and the Sazerac cocktail was well on its way.

Just when rye whiskey was substituted for Sazerac brandy is anybody's guess, but it could have been any time between 1871 and 1900. In 1949 the Roosevelt Hotel in N.O. bought the name and opened its own Sazerac Bar. The Roosevelt still uses rye, as does the Hotel Pontchartrain's celebrated Caribbean Room (which uses only Old Overholt), but elsewhere in New Orleans, bourbon has crept into the recipe. The introduction of bourbon is believed to have been the idea of Owen Brennan, father of the founder of Brennan's Restaurant, when he operated the Old Absinthe House. In any event, bourbon caught on nicely, and a majority of the places now serving Sazerac cocktails use bourbon instead of rye.

Patricia M. Graves,  
Managing Editor,  
TRAVEL & LEISURE,  
132 West 31st Street,  
New York, N.Y. 10001

=Travel & Leisure, like Farm Quarterly, is one of these quarterly magazines published six times a year. The June-July 1971 issue contains a two-page spread on this Sazerac business, including details of how she's built, hp. and psi. -Ed.

The Big Four bridge connecting Louisville and Jeffersonville has not been used by trains for three years. A Jeffersonville attorney has the bright idea of utilizing the span to build upon it an apartment---restaurant---shopping complex. Penn Central's asking price for the bridge and the land approaches is \$250,000.

Quoting Rexford S. Blazer:- "We must certainly resist all efforts to impose tolls, or so-called user charges, on the inland waterways. Our transportation agencies are in serious financial

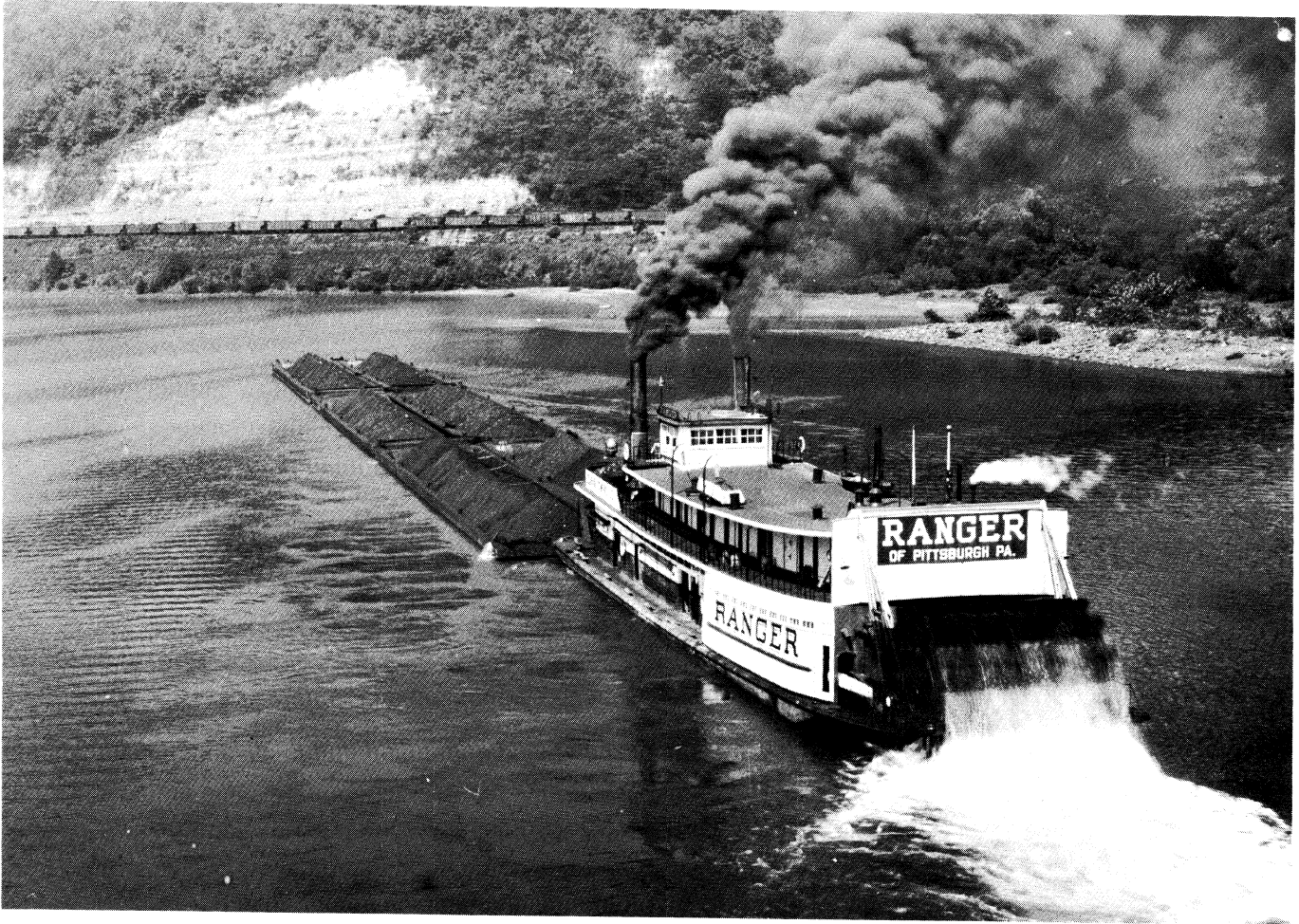
trouble, especially the railroads, numerous motor carriers, and the airlines. User charges on the inland waterways would simply plunge one more segment of our transportation system into financial difficulty. We should seek to bring universal health to our transportation agencies rather than extending their problems. ...The cost of waterways improvement to the public treasury is relatively small. In 1969, government outlays on inland and intracoastal waterways improvements were only 1.2 per cent as high as disbursements for streets and

highways.." Mr. Blazer is chairman of the board of Ashland Oil, Inc.

Sirs: I would like to receive future issues of S&D REFLECTOR. Please arrange my membership for one year, or whatever term is customary, and bill me accordingly.

Jess Tucker, pres.,  
Tucker Marine Inc.,  
4603 Kellogg Ave.,  
Cincinnati, Ohio 45226

=Welcome aboard, Jess. -Ed.



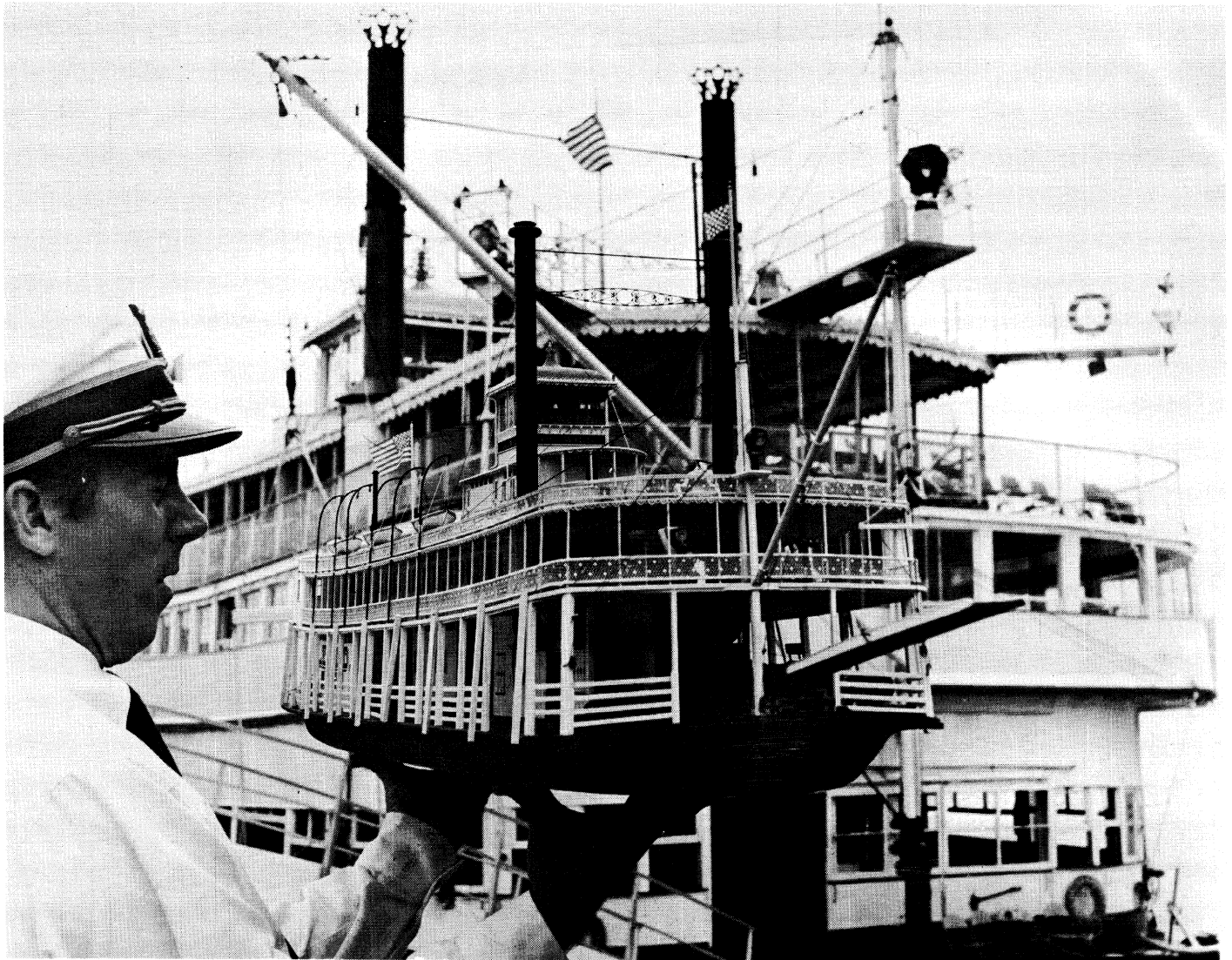
This picture of the RANGER was taken at the mouth of Big Redstone Creek, below Brownsville, on the Monongahela River. She is downbound with loads, Sept. 19, 1946 at 1:53 p.m. Our thanks to Dale Williams of the U.S. Engineers, Pittsburgh, for the loan of the negative. In 1946 the RANGER was owned and operated by the Zubik Towing Co., Pittsburgh, and her skipper-pilot, part of the time at least, was Capt. Edward F. Smith.

The RANGER was Dravo-built on a steel hull, new in 1936, and she was one of the very few boats on inland rivers with high pressure - condensing engines. She had 18's- 6 ft. stroke inherited from the old JIM BROWN. The cabin work and machinery was placed at the Elizabeth, Pa. marine ways of the Pittsburgh Coal Co., her original owner. Her whistle was a melodious five-tone job which was

handed down from the RAYMOND HORNER. She was new in September, 1936, crewed by Capt. Orvis J. Bowen, master-pilot; J. J. Bowery, pilot; George Heckman, mate; John H. Bush, chief engineer, and George Dean, second engineer.

Once during a prolonged winter of heavy ice, Capt. Robert F. Eberhart, superintendent of operations for Pittsburgh Coal, placed steel buckets on the RANGER's paddlewheel with great success, this in February, 1940.

Pittsburgh Coal operated her until the spring of 1945. Then she was sold to Zubik. In the spring of 1950 she went to the Coal City Towing Co. and was transformed into the rather elegant office and landing boat which in 1971 still does service for Capt. Tom L. Campbell near the foot of Federal Street in the Allegheny River at Pittsburgh.



Maybe you've already figured this out. It's really one of the most ingenious pictures taken in the annals of inland transportation. John L. Fryant and his family were in Louisville, Ky. on last July 11<sup>th</sup> and John brought along in the car from the Fryant home in Arlington, Va. his scale model of the IDLEWILD. Capt. Doc Hawley (left) is holding it. In the background is the BELLE OF LOUISVILLE.

So, presto, what we have here is a double-take of the same boat. The model faithfully shows how she looked when new in early 1915 when she first came to Memphis as the IDLEWILD. And, looming behind, is the real article with another name these fifty-six years later.

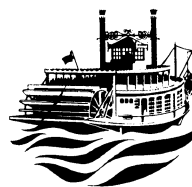
John Fryant says this: "I'm not 100% satisfied with the results of my photography, but considering the haste with which we did this, it isn't too bad."

In a real way this hasty picture is a graphic idea of what steamboat history is all about. The S&D REFLECTOR is designed to emphasize the detail of past achievements, and most certainly the AVA-LON is one of them. Also our aim is to focus upon present-day persons who perpetuate the past, and who manufacture the history of the future. Capt. Hawley most certainly is one of them. Too, we aim to relate these persons and boats in terms of the present pin-point of time, so here's the BELLE OF LOUISVILLE as of July 11, 1971.

### Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, OHIO 43110

NOTICE TO POSTMASTER: Address Correction Is Requested and Return Postage Is Guaranteed.



Mr H O Hawley  
7 30<sup>th</sup> St SE  
Charleston, W. V. 25304