

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 8, No. 4

Marietta, Ohio

December 1971



-copyright 1971 by Don Sanders.

Above we show the BELLE OF LOUISVILLE out on a "moonlight" at Louisville. Don Sanders, the photographer, has caught the poetry of the paddlewheel.

During 1971 the resurrection of the DELTA QUEEN was a real triumph in which a large segment of U.S. folks of all ages shared. The initial arrival of the JULIA BELLE SWAIN at Peoria turned the town upside down. The steam-driven paddlewheel of the APOLLO lures tourists at Wisconsin Dells. The big side-wheel excursion boat PRESIDENT has been called "one of the more lovable fixtures of New Orleans." No picture of the

great arch at St. Louis is complete unless the ADMIRAL shares the scene. The sloshing of paddlewheels won prime time on TV and made front page news at Charleston, W. Va.

In this day of deep concern about pollution, the steam paddlewheel excursion boat was singled out by a Carnegie-Mellon researcher as one of the least harmful to the environment (see Sept. '71 issue, page 34).

In such respect 1971 has been unique. The outmoded, outdated paddlewheel was staging a comeback.

Sirs: One of my staff members telephoned your home September 16 and you had already left for the meeting of the Sons and Daughters of Pioneer Rivermen. As you found out on your trip, we are honoring all commitments made prior to September 7 at our museums.

I hope the members of your organization had a successful event and am happy Captain Jesse P. Hughes was able to view the exhibits at the River Museum.

With kindest personal regards,

John J. Gilligan,
Governor, State of Ohio,
Columbus, O. 43215

=All Ohio state memorials, museum buildings, and the Muskingum River locks were 'closed to the public on Sept. 7th by Governor Gilligan. He and the legislature were stalled on tax legislation. The situation posed a real problem for S&D's meeting at Marietta on Sept. 18th. We applied to the governor at once for permission to admit S&D members to the River Museum and aboard the SNYDER. Meanwhile Ohio state representative Frank H. Mayfield, Jr., Cincinnati, providentially arrived with his wife and family for a visit to the River Museum (he and family like the exhibits) and found the door closed. Mrs. Remley admitted the Mayfields. Congressman Mayfield placed a few strategic phone calls to Columbus and shortly thereafter the exception for S&D was granted. -Ed.

Sirs: Reconstruction work at the Howard Museum has been underway for several weeks (since mid-September) and much progress has been made.

The damaged floors have been repaired and the stairways replaced. The front stairway has been temporarily repaired, and will be permanently rebuilt soon. Many of the original parts can be reused.

A permanent roof is now under construction and target date for completion is October 20.

All broken windows have been replaced. Several of the leaded glass windows were only slightly damaged and will remain in their original locations.

It is our intention to have the building made secure before cold weather. We hope to install some type of temporary heating system, which will enable work to continue this winter.

Everyone hopes to have part of the museum open next summer and, at the rate things are progressing, it seems quite possible.

We have relied heavily on volunteer labor and contributions, and will have to continue to do so. Results so far have been very encouraging.

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

=Contributions thankfully received at Howard Museum, Box 8, Jeffersonville, Ind. 47130. -Ed.

Sirs: Do you have a picture of the steam towboat RENOWN, formerly the SARAH EDENBORN? As you may know she serves as the wharfboat for the BELLE OF LOUISVILLE, and we are all wondering what she looked like in her towing days.

Keith Norrington,
Str. BELLE OF LOUISVILLE,
Cox Park,
Louisville, Ky. 40207

=For openers see picture on the back cover this issue. Keith is calliapist on the BELLE. -Ed.

Donald and Maria Grot are located at 5025 Woodminster Lane, #202, Oakland, California 94602. Don is with United States Lines, Inc.

"Sail and Steam In Louisiana Waters" is the subject of a special display at the Anglo-American Art Museum, Louisiana State University, Baton Rouge. Closing date is December 8, 1971.

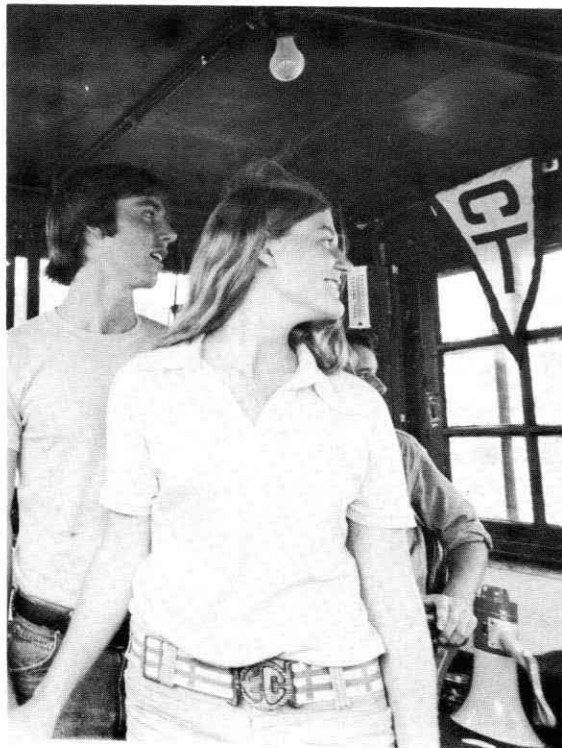
Mr. and Mrs. William E. Groves of New Orleans have loaned two noteworthy paintings, the steam prop tugs R. W. WILMOT and ROBERT W. WILMOT, done in 1899 and 1898 respectively by artist Antonio Jacobsen. The Wilmot tugs had single stacks banded with a white star centered with a W. The Wilmot coal yard was at Algiers.

Also displayed is a rare view of the cabin of the side-wheel PRINCESS, dated 1861, loaned by Mrs. Mamie Persac, Baton Rouge. This famed packet was built in 1855 at Cincinnati on a hull constructed at Paddy's Run below Louisville. She was operated by Capt. T. P. Leathers and Truman Holmes. The cabin is quite high and ornamented in good taste. One thing we note is that the skylight glasses were oval at the top. The purser's office was on the starboard side, and opposite was the bar.

Also hung is a watercolor as detailed as a photograph showing the side-wheel INGOMAR, built at Louisville in 1854. It has the details, and is placed at the same angle, as the steamboat engraving so often seen used on old time "Steamboat" playing cards made by the U. S. Playing Card Co., Cincinnati. This certainly cannot be a coincidence. The watercolor, in any case, is the original, loaned by Leonard V. Huber, New Orleans.

An attractive color-cover brochure was prepared for this showing. It contains faithful reproductions of the pictures mentioned, and many more.

If perchance you wonder what is attracting the attention of Jennifer and Tandy Jones the answer is a pretty exciting one. They are gazing back through the contents of this magazine to pages 29-32. These two are on board the LAURA J and, at the moment, the pilot (who happens to be their daddy) is leading in a sternwheel race.



Sirs: I guess you will be surprised to hear from me. I have been aiming to write to you since 1941 when you came down the Cumberland River and hitch-hiked with me on the towboat MARJORIE.

L. W. Plumlee,
Elmwood, Tenn. 38560

=Quoting from an old log book of LADY GRACE (#1): Sept. 15, 1941:- We just went around Cunningham's Island when we saw the sand and gravel dredge CUMBERLAND with the diesel sternwheel MARJORIE hovering around. Introduced ourselves to Capt. Weaver Plumlee and he said o.k. to hitch alongside and ride with him to Nashville. Had to wait for a gravel barge to be loaded so to improve the time Cap Plumlee dropped the MARJORIE down to a settlement called Cairo and the storekeeper there remembered the packet BENTON McMILLIN. He said he was a boy then, and was crawling in a cave when the McMILLIN blew her wildcat whistle and like to scared him senseless. Cap Plumlee says the first boat he remembers was the P. D. STAGGS and he once was cub pilot on the JO HORTON FALL. Then we got to talking about Capt. Tom Ryman getting shot and the people in the store remembered it happened at Hartsville or near there. Anyhow the trial was in the Hartsville Court House. Governor Benton McMillin lived at McMillin's Landing. Cap Plumlee has his pilot license from Burkesville to Smithland and from Golconda to Cairo. There is a revival meeting going on here at Cairo today, with two bus loads from Nashville. So back to the dredge and got three loads and started down the Cumberland. Cap Plumlee showed us a cave and Devil's Tea Table. The big cave we saw at Carthage is the real article. The bridge at Old Hickory was built by the Du Ponts who own the place. The Hermitage is not visible from the river. There is no cook aboard the MARJORIE so John (Sandbar) Zenn fired up the stove and got supper, hot biscuits and all. Tonight we got in our sacks out on the head of a sand barge in tow of the MARJORIE and wakened up laying under the bridge at Nashville, broad daylight, with pedestrians gawking down at us. Sandbar got breakfast for everybody, and so we said goodbye to Cap Plumlee and sailed on down the Cumberland for Paducah...

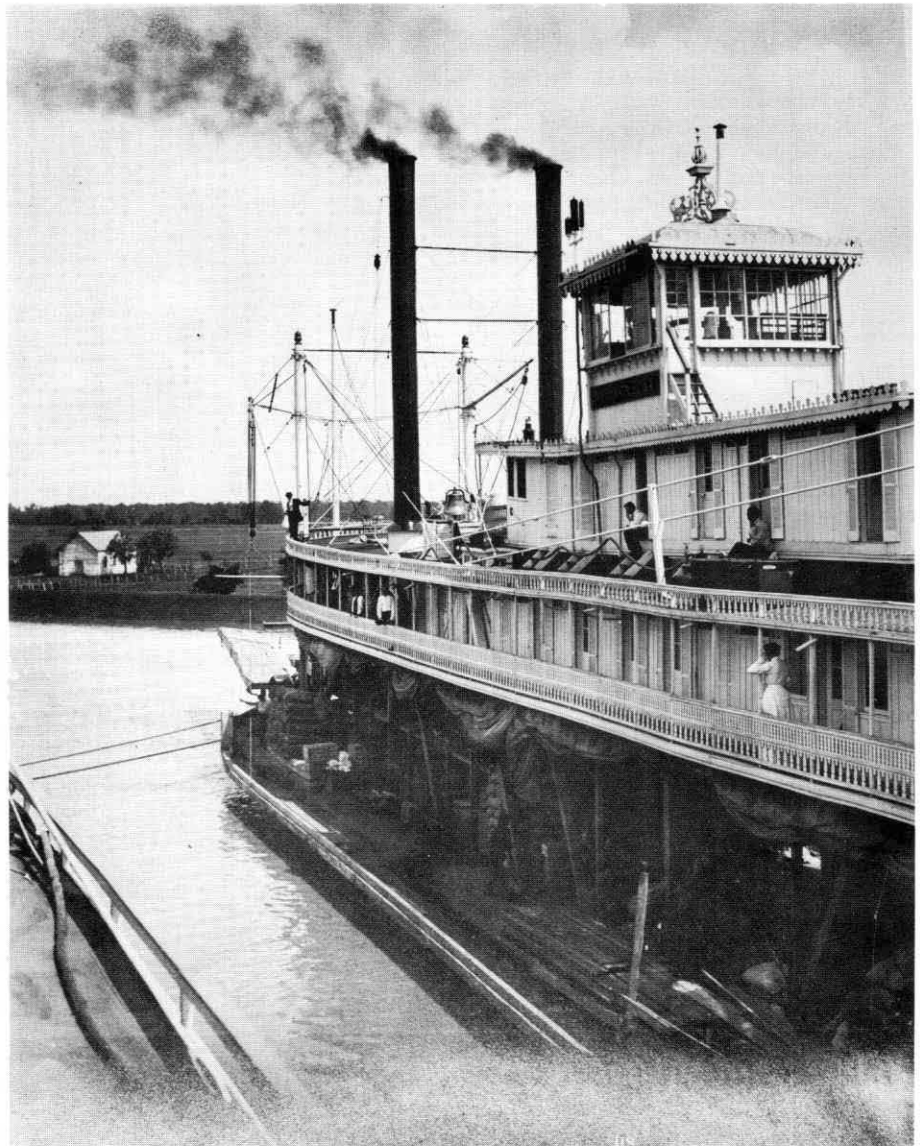
Cap Plumlee celebrated his 84th birthday on August 12 last. His father rafted timber down the Cumberland for the Cordell Hull family. -Ed.

Augusta K. Bedilion, who lived at 119 Gilman, in the Harmar section of Marietta, for years was the social editor of the Marietta Times. She was a native there (born 1873) and knew everybody's family history. "Gussie" Bedilion was an ardent drum-beater for S&D in its infancy, her river yen stemming from the seven years she operated a wharfboat at Sistersville, W. Va. Once asked what her hobbies were, Gussie replied: "My son, my newspaper, my home city of Marietta."

Her only child, Robert W. Bedilion, grew up to become Commander Bedilion USN. He lost his life in combat during World War

II. His widow, Martha Daker Bedilion, was a graduate of Marietta High School and Marietta College. Martha died, 70, on Thursday, August 5, 1971, at Carmel, Calif. She was buried alongside her husband in the Arlington National Cemetery.

We have an inquiry from Mrs. Juliet Stockdale Overstreet, 312 Dinkle Dell, Catlettsburg, Ky. 41129 concerning river connections of the Stockdale family. Mrs. Overstreet would like to hear from persons acquainted with the genealogy of Capt. Jackman T. Stockdale, builder of the river packet KATIE STOCKDALE.



Here is an unusual look at the cotton packet WM. GARIG, taken on the lower Mississippi about 1913. Apparently she is towing some disabled boat to shore. This same pilothouse is preserved intact, thanks to Ruth Ferris, in the Missouri Historical Society's exhibits at St. Louis. The GARIG was sold to the Eagle Packet Co. in the spring of 1918 and renamed GOLDEN EAGLE. After she sank, May 18, 1947 at Grand Tower Towhead, 78 miles above Cairo, the pilothouse was rescued.

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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, O. Membership in S&D entitles each \$7 member to one copy per issue. Application to join should be accompanied with a check for \$7 (individual) plus \$1 additional for wife and 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 \$7; if you and wife join send \$8; if you and wife and one child enroll send \$9, etc. Remit to

Mrs. J. W. Rutter, Sec.,
89 Park St.,
Canal Winchester, Ohio 43110

Membership cards may be used for free access aboard the steamer W. P. SNYDER, JR. at Marietta.

Correspondence is invited by the editor but please do not send unsolicited photographs on loan. Additional copies of any issue (save a few now out of stock) are available from the editor at \$1.25 each. Address

Capt. Frederick Way, Jr.,
121 River Avenue,
Sewickley, Pa. 15143

DUES TO BE BASED AT \$7 EFFECTIVE JAN. 1, 1972

At S&D's annual meeting, Sept. 18th last, the Board of Governors recommended, and the membership voted, to authorize an increase in dues to a maximum of \$8. After careful consideration the dues will be based at \$7--not \$8--effective January 1, 1972. Single members will pay \$7; man and wife, \$8; and family memberships which include kids under 18 will be \$7, plus \$1 for wife, and plus \$1 additional for each enrolled youngster.

This means a 40% increase for single members, a nominal amount. The necessity arises from the existence of this magazine, S&D REFLECTOR. We started with the March, 1964 issue, an 8-page sheet. The growth was gradual, now usually 48 pages. Your editor took on the job as a labor of love and now concedes that what commenced as a hobby has become a taskmaster. He must have some reimbursement if only for the office expenses and the midnight oil he burns.

Our Madame Secretary started mailing magazines in 1964 in an offhanded way, something like 150 copies to address and stamp. Now she attaches mailing labels to 852 copies per mailing four issues a year. She receives \$50 every three months for doing this, and she must also send out dues notices, membership cards, and what-not.

As we pointed out in the last issue, the cost of placing the S&D REFLECTOR in the hands of a \$5 member is about \$5. Postal rates have a lot to do with this. Various national magazines, Look, Saturday Evening Post, Colliers, have folded because, in the humble judgment of one practitioner, of the general refusal of publications to raise the rates substantially.

S&D is doing what many big publishers have not had the nerve to do--to go direct to the member or subscriber and ask for a vote of confidence

and sufficient revenue to continue. We've taken that step. If we go down it will be with guns blazing. Our hunch, based initially on the approval and understanding of the some 200 members who voted "yea" to this increase at Marietta last Sept. 18th, is that S&D will win this one.

DETAILS OF DELTA QUEEN WAR RECORD DISCLOSED

J. A. Oudine, editor of ALL HANDS, a U.S. Navy publication, has procured from the official records a run-down of the Navy operations of the DELTA KING and DELTA QUEEN at the request of Dick Rutter USN. This supplies a heretofore lost chapter in accurate detail.

"The DELTA KING and DELTA QUEEN were chartered for U.S. Navy use in 1940. DELTA KING entered service on 27 November 1940 at the Naval Net Depot at Tiburon, California, where she served as a training ship for Naval Reservists. DELTA QUEEN had begun similar duties at Yerba Buena Island on 16 October 1940. Both ships continued to be manned by their civilian crews; neither ship was commissioned or placed on the Naval Register.

"Both ships were formally acquired by Navy at Stockton, California, on 15 December, 1941. They were classified as Houseboats. DELTA KING received the hull number YHB-6, while DELTA QUEEN became YHB-7; both ships retained their commercial names in Navy service.

"DELTA KING (YHB-6) continued to serve as a Navy training ship after acquisition, while DELTA QUEEN (YHB-7) was used by the U.S. Maritime Service Training Station at Government Island, Alameda, California, from early 1942. On 8 February 1943 she was returned to the Navy. A CNO letter of 28 June 1944 indicated that by this time both ships were 'operating exclusively as ferryboats;' apparently in use to transport personnel in the San Francisco Bay area. Both were reclassified as Ferryboats on 5 July 1944; DELTA KING became YFB-55; DELTA QUEEN became YFB-56.

"Victory in 1945 brought demobilization, and in February 1946 CNO directed that these ships be disposed of 'as soon as their services can be spared.' DELTA KING was placed out of service 4 April 1946; on 17 April her name was stricken from the Naval Register, and on 28 June she was turned over to the Maritime Commission at San Francisco for disposition.

"DELTA QUEEN (YFB-56) remained in service until 21 August 1946, when she was inactivated at Suisun Bay, California, and turned over to the Maritime Commission. Her name was stricken on 28 August.

"During their Navy service, neither of these ships held commissioned status; both were operated by the 12th Naval District in an 'in service' status. It is therefore incorrect to refer to either of these ships as 'U.S.S.;' this prefix is to be used with commissioned ships only.

** ** *

The above report substantiates that the DELTA QUEEN had been laid up in Suisun Bay only a matter of three months when she was turned over to Greene Line Steamers, Inc., Cincinnati, O. by the U.S. Maritime Commission. Officers at the fleet informed Capt. Tom Greene and the writer that the QUEEN was the only one of that vast fleet of surplus ships which had come there under her own steam and "had laid herself up." -Ed.

A Page of . . .

ADAM R. KELLY, EDITOR

Comment and Opinion

An Empty Corner

Walter W. McCoy died early Saturday morning, September fourth, 1971, at Grant Memorial Hospital in Columbus, Ohio following a short illness. He was born in Sistersville, West Virginia, a son of the late Mr. and Mrs. W. J. McCoy and was a member of a prominent pioneer Tyler County family. He attended Ohio State University and was a member of Sigma Nu Fraternity. He was one of the founders of the Sons and Daughters of Pioneer Rivermen, and organized the Whistle Blow or "Tootenanny" sessions. He is survived by his wife, Mary Martin McCoy; a son, William James McCoy; a daughter, Mrs. Leonard Wells of Columbus, O.; a brother, Paul McCoy, Tucson, Arizona; a half-brother, Henry McCoy of Sistersville; a sister, Mrs. M. G. Howard of Columbus; a half-sister, Mrs. Virginia Graham, of Ottawa, Ill.; several nieces and nephews; his step-mother, Mrs. Flora McCoy of Sistersville. Services were held on Monday, September sixth at Sistersville, the Rev. Robert W. McCarter of the First Presbyterian Church conducting. Burial was in the Greenwood Cemetery at Sistersville.

Adam R. Kelly is editor of the weekly Star News, Sistersville, West Va. He and Walter W. McCoy worked together in making that newspaper happen every Wednesday. They jerked it from the jaws of death, transforming it from old-style hot type into a modern offset publication. One of the regular features on the editorial page was a section called "Walter's Corner" which Walt wrote himself. In the Sept. 8th issue, Adam Kelly hoisted the column to its usual position, boxed in black, blank except for the figure -30-, printshop lingo for the end, finished. Alongside he ran the tribute which follows:

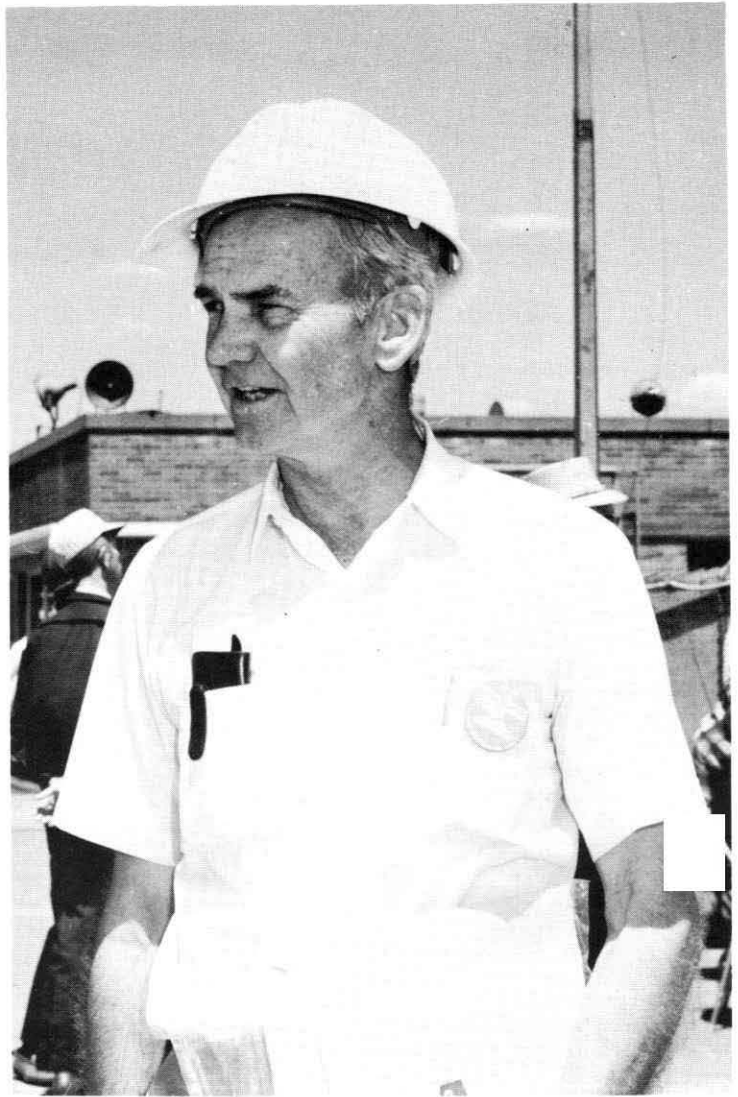
Walter's Corner is empty.

When the phone rang at home early last Saturday (September 4, 1971), we knew the reason for Virginia's call before Shannon

answered. Walt had been in the intensive care unit, on the critical list, at Grant Memorial Hospital in Columbus for a couple of weeks. He never had regained consciousness following the six hours of surgery he underwent for repair of an aneurysm deep in his brain. Even a man with his rugged physique could not withstand the delicate adjustments of body fluids, the difficulty in breathing, the loss of body fluids, and the like.

No one knows what Walt's physical condition would have been had he survived the surgery; whether he'd have been physically or mentally incapacitated in any way. We did know Walt McCoy well enough to know that had this been the case, he'd have much preferred what happened Saturday morning.

Walt McCoy led a full, happy



Walter W. McCoy

Pictured in a moment of triumph--up to his middle running a "Tootenanny" at Long Reach, West Va.

and useful life. We had hoped for many more years of his companionship, but this was not to be. And it is an exercise in futility for us with our puny human intellect to try to discern the reason for a specific "why" in God's plan of things.

Walter McCoy and the editor of this newspaper enjoyed a very special relationship. Besides his wizardry in money matters which we drew on (and his financial advice certainly smoothed the road for a struggling country newspaper); more than the visits we made to each other's home, and the mutual spoiling of our grandchildren; more than the delightful trips we made together and the happy newspaper work we shared---more than all these was the relationship which we enjoyed.

The best way for us to try to describe this relationship came

once when Mary McCoy, on the hunt for Walt who was off on the river playing hooky on a towboat --when he was supposed to be at the newspaper-- jokingly asked us, "Why do you put up with him?" Our reply was quick and from the heart: "Walter and I are buddies."

This relationship would be impossible to describe to the lonely individual whose life is so sad that he never had a buddy. It involves far more than friendship, although friendship is there, of course. It involves more than confidence, although confidence is present, naturally.

Let it go simply with the statement that Walt and the editor were buddies.

Last spring a piece which appeared here in these columns won a Freedom's Foundation medal, awarded at a dinner meeting in Weirton. That week, Walter's Corner had these paragraphs:

"We had a most unusual experience on Monday evening. Your favorite newspaper editor invited me to attend the thirty-third annual banquet of the Weirton Chamber of Commerce with him. It is very, very special to be present when a friend gets up before a group of seven hundred people to receive such an outstanding reward. I am not an emotional individual, but there are times when the hackles of the back of your neck stiffen in an emotional feeling of pride. This was one of those times."

What Walt didn't say in his column was that he had driven all the way from Columbus to Weirton, just to be with us for the ceremony--because we were buddies.

So, the town has lost an outstanding citizen. The family has lost a devoted husband and father. And the editor has lost a buddy.

Oh, how Sistersville will miss Walt McCoy. For years he has been "on call" for a diversity of problems. Is the heating system on the blink at the hospital? Call Walt. Air conditioning not working at the library? Call Walt. Need a pickup truck? Call Walt. Need a boat repaired, or a picture identified, or a yarn spun, or financial advice, or help of any kind? Call Walt. That was the procedure. And no one will ever know all the people Walt McCoy helped when they were in trouble for no other reason than that he was a great and good man.

There'll be no whistle blow next year, because Walt won't be

around. He put the whole thing together--an event which brought our little town a great deal of favorable national attention--at a considerable effort and personal expense, just because he liked whistles and boats and the people who own such, and wanted them to enjoy Sistersville.

The oil and gas history section in the festival program this year will be a little shorter than in previous years, and a lot less authentic. Walt won't be around to write it.

Walt was proud of the heritage of his family, and of Sistersville. He single-handedly rescued from oblivion much of the history of our town which now exists. Walt was interested in everything--in people, and history, and boats and whistles and politics and any piece of machinery which had moving parts.

Tactfulness was not Walt's forte. He was blunt, direct, painfully honest. Walt spoke his piece to the person involved, not behind his back up the street. His integrity was legendary. Walt McCoy's word was far more binding than any legal document.

How can you describe a man? You can't. Impressions are at best fleeting things, and words cannot capture them. But here are some:

Scott McCoy, Walt's grandson from California, whispered: "Mr. Kelly, I'll tell you a secret but you must promise not to tell anyone or it might get Grampa in trouble." The secret that this 10-year-old had to impart: "He let me steer the DELTA QUEEN all by myself!" No one in the world but your Grampa, Scott, could manage such an experience. But we kept our secret until now.

Walt and the editor talked about everything under the sun. Many of our conversations came on Wednesday when we "stuffed" papers. One of our topics was religion. Walt McCoy believed that in religion, as in all things, moderation was the primary virtue. He was a Christian gentleman. (This did not hinder him in the least from borrowing the master key at the motel where the Sistersville contingent was staying for a football weekend in Detroit and "re-arranging" beds, furniture and luggage).

On our desk this morning, this Saturday morning during which we worked (we worked because we could hear Walt say as plain as anything---certainly you should have the office open today) is a letter from a youngster in Salem College.

She asks some questions. One

of them: "Do you believe in eternal life and what are your views about it?"

The shock of hearing of Walt's death is all mixed up in the views we hold about heaven right now, of course. Perhaps when we learn the ultimate inscrutable (and how Walt would have loved that phrase) we'll discover that heaven for man is what he wants it to be.

And in that case, Walt's heaven would be Sistersville, with its history, and the river he loved so well, and the railroad, the filling station replete with cronies and the stories they spin --Sistersville with its joys of small town living. That would be Walt's heaven, with a country newspaper whose editor always could use some help on pictures, and on filling a corner of the editorial page with a column--an editor who eternally would be able to "Call Walt" when he needed help, and have Walt respond.

Walt was proud of his column. He worked at writing it. The last conversation we had with him in Columbus, when we twitted him about lying there in a hospital and leaving us with no "Walter's Corner" he earnestly responded with information about a bottle the Campus Martius Museum had given him, which had Sistersville and a bunch of names etched on it and the date of 1907.

"Run that and ask for some help in identifying it, and that'll hold us until I get out of this place," Walt said.

Always inquisitive, always questioning, always glad to learn. That was Walt's routine. One day recently he showed us a newspaper announcing the death of George Washington. "Why did someone draw lines between the columns?" he asked. When we showed Walt how old-time newspapers depicted mourning by turning their regular two-point column rules upside down to make the thick, heavy borders around the type he was delighted to learn something new.

We're mourning for Walt this week. And we know that it would be in keeping with his love of the historical and unusual that we run our version of the upside down column rules on this page.

This has gone on long enough. The last thing Walt would have wanted from any of us was to become maudlin.

We'll end it with a story which illustrates to us the Walt McCoy we loved:

The editor rode with Walt in the ambulance to Grant Memorial

Hospital. As we wheeled Walt on the stretcher into the emergency room at that huge institution, one of the nurses came rushing up and in that saccharin sweet voice which only professional nurses in such large institutions can employ, said, "Well, and what's wrong with us today?"

Walt looked up, winked at me, and said, "Well, the best I can figure it I forgot to wind my watch this morning."

Walter's Corner is empty.

-30-

Sirs: I read with interest the letter from Lawrence E. Walker in the September issue regarding the R. R. SPRINGER bell reposing in Loveland, Ohio. Enclosed is a story from the Cincinnati Post-Times Star dated Feb. 1, 1971 in which this bell is pictured and described, plus mention of other steamboat relics in the Loveland area.

Richard Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

=The story discloses that the old home of Capt. Jacob D. Hegler, who ran the GUIDING STAR, now is occupied by the Tufts Funeral Home in Loveland. Lawrence Tufts has the large mirror from the ladies' cabin of the STAR over a fireplace. Mrs. Henriette Nisbet has in her home at 526 Paxton St. a teakwood pedestal table brought by Captain Hegler from the Orient as well as his walnut desk. -Ed.

Sirs: I am still alive on this great ball of life, away up in age, but still on the ball-smile. I would like a picture of my old ship the DELTA QUEEN, the boss of them all. Love to all of you.

General R. McCowan,
202 North Adams St.,
Vicksburg, Miss. 39180

=General R. McCowan, no spring chicken at the time, was one of the original crew which brought the DELTA QUEEN from New Orleans to the Dravo Marine Ways fresh from the tides of the Sacramento. The picture he asks for has been sent--in full color. -Ed.

The Environmental Defense Fund is a New York-based group loaded for bear. They stopped the Cross-Florida Barge Canal and the Trans-Alaska pipeline. Now they have filed suit in a Washington federal court to block the start of the Tombigbee Waterway, work on which was to have commenced in

July. Environment is the "in" thing. Both the DELTA QUEEN and the BELLE OF LOUISVILLE will be equipped this winter with sanitary holding and/or disposal units. On June 21st last, the towboat RAYMOND E. SALVATI is alleged to have pitched five barrels of garbage into the Ohio River above Westport, Ky. Her owners were summoned to appear in U.S. District Court, Louisville, for violation of the refuse section of the Rivers and Harbors Act of 1899, recently "rediscovered." The Act forbids the dumping into navigable waters of "any refuse matter of any kind or description

whatever other than that flowing from streets and sewers and passing therefrom in a liquid state."

Our thanks to Arthur V. Sheckler, Ann Rest Home, Louisville, Ky. 40202, for newspaper items.

Full pool was raised for the first time at the new Cannelton, Ind. Locks and Dam on the Ohio River during the week-end of Sept. 4-6 last. The new "lake" extends 114 miles upstream to the McAlpine Locks and Dam at Louisville, the longest of Ohio River slackwater pools.



President of the Central Hyde Park Savings and Loan Co. at Cincinnati is 85 year-young Barney J. Houston. Until he retired on April 1, 1957, Barney was the revered fire chief of Cincinnati. Woody Rutter was visiting with Barney not so long ago, reminicing about fire department matters, when it came out that Barney Houston was a member of a famous poker group which included, among other celebrities, the late Ohio congressman Nicholas Longworth. These card players started meeting 60 years ago in the old Altamont Hotel at Fort Thomas, Ky. every Monday night. Then they went to the Hyde Park Country Club and eventually to the Alms Hotel in Cincinnati. Woody thought of the picture we ran in the March, '70 issue, page 5 (reproduced above) and asked Barney Houston if the lad on the right was Nick Longworth. In reply Barney says this: "After looking at the picture in the S&D REFLECTOR, I am convinced that the youngster on the right is Nick. He often talked about his grandfather and uncles and the whole Longworth clan." Capt. Wes Doss is standing in the center of the picture. The others have not been identified. This was taken during a hunting excursion from Cincinnati down the Ohio, Mississippi and up the St. Francis River in 1885, the party traveling aboard the Longworth steamboat CO (pronounced SUE).

Sirs: While waiting for the latest issue of S&D REFLECTOR I am reading old copies. On page 13 of the June, 71 edition mention is made that wind was something of a problem for the LORENA while she was navigating the narrow canals.

It was. The following examples are lifted from contemporary news accounts:-

Ø As the LORENA came down the Muskingum on her regular Tuesday schedule out of Zanesville, Feb. 15, 1898, she had trouble entering the mouth of the canal at McConnelsville. Despite the gale she made entry, but in passing down through the canal she was blown from side to side "in a fearful manner."

Ø On March 7, 1899, while going through the draw at Gaysport, a hard wind veered her into the pier, breaking her guards on the larboard side and otherwise causing damage to the boat.

Ø On Feb. 26, 1900, upbound from Pittsburgh to Zanesville, having been buffeted by a blizzard for two days, she tied up at Hooksburg until the wind abated.

Ø On Saturday, May 3, 1902, the LORENA was unable to depart from Pittsburgh due to high wind. She lay over until the next day, Sunday.

Ø On her second trip in March, 1907, downbound, Hooksburg again was her haven for a greater part of Tuesday night because of wind.

Ø On Wednesday, March 17, 1909 the LORENA was blown against a pier at Marietta and her guard was smashed.

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

The July, 1971 issue of Fortune magazine did a feature, with pictures, of Bernard McDonough. The reader may know of Mr. McDonough, and again he may not. To identify him for our present purposes, he's the good person who presented to S&D the pilotwheel from the towboat MONONGAHELA. Mr. McDonough bought that famed craft from Ohio Barge Line, Pittsburgh, in the early spring of 1957. He had her towed to Parkersburg where she was dismantled, towed down sternfirst with everything on her including paddlewheel, stacks and all.

Still with the cabin on, the MONONGAHELA was taken to New Orleans to become a crew-quarter boat. And that's the last we had heard of her until just a week ago. The tale we heard is that

she was boarded up and taken in tow by a tug headed for South America. By some misadventure the tow line broke, and the old MONONGAHELA drifted ashore on a beach in Cuba. The people who owned her sent a representative there to look after matters. He got into the clutches of Castro's henchmen but later was released. And thereby ends the tale; the MONONGAHELA still is on the Cuban shoreline.

But to get back a moment to Mr. McDonough. He owns a considerable castle in Ireland called Dromoland, as well as Limerick Inn and Clare Inn, both also in the Emerald Isle. His first job was in a Parkersburg shovel factory at 15¢ an hour. PS: He now owns it.

Westport, Ky. is a sleepy town along the Ohio 30 miles upstream from Louisville. It has 57 houses and 167 residents. Until a year ago the Westport Light still had a keeper, Ernest Brown, who turned it on at night and off again in the morning. Now the light is automated and Brown is on a U.S. Coast Guard pension. As added income he gets \$30 a year for upkeep of the Chambers-Woolfolk cemetery lot which has a five-foot stone wall around it with no entranceway. The last burial in it was made in 1910, the casket hoisted over the wall. At one time Westport was an important shipping place (mainly hay) when the Louisville & Cincinnati Packet Co. was operative. Years ago it was the county seat of Oldham County. Ernest Brown recalls that once in the 1930's he travelled to Cincinnati and visited the zoo there. Otherwise most of his 70 years have been spent in Westport. "I like it here," he says.

Sirs: On page 41, Sept. issue, you have described the first BELLE MEMPHIS "as sort of a ghost ship, not recorded in Lytle...." This side-wheeler, built at the Howard yard, Jeffersonville, Ind. in 1860, was documented simply as MEMPHIS, and as such, appears in Lytle and also is listed in "From Paddlewheels to Propellers."

She was 260 by 38 by 7, working 34 ft. diameter paddlewheels with 13 ft. buckets. Her engines were 27's- 8 ft. stroke, new. Four boilers, 34 ft. long and 44 inch diameter.

This boat was built for the St. Louis & Memphis Packet Co. In early advertisements she was referred to as MEMPHIS. I have a photograph of this boat.

Roy L. Barkhau,
Watterson Hotel,
515 S. Walnut St.,
Louisville, Ky. 40202

=Later on, she was generally referred to as BELLE MEMPHIS, and that's what threw us. Thanks to Roy for clearing up the matter. -Ed.

Sirs: The story of the MOUNTAIN BELLE, and how Colonel Emmons made it up to Holderby's Landing (Sept. issue) with the \$50,000, is one of the most dramatic and vital in connection with Huntington's history. Except for General Oley, practically all of the families and individuals mentioned in the article have prominent descendants living in Huntington today. Even the Dugans, of the Portsmouth banking family, moved here and they too became well known.

James A. Wallen,
111 Eleventh Ave.,
Huntington, West Va. 25701



-from the U.S. Mail packet DELTA QUEEN, thanks to C. W. Stoll. The official Post Office was placed aboard on Sept. 27, 1971.

Sons, Daughters of Rivermen steam into 'home port' Marietta



S. Durward (Steve) Hoag with his fabled camera. This was snapped while Steve was taking the picture which appears at the bottom of this page and all of those on the next five pages. Our compliments to Sara Beckett, who now is a student at Ohio University, Athens, O. for this portrait of S&D's perennial benefactor and good friend.



Steamboat artist William E. (Bill) Reed is the center of the scene here. We confess inability to name all of the crew surrounding Bill, and here's our promise to again show this picture later, with identifications, when some kind person provides names. Sara Beckett took the picture.



S&D's first box lunch event proved popular..how many do you know?



On the left is Joe Cook, then Pat Evans and then Bob Barr, all of Charleston, W. Va. Joe Cook and Bob Barr are officials of the Pfaff & Smith Builders Supply Co. On the right is Miles T. Epling who heads the M.T. Epling Co., Gallipolis, Ohio.

Hardly needing introduction is the "Madame Secretary" of S&D, Mrs. J. W. (Bee) Rutter, left, and counting the cash is Mrs. Frederick (Nell) Way III. Both are natives of Sewickley, Pa. Bee now makes her home in Canal Winchester, O. and Nell lives in Cleveland Heights. Both have two grown up sons. Nell's two were at the meeting, Jay and Bob. Bee's elder son Dick was just about to depart San Diego aboard the CONSTITUTION for Viet Nam, and Fred is attending Ohio Northern U., Ada, O.



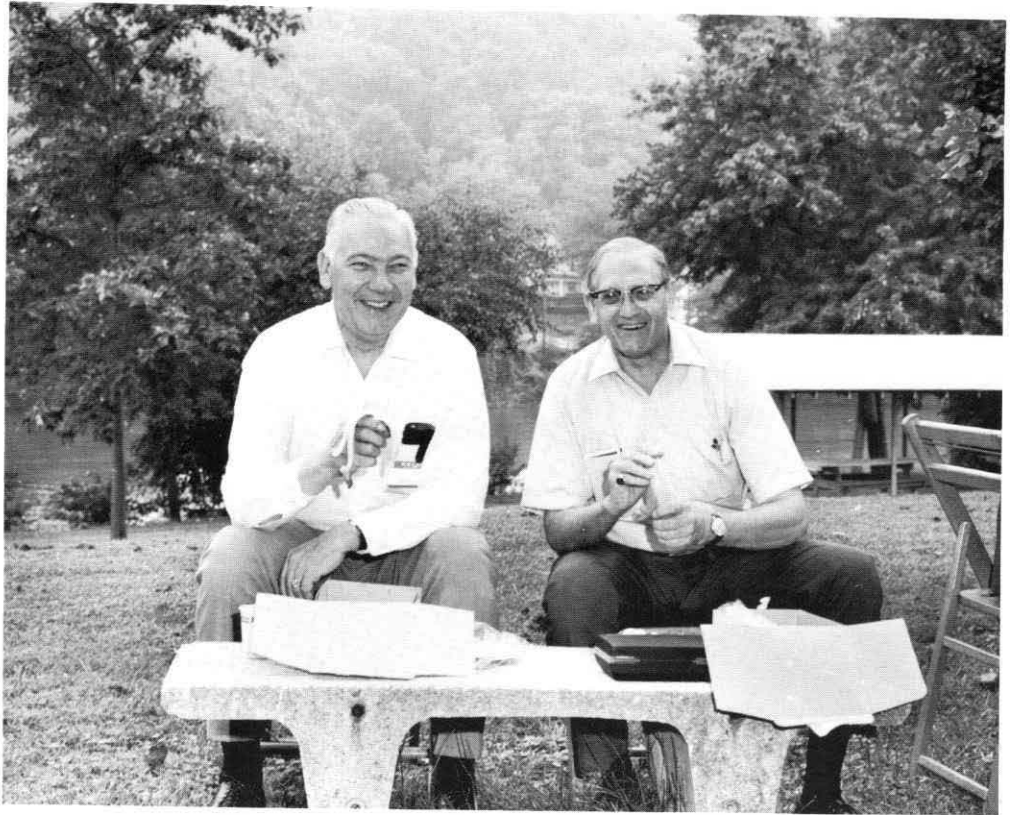


The three musketeers of Cincinnati, Lawrence E. (Larry) Walker, Dorothy Frye and Mrs. Larry (Ethel) Walker. They are in good company indeed, for on the right is the daughter of Capt. Jesse P. Hughes, Mrs. B. E. (Helen) Prater. Helen and her husband Bernie drove Cap'n Jesse all of the way from Colorado to attend the S&D meeting.

And here he is, Capt. Jesse P. in person, aged 95, holding still as Lloyd Ostendorf completes a pencil sketch (he made two). Capt. Jesse amazed everybody by recording the names of everyone he talked to that day and night, a manifest handwritten (he is left-handed) and of incredible length.



Now here's a picture for posterity. On the left is our good friend from Keokuk, Iowa, William L. (Bill) Talbot, who is the postmaster of his home town, instrumental in the display of the old sternwheeler GEORGE M. VERITY there, and for the past two meetings he has updated S&D on the recovery of the packet BERTRAND, sunk near Omaha since 1865. On the right is James V. (Jim) Swift, advertising and business manager of The Waterways Journal, St. Louis, who knows personally more river persons than anyone in captivity.



William E. (Slim) Brandt, Steubenville, left, is displaying an old newspaper lay-out showing Capt. Mel Erwin and the SENATOR CORDILL at Pittsburgh with a load of Thanksgiving turkeys. Ruth Ferris, who has accomplished more to preserve river lore at St. Louis than anybody, is in the clutch of C. W. Stoll who so ably MC's S&D's dinner meetings, and on the right stands Clarence R. (Smitty) Smith who recently retired as custodian of the W. P. SNYDER, JR.



Three West Virginians tried and true. From the left: Hon. Spencer K. Creel, of Parkersburg, member of state House of Delegates since 1938 and S&D member since the start; Charles T. Jones, Charleston, who heads Amherst Industries, Inc., Port Amherst, and also Pt. Pleasant Marine Co., successor of Marietta Mfg. Co. He and son Nelson (right) participated in the now celebrated "Sternwheel Race" at Charleston (see in this issue).



From left: Robert (Bob) Schmertz, the Pittsburgh architect famed for his ballads and banjo (Monongahela Sal); Dr. C. V. (C.V.) Starrett, president of Historical Society of Western Pennsylvania; Anderson & Anderson of Cincinnati, brothers, who both answer to Andy, and the one in the white shirt heads up the Rare Book Section of the Public Library; Bob Schmertz's daughter Gretchen, talented singer; and on the right is J. W. (Sandbar) Zenn, most vocal of S&D's Board of Governors.

Sons, Daughters of Rivermen steam into 'home port' Marietta

S&D's annual meeting was held at Marietta, O. on Saturday, Sept. 18, 1971. The Board of Governors assembled in the Ohio Valley Room at the Motor Hotel Lafayette and elected Virgil E. Bennett as chairman. S&D president Way then appointed Gerald W. Sutphin to the Board. Tribute was paid to the late Walter W. McCoy and the Board voted \$100 to be placed in the hands of the Inland Rivers Library, Cincinnati, for the acquisition of books or river material as a memorial. The Board voted recommendation to the membership that the annual dues be increased to \$8 (see details on page 4 this issue). A report was heard from Yeatman Anderson III in which the retirement of Ernest I. Miller, for reasons of health, was announced. Mr. Miller's successor as librarian in charge of the Public Library of Cincinnati and Hamilton County is James Hunt. J. W. Rutter read a letter from the U.S. Engineer Office in Huntington granting permission to store and refurbish the old TELL CITY pilothouse at the U.S. Engineer Repair Depot, Marietta. A report prepared by S&D's treasurer, H. C. Putnam, Jr., detailed S&D income and expenses for the fiscal year ending Sept. 14, and showed a balance of \$3,124.64 with all debts paid. The Board meeting was liberally attended and Chairman Bennett asked each person to rise, state name, rank and serial number.

This last action accented the presence of a welcome infiltration of top brass from the Steamship Historical Society of America. John A. Breynaert, president of SHSA, had arrived from North Weymouth, Mass. James T. Wilson, past president, accompanied by his wife Alice (who is SHSA's secretary) had come from Staten Island, N.Y. Ed Mueller, former editor of "Steamboat Bill," SHSA's quarterly, had flown in from Tallahassee, Fla. for the kick-off of J. Mack Gamble's new book "Steamboats On the Muskingum."

Present also was Dr. C. V. Starrett, president of the Historical Society of Western Pennsylvania which has the unusual distinction of having built in 1911 the only full-scale replica steamboat in the west. This Society recreated the first Western steamer NEW ORLEANS, fired up her boilers, and navigated her from Pittsburgh to New Orleans. Accompanying Dr. Starrett was his talented wife Agnes whose capacity to turn raw manuscripts into excellent books is legend in university circles.

The perpetual amazement of S&D is who shows up. In the lobby of the Lafayette we see Bruce Edgington, sound asleep, who has ridden a bus all night to attend. Ruth Ferris arrives, all smiling, from Brentwood, Mo. Mr. and Mrs. Robert Keershaw have come from Cape Codd, and they are asking have we seen Mr. and Mrs. Carl Schnepf of Indianapolis (at the moment we had not). And here is Joe Goold, driven from Williamsville, N. Y. by his daughter Betty. Joe spent about a week this summer riding the BELLE OF LOUISVILLE and visiting with her engineer Charles F. Deitz and his wife Claudia. They're here, too. And Helen Crayden of Ramsey, Ind., and Jesse Hoyt down from Columbus, O. Joe Digby and his wife, and Joe has just been about all over the world in ships...he

worked on the excursion boat WASHINGTON when he was knee-high to a duck.

The Marietta Boat Club was spick-and-span, and thanks to Commodore George F. Cranston and some of his members, S&D convened there at noon Saturday for a box lunch--and that was something new for S&D--box lunches. They had been prepared at the Lafayette. Gabe Chengery was the cashier for the occasion and he took in just about enough cash to pay the bill and also to provide for the suds dispensed by Chuck Remley and his helpers.

Two attractive sternwheelers were docked nearby, the CLAIRE-E, where Gene and Claire Fitch were holding forth, and the BELLE OF RICHMOND, up from Cincinnati and bound for Pittsburgh crewed by Bill and Jeannette Patterson and their friends the Longers.

Betty Blake wasn't there, but she got us on the phone from the Cincinnati office of the DELTA QUEEN to impart details about the new U.S. Post Office commissioned on the boat. Micky Frye IS present from the Cincinnati office, and purser Gabe Chengery is playing purser at S&D's noon luncheon (as we already said). Bob McCann, the DC's ex-purser, also had arrived from Cincinnati, on his way east to visit his brother John and family. Micky's mother Dorothy Frye checked in from Cincinnati, too, with Larry and Ethel Walker. Cincinnati is well represented; Carl H. Wodraska of Neare, Gibbs & Co. accompanied with Mrs. Wodraska, Lester Frank, Tom Addison of the Inland Rivers Library, Anderson & Anderson, and Dale Flick nattily donned in shirt and tie we've never seen the like of which.

Yes, yes, yes, Jesse P. Hughes! He is there, right in the middle of a big huddle, 95 years... young...just in from Colorado with his daughter Helen and her husband Col. Bernie Prater. Next thing Lloyd Ostendorf has him corralled, Jesse sitting for two pencil sketches (they turned out elegantly).

Somebody grabs our arm and says in sheer disbelief, "Look, Mack Gamble's in that car!" Well, laws-a-day. Lester Lehman and Ede Wiseman had brought Mack down from Clarington. Next we saw was Mack autographing copies of his new book. Well, there's hardly any use having a meeting with all of this going on.

We sniffed the atmosphere wondering was it going to rain, and while cloud-scanning a kindly face looked us right in the eye from above, and here it is Charles T. Jones from Charleston. And with him is son Nelson who played a big part in stirring up the 5-boat race at Charleston reported in this issue. Joe Cook, Bob Barr, Louise and Bill (Steamboat Bill) Barr arrived. From the mouth of the Kanawha we greeted Charles Henry Stone, and Capt. Charlie Young reported in from Gallipolis along with Doug Wetherholt and wife and Nelson Gardner and wife. And there was Miles Epling (someday Miles must arrive with ALL his family and introduce each one by one---and that's an order) and Miles' little brother Big John was very much on deck, too.

Well, it did look like it might rain. And Roy V. Heatter from Chicago was showing us steamboat picture post cards. Here was Bob Booth and his wife from Bethel Park, Pa., and Mr. and Mrs. Bob Beckett from Hebron, O. with their attractive daughter Sara who had about a half-dozen young sons of S&D moon-eyed. Sara confided to us that her one ambition in life is to get a job on the DELTA QUEEN. It sure looked like rain.

It's always fun to see Cornelia Reade and her

friends, and they were there. Mrs. Leon Ash was up from her home at Lamb, Ind. looking fit as two fiddles and who did we see her with--Mrs. Richardson, probably. Mrs. John J. Maxon and Elizabeth Ball came from Muncie, Ind.; they seldom miss. Lloyd Ostendorf's wife Rita and daughter Roxanne volunteered to do a dance-skit, and what a pity we could not bill them---nearly all summer they were featured on the DQ, a most attractive mother and daughter team.

Bill Reed was exhibiting his new beautiful oil painting of the J. M. WHITE, and this led us to John H. Leslie, Winnetka, Ill., who is creating a carefully designed model of that same famous cotton side-wheeler. Jim Cree of Utica, O. showed up with an original copy of the "Log Of the Betsy Ann" picked up at a flea-market for 19¢, repeat 19 cents.

Bob and Virginia Smith, originally from Clarington, were there from Sewickley. The Carders and the Whites, also, from Skull Run and Murraysville down along the Ohio. From Mansfield, O. were those regulars, Mr. and Mrs. C. H. Fuchs who really enjoy themselves and spread cheer. Dave Elphinstone and his wife came from Pittsburgh.

Criticism comes to our ears that S&D is not composed of river "pioneers," and the sons and daughters thereof. From where we're standing we see Bob and Julia Thomas, and if you should wish to know how old ship tools were worked ask Bob; he's worked with them and he's built boats. And there's Bill and Jenny McNally, and Bill's daddy ran the side-wheel SUNSHINE for years. Over here are Sandbar and Jean Zenn, and Sandbar can tell you how to make a spring-pole pump, which our critics maybe never heard of. How about H. C. and Margaret Putnam right in plain sight; "Putty" is past president of the Allegheny River Improvement Association, and not from an arm chair, either; he's navigated it to Olean, N.Y.

Finally, it didn't rain, and the afternoon meeting was brought to order by president Way and turned over to the good management of Woody Rutter. Woody's capacity to step in and do got a real testing, for he had received less than three hours notice of what was expected of him. Out of the hat he produced documentary accounts of some of the early get-togethers of S&D. An hour or more went by with incredible speed. Spencer Creel presented us with a real boat whistle with three barrels which (Spencer said) sounded seven notes. Well now imagine such a thing as that and we couldn't wait to try it out.

Yes, and Jesse P. Hughes and J. Mack Gamble were right there at that afternoon meeting. And no rain fell, either.

After the show several candidates tried blowing the whistle by lung power with no conspicuous success. The hot air supply had run low by this time. Then Fred Way III said, "Rev up your car while I hold it to the exhaust pipe." Eureka, and all the pigeons left the Marietta-Williamstown bridge a mile away, and a towboat coming down through Kerr's Island blew an answer. Tom Sprague showed up, Marietta's handsome ex-police chief, and it reminded him of the LIZZIE CASSEL that his grandpa Ben Franklin Sprague was mail clerk on. And Pop Farley was there, too, who used to predict Marietta flood crests, when Marietta was still having floods. This was the sort of thing Walt McCoy would have loved, and lordy how we all miss him.

Jim Swift, business manager of The Waterways Journal, was there. We thought from his calm exterior that Jim was taking life easy for once. Then he produced in the Sept. 25 issue a story of the S&D meeting that contained more names than we have mentioned thus far. He sucks up names like the STE. GENEVIEVE gobbles gravel. Listen to him: "Two former staff members of The Waterways Journal were in attendance, Irwin M. Urling of Baden, Pa. and Capt. Roy L. Barkhau of Louisville. Bob Kennedy, of Catlettsburg and Ashland, Ky., now upper Ohio River correspondent of this publication, was there, with James L. Armstrong and David K. Smith, who so ably handled his column following his automobile accident. He was also accompanied by Tony Holbrook of Merdie Boggs and (the WJ shuns "&" like & is a plague for reasons long forgotten) Sons, Catlettsburg, and Charles E. Montague of Ashland." Amen, Jimmy.

Somewhere during the day we were grasped firmly but gently by the arm, then propelled into the basement corridors of the Lafayette, where it says LADIES, and then past that a bit into an empty room. Ed Deurelein is taller than us and a good bit younger, and he had a tape recorder. That's how he gets interviews for WBRJ-Marietta. So fine, but he went back to the shop and bragged about it, and then Sallie Hille, who does a Sunday spot on WBRJ-Marietta, shanghaied Bill Reed and me (me again) and back we went along by LADIES and this time the empty room was locked up. So we sagged to the carpet in the hallway, all three of us, and did Sallie's tape complete with a couple of commercial lead-ins. Ed Deurelein goes to Marietta College and says he room-mated with Bill Barr for a while. Well fine.

You should have seen Dale Flick with that fancy shirt and tie--he looked like an international signal flag. I think it was when emerging from the cellar we first saw this. Would it be presumptuous to mention something personal? Yes, it would be. Tom Way, age 19, somehow floated a loan in his home town, Ashton, Ill., flew to Columbus, O. and hitch-hiked with Woody and Bee Rutter to the meeting. He bunked with Bill Barr at a Marietta College dorm Friday night, then checked in at the Lafayette Saturday morning. His grampa, sensing inadequate financing, alerted the desk to put Tom's hotel bill in grampa's account. Sunday morning, at departure time, Tom waved a yellow hotel receipt under grampa's nose. "I had a hard time getting the lady at the desk to take my money," he said, "but she finally did." Move over, grampa, you're out of the driver's seat for once.

Tom has a sister Julie Ann who celebrated her 17th birthday Oct. 8 last, and while at Marietta a big white towboat passed up shoving loads named JULIE ANN, believe it or not.

While on the subject of the Way clan (if you can stand it) your editor and Lady Grace were elated no end to greet Stewart and Lydia Way down from Pittsburgh, their first S&D meeting. Stewart at a tender age was a passenger aboard the JOE FOWLER in 1914 when that boat took an excursion from Pittsburgh to St. Paul, Minn. and back to Louisville. Another yearling on that trip was J. Wells Kinkaid, Jr., who operates the Wells Inn at Sistersville. Also us, meaning me.

In The Waterways Journal Jim Swift said truly: "It is always dangerous to try to name all those who attended S&D, because almost every time someone is omitted. However, advance registrations included Mr. and Mrs. Charles L. Brown of Cincin-

nati, who planned to bring their 37-foot miniature steamboat LORENA to Marietta but decided against it because of a rising river; their daughters, Ann and Paula; Bert Fenn, Tell City, Ind.; Mr. and Mrs. Harry E. Pettit, Jr. and children Patrick and Kirsten of Cincinnati (Whoa, there Jim---we saw Harry at a Lion's Club meeting at the Lafayette on Friday noon--and he and family live in Marietta, O-hi-o). Parkersburg was represented by Mr. and Mrs. Darrel Sheline; Mr. and Mrs. R. L. Dana; Rollie Somerville; and Mr. and Mrs. Spencer Creel." Good batting, Jim.

Everybody got on their bibs and tuckers and attended the Lafayette dinner spread through three diningrooms. The tables were beautifully decorated, the meal one to remember. Then came the program pre-hooked on a snag. One of the main speakers had failed to arrive. What do you do in such case? Well, you ad-lib it. The master of ceremonies was in something of a bind.

"You are the featured speaker, so you come last," he stated.

"But I want to be first."

"Why?"

"So I can get it over with and then enjoy the rest of it."

"Nuts to you, sir; you come LAST."

Much moaning and squirming on the part of the featured speaker.

"You've waited thirty years to do this, so what's so terrible about one more hour?" The MC was adamant.

Lucy Stoll leaned over to us and looked sympathetic. "You haven't got butterflies--have you?"

"Not at all," we lied, sprinkling salt in our cup of coffee. No matter. If we had picked up the cup we'd have looked like Dagwood with those zig-zags.

This is the first time Lucy has been to S&D and she's a winner.

Bill Talbot arose to the occasion and did an admirable report on the BERTRAND dig near Omaha, pinch-hitting for James Salyers.

C. W. Stoll, running the show (as you may have surmised), brought up the matter of increasing S&D dues to \$8. A membership vote was conducted, and the answer was "yea." Actually this was a vote of confidence right where it most hurt, in the pocketbook. Then the nominating committee, with Bob McCann as spokesman, recommended a reelection of officers. And it was done.

C. W. leaned over and asked us, "What is the subject of your talk?"

That was easy and I was glad to oblige and be of help. "It hasn't one."

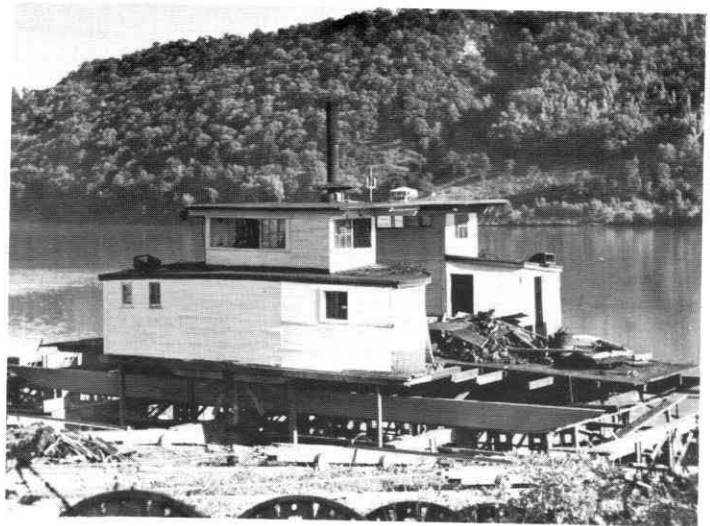
Let us draw a curtain of charity around the balance of the program.

There is nothing quite like S&D.

The ferry LEWIS-ADAMS shown in the picture at the top of the next column on this page was built at Manchester, O. in 1925. She was named for the two counties in that area; Manchester being in Adams County, O. and the one on the Kentucky side of the Ohio River being Lewis County. Capt. Ernest B. Suiter built her.

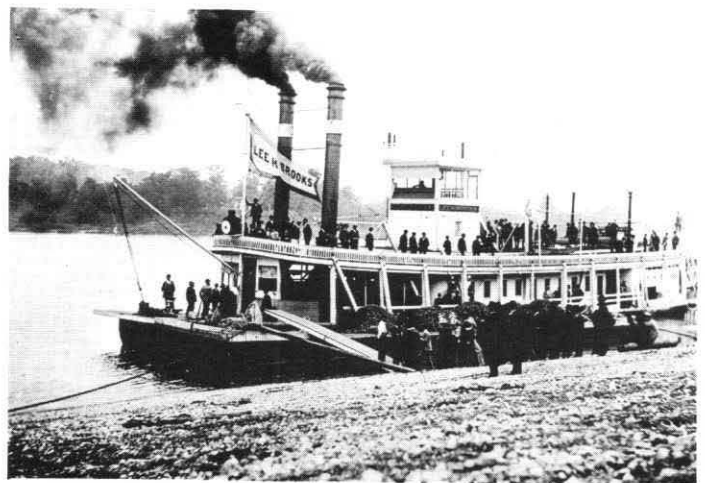
This picture popped up in the collection of the late W. Hurley Ashby and it was identified so: "Taken at Madison, Ind. shipyard, Aug. 13, 1938; originally steam, being converted to diesel."

Now where did this ferry operate? We recall the steam ferry W. H. WHITEMAN at Manchester. Could it be that the LEWIS-ADAMS ran at Vance-



Ferry LEWIS-ADAMS

burg? But seems to us there was a gas ferry there, the V AND S.S. Suiter also had one named E. I. FORD about that same time. The long and the short of it is we are mixed up and are hollering for help. What ever happened to the LEWIS-ADAMS anyhow?

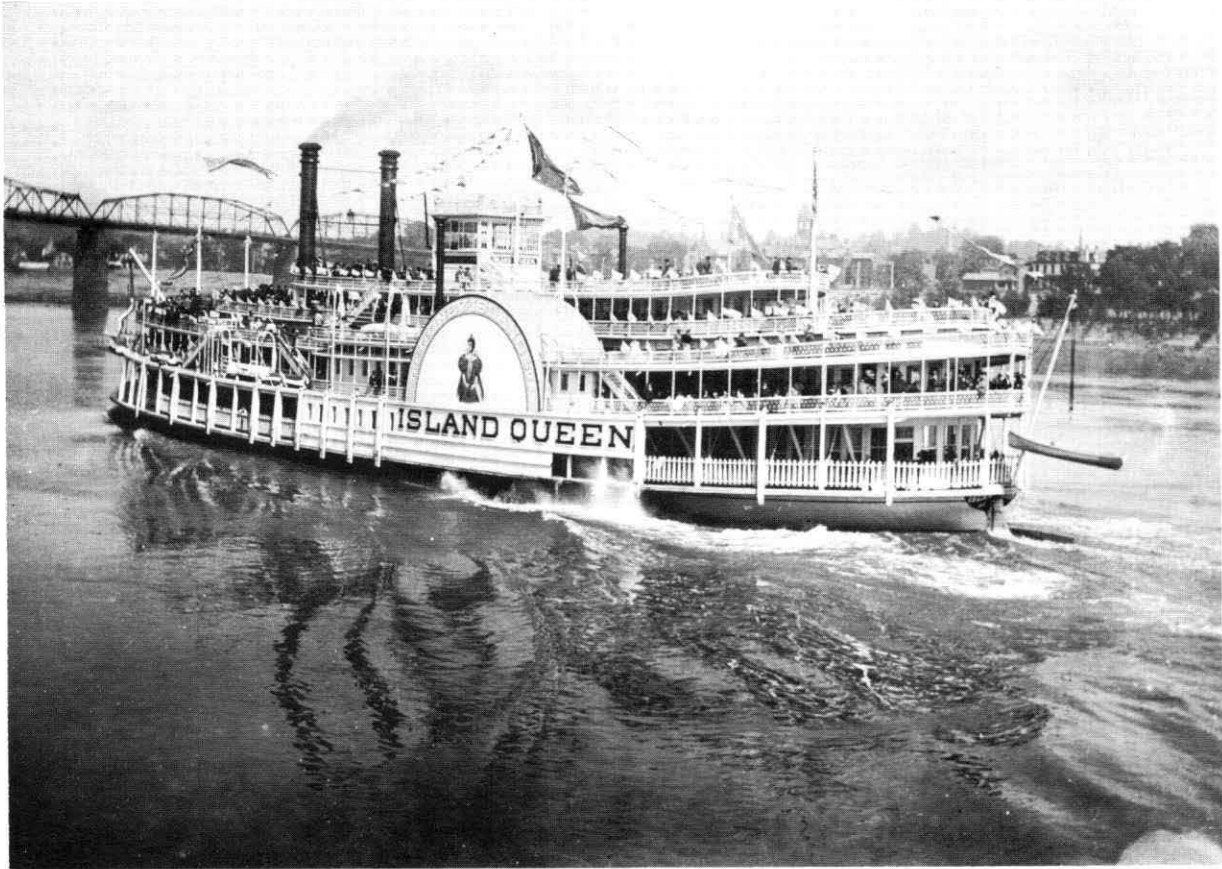


LEE H. BROOKS

Named for president of Coney Island.

This picture of the LEE H. BROOKS was taken when she was new, possibly the year of her construction, 1890. We have never learned the location nor the occasion, but it's a daylight excursion of some sort. She was built at Evansville and was named for the gentleman who ran Coney Island at Cincinnati (see next page). She was swapped around a good bit in her early years and in Nov. 1897 came to the Monongahela River for short trades, owned by William Weigel. He sold her in Feb. 1900 to J. K. and Edward Davison. They remodeled her into a towboat to shove sand and gravel on the Allegheny. Capt. Edward J. Hulings was her first master there, and later on Capt. Tom Hudson. When Davisons built the ELIZABETH SMITH they sold the BROOKS to Capt. W. L. Berry at Paducah. That was in 1917. She then towed cross ties out of the Cumberland and Tennessee until retired. When Davisons owned her, she had 12's- 4½ ft. stroke engines and three boilers. Her hull was 140.5 by 23.

The First ISLAND QUEEN Recalled



The ISLAND QUEEN in 1896

This portrait was taken from the pilothouse of the packet HUDSON by amateur photographer Capt. Tony Meldahl as the new ISLAND QUEEN passed up on one of her first trips to the Coney Island amusement park. Cincinnati's Central Bridge shows at the left. The semi-circular lettering on the paddlebox reads CONEY ISLAND CO'S and the wasp-waisted queen in full color reigned for several seasons. Later she was replaced by other versions.

The mileage from the foot of Broadway in Cincinnati to the steamboat landing at Coney Island is 8.8 miles. In the period 1883-1947, 64 years, steamboats carried excursionists back and forth during the summer season. The first boats in the trade are said to have been the GUIDING STAR and the MINNIE BAY, plausible enough, as the originator of the park boat service was Capt. J. D. Hegler who owned the GUIDING STAR.

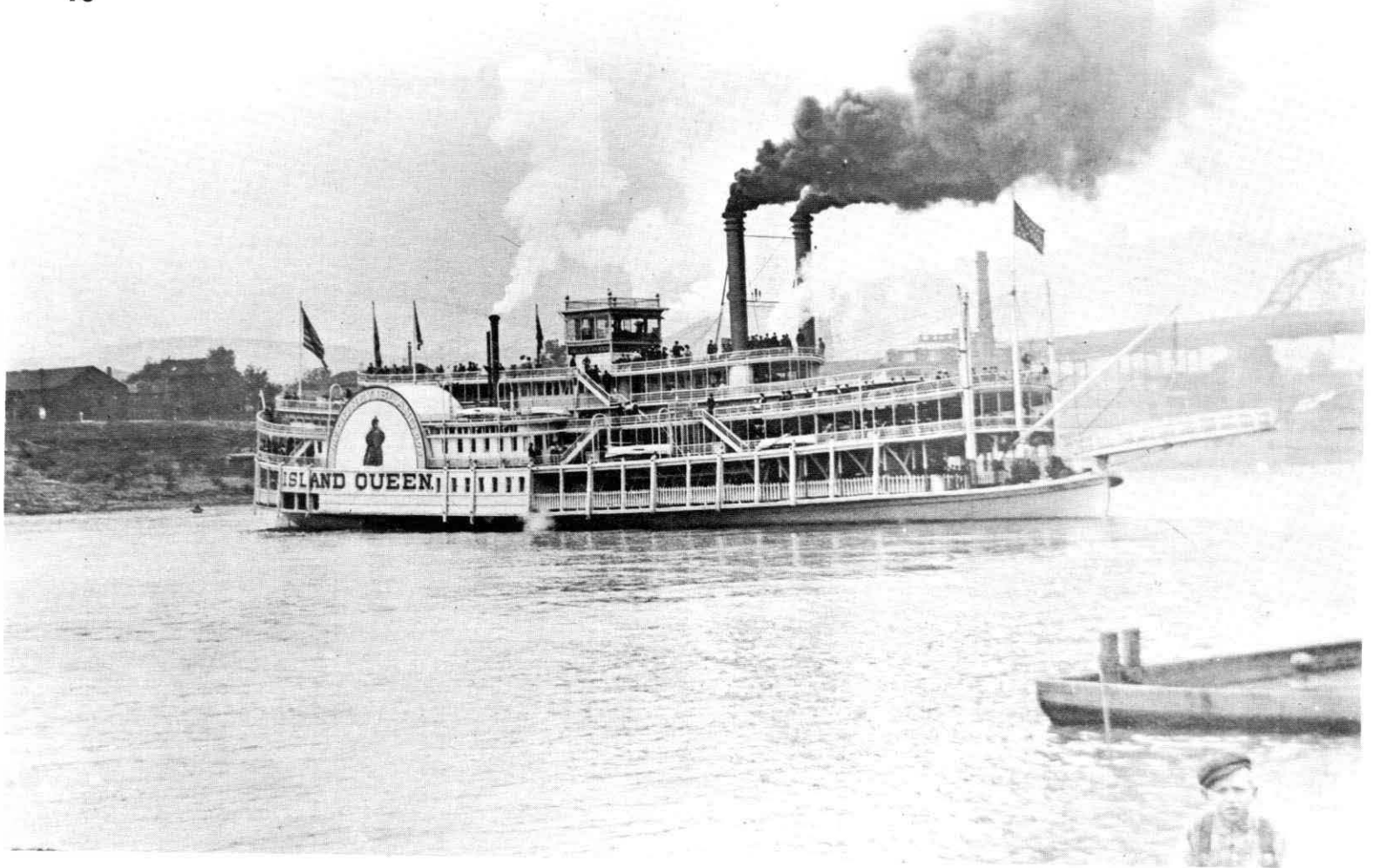
This "Coney Island of the West" as Hegler called the place, was a bright idea. Various of the regular side-wheel Cincinnati--New Orleans packets could not run in summer due to low water at Grassy Flats, and Peckinpaugh, and Scuffletown and J.C. Crossing and such notorious places. The summer excursion trade gave some of them an added income.

Hegler was a steamboater, not a park manager, and in 1884 or thereabouts he sold the park probably in a deplorable condition as a record flood had inundated the premises that spring to Lee H.

Brooks. Mr. Brooks swabbed out the mud and continued the policy of chartering packets. In 1889 he had one of the famous Anchor Line side-wheelers, the COMMONWEALTH, plying to and fro, a deplorable old museum built in Civil War times (1864).

This scheme of chartering boats did not last. The Cincinnati-New Orleans trade was on a rapid decline. The boats engaged in it came to untimely disasters and were not replaced. Then, too, Coney Island was growing in popularity. Lee H. Brooks and his associates decided upon an unheard of, unprecedented step. They concluded to build a side-wheel excursion steamer expressly for the Cincinnati-Coney Island trade.

She turned out to be the most gorgeous example of marine architecture Cincinnatians had ever seen. The ISLAND QUEEN was built right in their own front yard, at the Cincinnati Marine Railway Co., designed to handle 3,000 people at a loading.



Her Ladyship Rounding To

Taken by Negro photographer Richard L. Hunster at Cincinnati about 1897. The calliope between the stacks is being played. Note the flag arrangement; the union jack flies from the forward mast, the U.S. flag from the stern staff, a river custom of long standing. The ISLAND QUEEN operated to the park 1896-1911 without benefit of slackwater and sometimes had to lay up for low water. Fernbank lock and dam (#37) was opened to traffic July 22, 1911, after which the Coney boats had easy sailing. This photo was taken when the landing was still at the foot of Vine Street, Cincinnati.

She was launched on Saturday, May 16, 1896, christened by Miss Rosa Brooks, daughter of Lee H. Brooks. The wooden hull was 281.4 feet long, 42.6 feet wide and 8.5 feet deep. She had six Western style boilers each 42" dia. by 24 ft. long driving independent high pressure engines each 20" dia. with 9 ft. stroke. On the second (boiler) deck the cabin area was a full-length ballroom with hardwood dancefloor, the biggest dancefloor between New York and Chicago. Objectors to this statistic will be prosecuted.

We'll also stick out our neck in stating that the ISLAND QUEEN's wire netted railings were the first of the sort on the waterways of the West. There were many me-too's shortly thereafter; the ST. JAMES, FALLS CITY, QUEEN CITY, JULIEN POYDRAS, KATE ADAMS (3rd), FRANCIS J. TORRANCE, and so on.

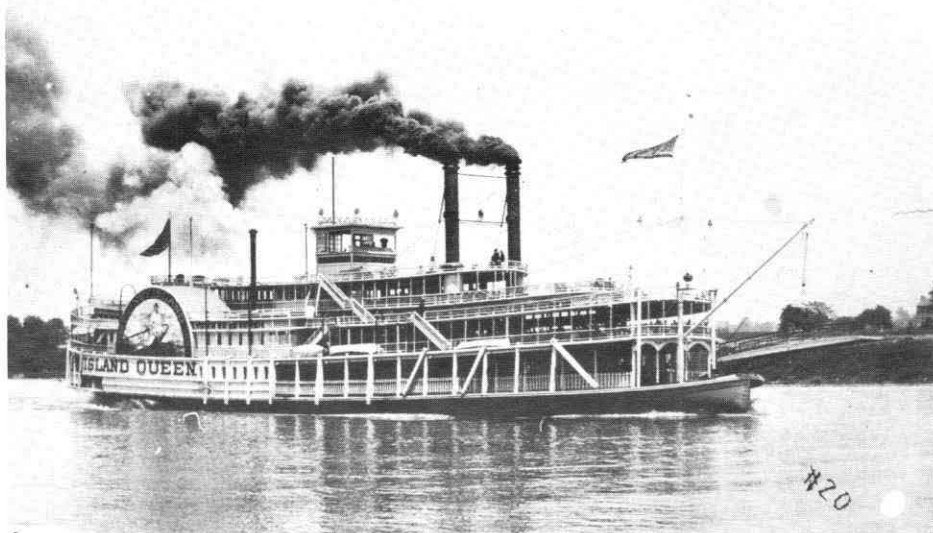
Another innovation was the patent pressed metal ceiling over the dancefloor, each section impressed with floral flurries painted white, very mod at the moment. The QUEEN CITY got the same treatment when she was built the following year.

For a while these pressed metal ceilings (Sagendorph Patent) were widely used in saloons, drug stores, hardware shops, and universally it seems in the original 5¢ nickelodeons, the first movie houses. The economy of the idea was its undoing; such popularity made them common, cheap and dated. The ISLAND QUEEN and QUEEN CITY retained theirs until the end. You couldn't wear them out; they were durable and rugged, like they had come from Sears-Roebuck (no, in 1896 Sears didn't list them).

Whistle buffs please note that the ISLAND QUEEN appeared with a three-barrel affair mounted on her stack spreader, a mellow soprano tone. But something happened to it, or maybe it wasn't loud enough to suit; anyhow after 1907 she had a two-chime job in approximately the same location, close by her starboard stack at the joint, said to have come from the HENRY M. STANLEY. It was deep throated and somewhat brash. And that's the one she died with.

Did she come out with decoration lights? Our belief is that she did not. A close study of

This view is from the Thornton Barrette collection, the only one to our knowledge showing the "queen" on the paddlebox as a young lady seated in a rowboat. This dates about 1899.



negatives and original photographs fails to show any symptoms. It may be that the generator capacity of 1896 "dynamos" didn't permit such vain-glory. The first excursion boat we ever saw outlined in lights at night was the HOMER SMITH in 1916, although there may have been a few before that.

The first skipper on the ISLAND QUEEN was Capt. Sterling McIntyre, 54, who had gained a good bit of excursion experience operating the wood hull ex-cotton carrier PARGOUD on the Mississippi, principally out of St. Louis. He was well known at Cincinnati and had made headlines in the Enquirer when the GOLDEN CITY burned below Memphis in 1882, and again when the THOMAS SHERLOCK saddle-bagged on a pier of the C&O bridge at Cincinnati in 1891. He was master of both. He had come up through the ranks as clerk on various of the Cincinnati-Memphis sternwheelers, among them the VINT SHINKLE. McIntyre was a second generation boatman, his father (originally from the Pittsburgh area) Capt. William McIntyre, having packet-boated.

McIntyre brought with him to the ISLAND QUEEN first mate James Dupuy who had held the same berth aboard the THOMAS SHERLOCK while McIntyre was master. Later on Jim Dupuy succeeded McIntyre as master of the QUEEN and remained aboard for twenty-three years. Jim's brother Sam Dupuy was the mate during much of that period. Sam was a good mate, graduating from the tutelage of Capt. J. Frank Ellison on the Pittsburgh--Cincinnati double-staged HUDSON.

The calliope on the QUEEN was on the texas roof forward of the pilothouse between the stacks, in the worst possible place, the steam fogging the pilot's vision. Every time it was played a crowd was attracted to it, adding a mass of humanity to the discomfort of the man on watch in the pilothouse. Later on it was transferred to the rear end of the texas. Homer Denney, a slight-built musician, started pushing the brass keys on this instrument about 1903 or 1904. Nobody remembers the mayors of Cincinnati but everybody remembers Homer Denney who serenaded the hilltop dwellers from that time until the demise of the last ISLAND QUEEN in 1947.

The Coney Island wharf at the start was below the suspension bridge at the foot of Vine Street in Cincinnati. They had an old wooden wharfboat built in 1871. About 1904 they built a new one, 266 by 50 feet, and wedged it in at the foot of Broadway just above the Greene Line wharfboat. At this wharfboat, which was jointly owned by the Pittsburgh & Cincinnati Packet Line, the QUEEN CITY, VIRGINIA, and the KEYSTONE STATE did business, and also the Lee Line packets for Memphis. So it was a right busy place.

Coney Island grew and prospered. The 3,000 capacity of the QUEEN wasn't enough, so oftentimes the schedule was doubled up by hiring other boats. This doubling up dates at least to the year the QUEEN came out new, 1896, when the HUDSON of the Pittsburgh & Cincinnati Packet Line was engaged for the season. Finally Coney Island decided to add a second boat of their own, and in November, 1905 the FRANCIS J. TORRANCE, operating in the Pittsburgh area, was acquired.

The TORRANCE also had been built as an out-and-out excursion boat, a side-wheeler, in 1900. She got along famously on the Monongahela and the upper Ohio until the GEN. SLOCUM disaster happened on June 15, 1904 at Hell Gate, N.Y. with a life-loss of 1,030 passengers and crew. This was the worst life-loss since the SULTANA and newspapers spared no ink in recounting the gory details. The Monongahela natives read all of this and enough of them declared prohibition on steamboat excursions to create slim-pickings. Coney Island renamed their new purchase PRINCESS. From 1906 until 1917 the ISLAND QUEEN and PRINCESS were the Coney team.

The season at Coney, the busy time, was between Memorial Day and Labor Day, during summer school vacation period. "Commodore" Lee H. Brooks extended the QUEEN's season by tramping her in the spring, and again in the late fall. This may have influenced the decision to put bigger engines in her. The original 20's-9 ft. stroke were removed and she was given 35's-9 ft. stroke which made of her a real stepper.

Just when this exchange was made is not clear

to this writer. We are getting our information from an extensive notebook kept by Capt. Dana Scott, marine insurance inspector for Neare, Gibbs & Co., Cincinnati. He notes this machinery exchange without supplying dates. He classes the QUEEN as "A-2" meaning the hull was planked with 3½" bottom. Her original cost is set down at \$70,000. Her valuation for insurance purposes in 1896 was placed at \$50,000. This was dropped to \$45,000 in 1908 and then, following a \$12,000 docking program in 1909, the value was hoisted back to the original figure, and so remained through 1915. He also notes two other docking programs, the first in 1905, and again in 1913. "All new sides and frames and floors, cost \$15,000" is noted in the latter. This is the same Capt. Dana Scott who was purser on the ill-fated CITY OF PITTSBURG (see March '68 issue, pages 26-35).

Incidentally, at this point, take time out to peruse the comparative original cost figures of other contemporary steamboats as shown in Captain Scott's private book:

City of Providence	1880	\$ 95,000
City of Louisville	1891	90,000
Virginia	1895	60,000
Quincy	1896	60,000
Island Queen	1896	70,000
Queen City	1897	65,000
City of Cincinnati	1899	85,000
Sprague	1902	192,000

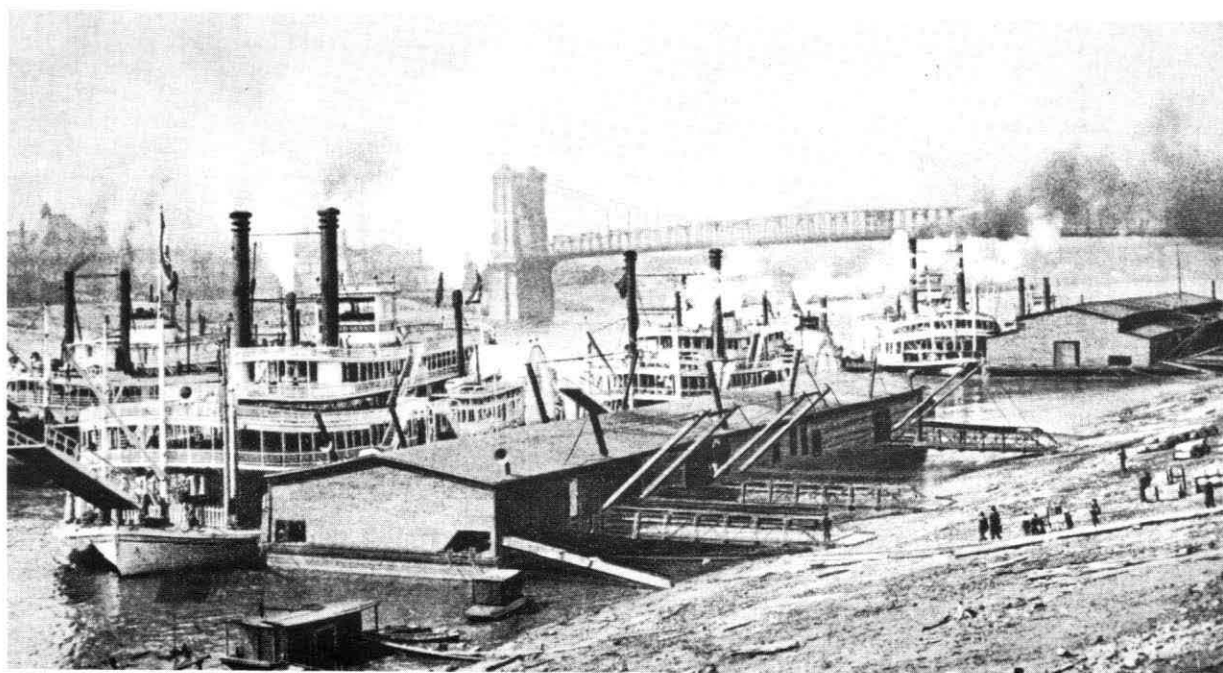
Capt. Ellis C. Mace has recorded that the new ISLAND QUEEN started her regular trips to Coney Island on Memorial Day (then called Decoration Day) 1896. He does not mention her again until May 7, 1908, which fell on Thursday, noting that

on that day she took an excursion out of Huntington, W. Va. Now she may have been up that far on the Ohio River previously; but maybe not; at least Captain Mace thought the record worthy of preservation. She made trips out of Pomeroy, Middleport, Pt. Pleasant and Gallipolis on these spring forays. On April 29, 1914 with a Gallipolis and Pt. Pleasant crowd aboard she hit a low cable stretched across the river at the construction site of Dam 26, snagged her smokestacks, knocked them down, and two boys were reported injured. These up-river jaunts continued into the spring of 1918. This scribe does not remember ever having witnessed the QUEEN above Coney Island.

Once, at least, in April, 1917, the HOMER SMITH took aboard 2,400 excursionists at Portsmouth. Several days later the ISLAND QUEEN put down her stage at the same place and got equally as many.

Tramping trips also took the QUEEN frequently to Madison and Louisville. One May day in 1920 the ISLAND QUEEN, PILGRIM, MORNING STAR, AMERICA, and EAST ST. LOUIS took out excursions at Louisville, something of an all-time record. In April 1905 the QUEEN got her first docking at Mound City, Ill. to repair hull damage from ice, and from there proceeded to Memphis to start the spring season, tramping back to Cincinnati. In the spring of 1906 she tramped to Cairo and back.

The first time your scribe stepped aboard the QUEEN was on the morning of June 9, 1914 at Cincinnati. I was 13 at the time, and was in custody of Capt. A. C. Dunbargar, a most pleasant person, master of the JOE FOWLER. We were sight-seeing. Captain Dunbargar considered the QUEEN to be one of the important landmarks of the area,



Five O'clock and Leaving Time

Out in the river at extreme left is the PETERS LEE preparing to round to and depart for Memphis. The ISLAND QUEEN is loading at the upper door of the Coney wharfboat and her partner, the PRINCESS, is at the lower door. The CITY OF CINCINNATI is departing from the Mail Line wharfboat and the COURIER is to the right (stacks and pilothouse showing) loading for Maysville. The vacancy between the wharfboats was later occupied by Greene Line Steamers. This is made from a post card and dates about 1906.



Her Pink Stern Showing

Hauled out on the marine ways at Mound City, Ill. this view is one of the best showing the sharply modeled stern common to most river side-wheelers. Note that there is a single rudder pintled into sockets on the sternpost, the blade extending aft about eight feet. This is ample rudder power on a 281-foot length hull. This is not a balanced rudder; it's a single blade job; fact is we do not recall a river side-wheeler with a balanced rudder. In old sailing ship days a stern design of this type was called a "pink stern" or "pinkie," used both by the Scots and the Dutch.

and he made no mistake. Her dancefloor was as big as Way's Pond in Edgeworth and my younger brother disgraced our family name by taking a slide on it. The gleaming floor was sprinkled over with something like cornmeal, maybe it was cornmeal, and Willie left two long slide tracks. Well now I ask you is that any way to act? Capt. Dunbargar, being a pilot, headed us for the pilothouse and we blithely walked by the signs NO ADMITTANCE and OFF LIMITS to get there.

Some years later Capt. Stogie White told me that the biggest thrill he ever got, and he'd had a few, was standing in that pilothouse, one foot on the window ledge, a thousand people watching and gawking up at him, the big 'scape pipe almost close enough to touch belching roars of steam, a whole continent turning under him, the stack tops grazing the bottom of the Central Bridge, as pilot Harry Doss rounded her to land at Cincinnati. Homer Denney was playing the calliope as only Homer Denney could play it, a spine-tingling fortissimo for a moment under the span hidden by that six-boiler smoke shroud, oh lordy.

Yes, everybody in Cincinnati, and Covington, and Newport and in Dayton were proud of the ISLAND QUEEN. But the pollution abaters were at work, too (no, it's not as new as you think) and in the fall of 1919 the Coney Island officials were hauled up before the judge. Too much smoke.

Violating the Cincinnati smoke ordinance. The Coney lawyer used the defense that the city had no jurisdiction on navigable waterways. Oh, no? quoth the judge, this city has jurisdiction over any vessel tied to the bank within our corporate limits. And that was that.

Harry Doss was incorporated into the QUEEN's pilothouse away back when, at least 1906, maybe before, a wiry 5'8" pilot quick on his feet (he loved to dance), nattily dressed, shoulders squared back, 20-20 vision, and he had stood his first watch on the GUIDING STAR in 1885--by which time he owned a Cincinnati-New Orleans license. Harry was of the old school, born in Cincinnati about when Phil Sheridan was galloping down the Shenandoah valley from Winchester. His daddy was a Cincinnati-New Orleans pilot, Sylvester Doss, who died in the CITY OF PITTSBURG fire (see March '68 issue). Harry married Carrie Lynn and their one child, a son, was named Sylvester Doss--and he also was a river pilot.

On the day of the Cincinnati tornado which blew roofs off, toppled church spires, overturned the CONVOY and the FULTON with drownings and life-loss, Harry Doss was piloting the Coney steamer PRINCESS downbound from the park. He saw the river turning into spume, for this was on the afternoon of July 7, 1915, coming at him with in-

credible speed. There wasn't time for any deliberation or consultation. Harry without slowing down the boat headed her for Dayton Bar and got there just as the storm hit, and let her beach out both wheels still churning full ahead. He bridled the pilotwheel on center, jumped up on the lazy bench ("to keep my damn shoes from getting wet") and when things tamed down after a bit, there was Harry in a shell of a pilothouse, the sash and breastboard and stuff over on Walnut Hills where he lived at 2019 Fairfax Avenue. Lots of the passengers got rain-soused but nobody was hurt.

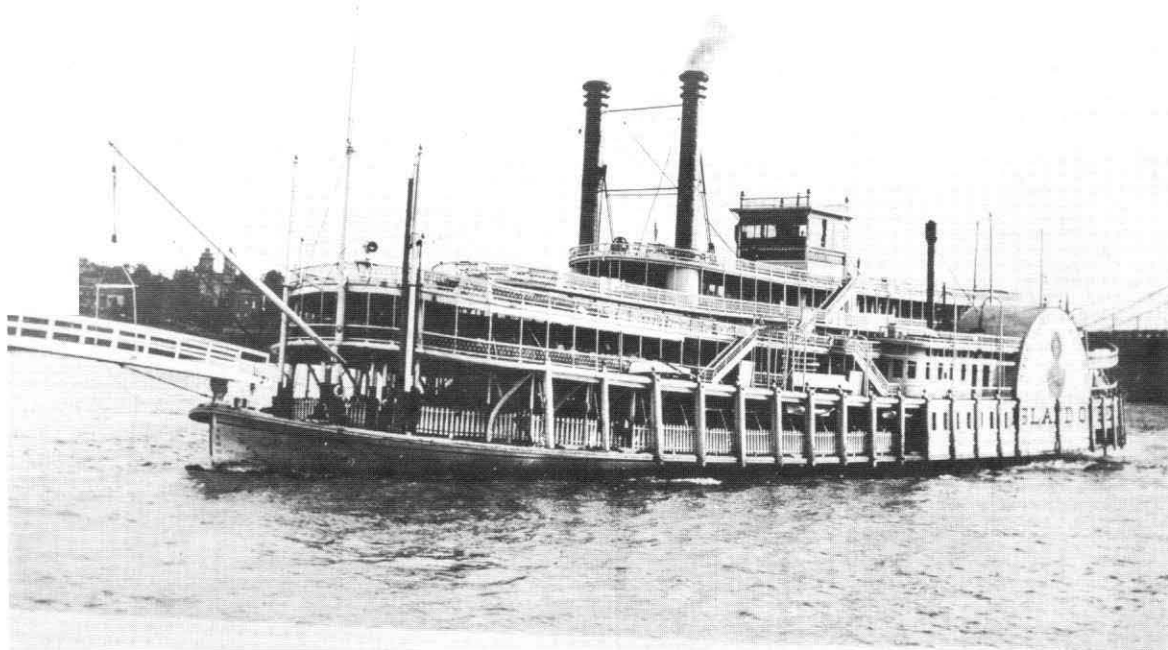
It may be, and this is a guess, that the ice damage to the QUEEN in the winter of 1904-1905 at Cincinnati was what caused the change of plans thereafter. In the winter of 1905-1906 the QUEEN was wintered in the mouth of the Kentucky River, considered a safe haven, and quite popular with other operators. She hibernated in company with the LEVI J. WORKUM, CANDO, BLUE WING, HELEN M. GOULD, FANNIE and ALERT. From that time on the Coney boats were taken there. The latest excursion the QUEEN ever took out was from Cincinnati on Wednesday, Dec. 8, 1909, a special occasion of some type.

Both the QUEEN and the PRINCESS were there in Kentucky River the winter of "the big ice" as it came to be called, 1917-1918. Also moored there was an unusual specimen, a three-master sailing vessel built at Moulmain, India in 1790, repeat 1790, and not 1890. She measured 135 by 29, built of teak, originally a merchantman between England and India. After 1802 she was transformed into a "convict" or prison ship, plying be-

tween England and Australia. Somebody with a weird sense of humor had christened her SUCCESS. She sank in the harbor at Sidney, Australia in 1885 and about five years later was raised and made into a tourist attraction. Capt. D. H. Smith bought it in 1912 and sailed for the U.S. with her on April 10 that year, the same day the TITANIC left Southampton on her first and last voyage. She got to Boston after a 96-day journey and was exhibited all along the East coast. In 1915 she was at the San Francisco Fair, visited other places, Seattle included, and then went through the Panama Canal and in to New Orleans for a tour of the Western rivers. And that's how come she was in the mouth of the Kentucky River in the winter of 1917-1918, on her way to Cincinnati, Wheeling and Pittsburgh.

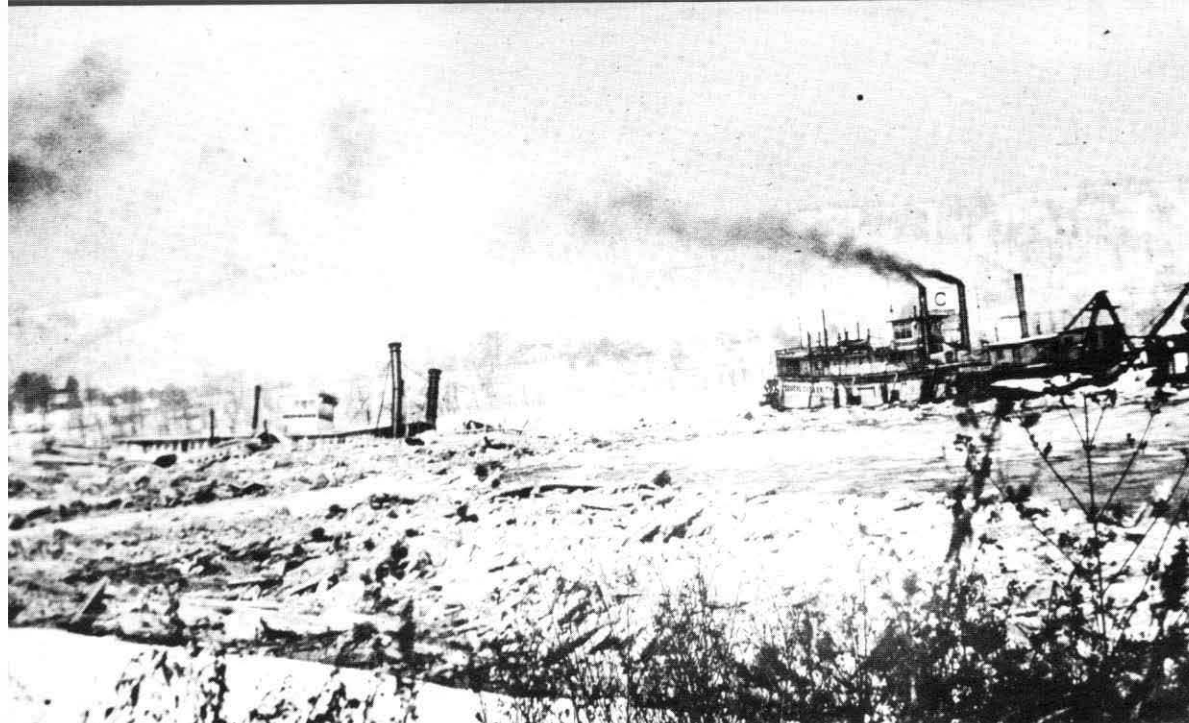
The prison ship SUCCESS was "at anchor" (in quotes because she more likely was hitched to a couple of sycamores) when the ice gorges broke loose in January, 1918. Her mooring lines snapped, she started down the Kentucky River free-as-tray, collided with the ISLAND QUEEN, knocked her loose. These two hit the PRINCESS, knocked her loose, and all three started south with nobody aboard.

The towboat EUGENE DANA SMITH of the Campbell's Creek Coal Co. was harboring in the mouth of the Kentucky, Capt. Rush Burnside, master. This boat had been upbound with empties when the freeze caught her near Vevay, Ind. Captain Burnside had backtracked to the mouth of the Kentucky for safety. He kept steam on his boat. But when the prison ship SUCCESS bumped into him the SMITH joined the parade out into the Ohio River plus a



Taken About 1910

This view was distributed some years ago by W. C. Brown, a Wheeling photographer, taken at Cincinnati. It dates about 1910. Note that the 'scape pipe abreast of the pilothouse has been given a condensate catcher and drain. This alteration may have coincided with the placement of the 35-inch diameter cylinders. The HENRY M. STANLEY whistle is at the starboard stack joint.



The PRINCESS crushed by ice (left) and the towboat EUGENE DANA SMITH at the mouth of the Kentucky River on January 30, 1918.

conglomeration of other things including a floating coal hoist, assorted barges, the Carrollton wharfboat, etc.

The PRINCESS, gouged by ice, sank to her roof right there at the mouth of the Kentucky, but the gorge carried her along at least as far as Brooksbury, Ind., about five miles, before she disintegrated. The EUGENE DANA SMITH, steam up and crew aboard, managed to land at Brooksbury where the ice shoved her out on shore (a rise later came along and released her). The ISLAND QUEEN, clutched by ice, went below Madison, Ind. before she was safely landed.

The British prison ship SUCCESS, which originated all this uproar, came through unscathed.

Also at Madison at this time was the pint-sized wood hull packet HELEN E. which had broken loose

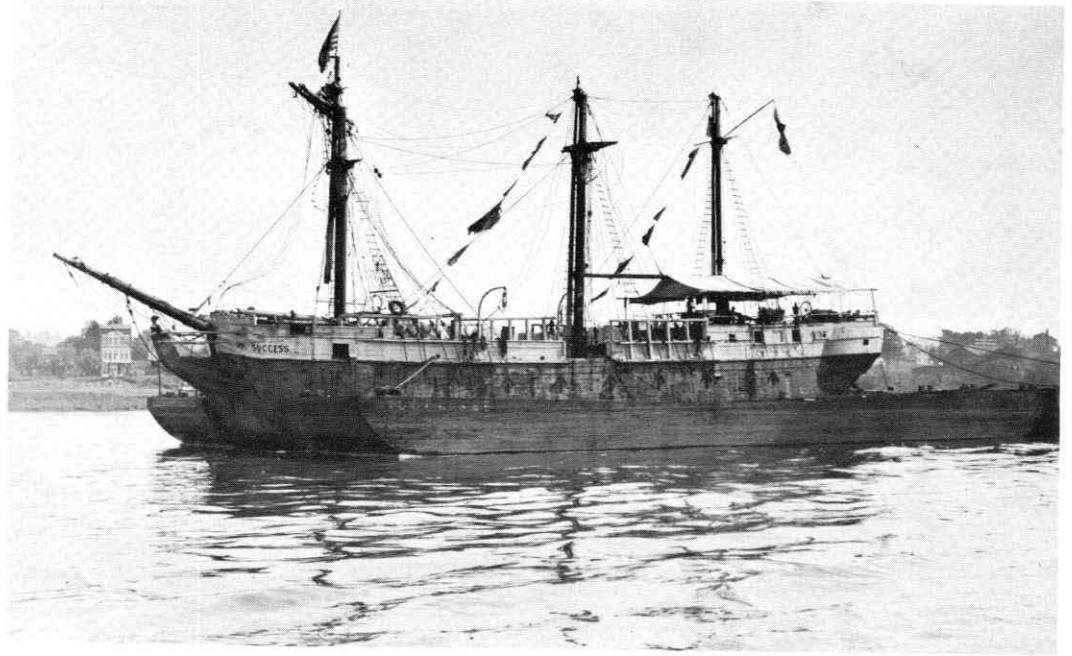
in the mouth of the Kanawha River and had navigated those 293 miles, running all the bridges, the passes at the dams, around the islands, with nobody aboard, in complete safety. Her owners were obliged to raise steam on her, hire licensed pilots and engineers, and get her back home to Pt. Pleasant where she had come from at no expense to anybody. This was the most discussed event of the 1917-1918 ice jams.

The Coney Island management in March, 1918 bought the side-wheel MORNING STAR from Capt. Walter Blair to replace the PRINCESS. This lush side-wheeler was a packet out of St. Paul and Davenport, complete with cabin and staterooms, 250 feet long, four boilers, and high pressure engines 18's- 8 ft. stroke. No appreciable alterations were made to her. She ran in the Coney trade the seasons of 1918 and 1919 with her pack-

This was taken soon after the above view when the ice gorge ran a bit and then again jammed. The PRINCESS (foreground) has now lost her smokestacks and the ISLAND QUEEN is wedged near the opposite shore.



The convict ship SUCCESS in this picture is passing Marietta, O. in tow of the ROBT. P. GILLHAM, enroute from Cincinnati to Wheeling. After she was exhibited at Wheeling in the summer of 1918, the towboats RIVAL and TWILIGHT shoved her opposite Ambridge, Pa. for the winter. In 1919 she arrived at Pittsburgh towed by the KEYSTONE (ex-W. C. JUTTE). That fall the WARING (formerly SCOUT) started south with her, turning her over to the JAMES MOREN for delivery to New Orleans.



et staterooms. Then in 1920, along in June, she was sent to the Mound City, Ill. marine ways for a general overhaul, at which time she was converted into a full-time excursion boat. The many staterooms came out and she was given a full length dancefloor. Also at this time (students of campanology take note) the MORNING STAR's roof bell was transferred to the GENERAL WOOD, and the STAR acquired a famous one from the CITY OF CINCINNATI. During this game of musical bells the ISLAND QUEEN swapped hers for the old CITY OF LOUISVILLE roof bell originally cast for a carillon played at the Chicago Fair of 1893. (See the June '67 issue, page 31 for a run-down on this). The original ISLAND QUEEN bell was in the news lately, stored in a barn near Madison, Ind., and offered for sale by an Indianapolis firm.

Along about this time Capt. Benjamin I. Pattison was appointed commander of the QUEEN, an announcement warmly received everywhere, and especially in the Greene Line camp, for Ben Pattison was virtually an adopted son of Capt. and Mrs. Gordon C. Greene. He was raised at Moscow, Ohio, born in 1882, started on the river as deck sweep (and that's a term not in the modern vocabulary) aged 18, became mate on the GREENLAND, then master of the COURIER, and after the 1917-1918 ice had been master of the GREENWOOD and then TACOMA. These were all Greene Line packets. Ben married a Moscow girl, Helen Ingram, and the romance commenced when Helen took Ben for a walk across the Brooklyn Bridge, well, well.

Thus it happened that Ben Pattison was in charge of the QUEEN the day her roof caved in, Thursday, April 27, 1922, injuring many passengers, some seriously, enroute from Cincinnati to General Grant's birthplace, Point Pleasant, Ohio with 1,685 passengers aboard. This affair was attended to in our Dec. '67 issue, five pages of pictures and text, many of the pictures supplied by Donald Maish whose grandfather L. T. Anderson was one of the three original incorporators of Coney Island, Inc.

One of the other three incorporators was Lee H.

Brooks, previously mentioned in this article, and in 1922 the president was Charles G. Brooks, but whether he was of the same family of Brooks we do not know. In passing we may remark that the Coney Island Co. owners, at least in my time, were aloof from the common herd. They did not appear along the waterfront usually and, like Jove on Olympus, guided the park and the boats from secluded ivory towers. The go-between man at the Coney wharfboat for some time was one R. P. Conner. I mean at Cincinnati you got to know just about everybody high up, the Barretts, Robert P. Gillham, Marmets, Hatfields, Greenes; but not so with Coney Island high echelon. But everybody knew Ben Pattison, master of the ISLAND QUEEN.

One time Capt. Tom Greene and I were on deck chairs aboard the GORDON C. GREENE going up Tennessee River. There had been a lull in the conversation when Tom said, "You know of all the scuttlebutt you hear along the river, nobody ever has said a mean word about Benny Pattison." Tom's remark was voiced as sort of a filler stuck in to lock up a form, complete, explicit, a fact. He would be surprised, and maybe pleased, to know what he said made a groove in my brain and now 26 years later it comes forth in paragraph length.

Then came the fearful day for Coney Island. The afternoon of Saturday, Nov. 4, 1922 was warm and balmy. The ISLAND QUEEN and MORNING STAR were snoozing at the Coney wharfboat, foot of Broadway, both cooled down and idle. The TACOMA and CHRIS GREENE (#1) were just below, foot of Syacamore, also cooled down, and the QUEEN CITY was at the foot of Main, moored under the L&C wharfboat, sound asleep.

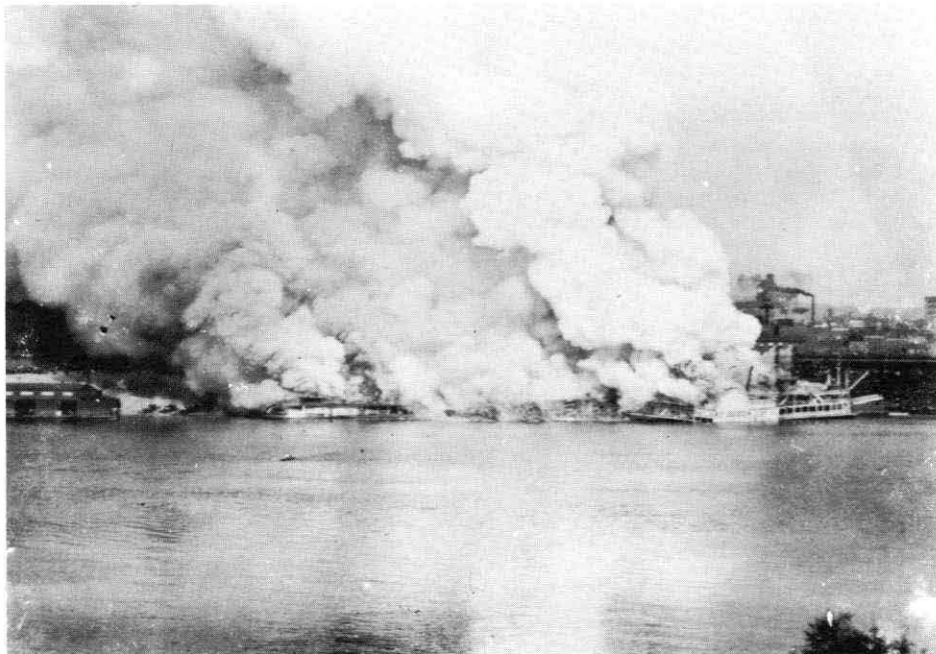
Roof repairs were under way on the MORNING STAR and for the purpose a 10-gallon can containing 2½ gallons of tar was on her galley stove getting warmed up. That was something nobody ever did on a wooden steamboat. The tar did exactly what the reader is thinking; it boiled over and set

the boat afire. The breeze, gentle as it was, was on shore. Even when the lines were freed, she stayed right where she was. In moments the MORNING STAR was beyond hope, the ISLAND QUEEN had become ignited, the Coney wharfboat was going, the TACOMA was ablaze, and also the Greene Line wharfboat. The towboat FRED HALL was in the area and she jerked the CHRIS GREENE away, and out in mid-river, but too late, for the CHRIS also was afire.

Coney Island for the first time in 26 years was boatless. The Greene Line's fleet was reduced from three to one--all they had left was the GREENWOOD. C. C. Bowyer of the Merchants National Bank, Pt. Pleasant, W. Va., got the phone call about the losses in the fire, and he was asked to call at Gardner's Docks and tell "the old man" (Capt. Gordon C. Greene) the bad news. Captain

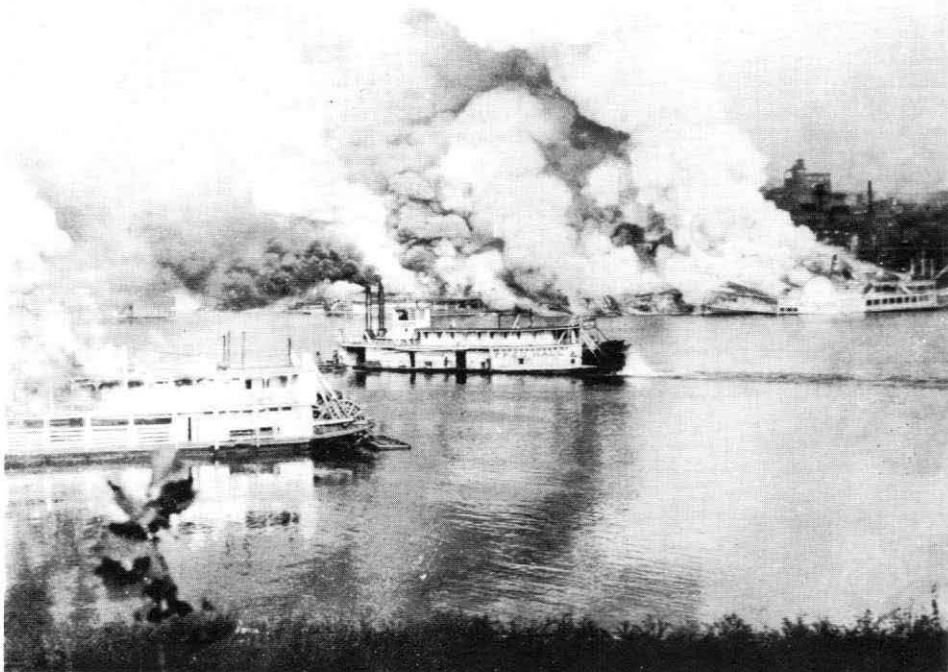
Greene was fixing the GREENWOOD's capstan when Mr. Bowyer arrived--the boat being at the docks for repairs--and Captain Greene thoughtfully tapped a wrench on the capstan as he silently listened to the fate of the TACOMA, CHRIS GREENE and the Cincinnati wharfboat. He digested all of this in silence for a moment. Then he said, "Let's get this capstan working right first thing."

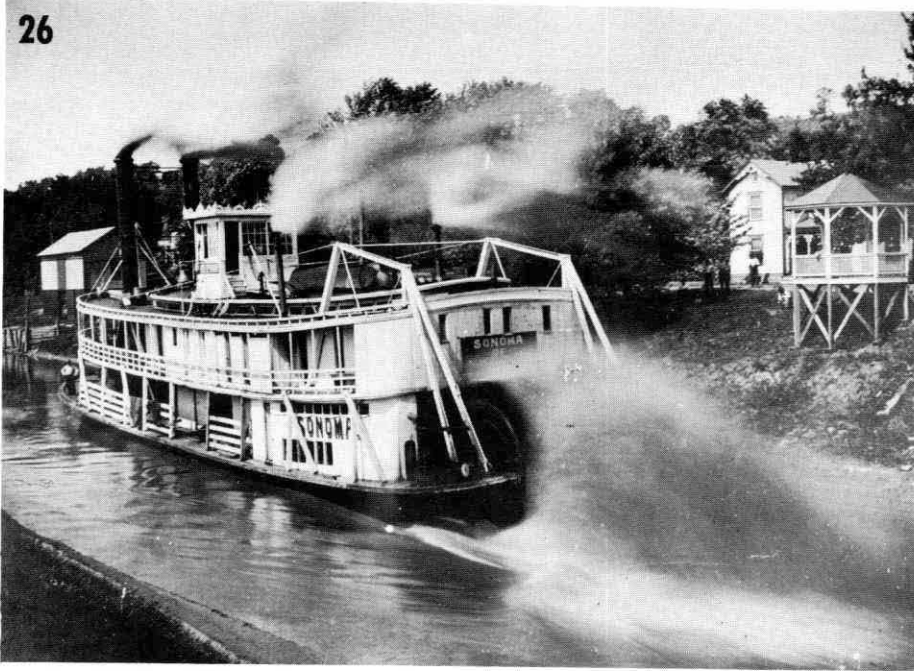
Fortunately for Coney Island the misfortune came at the end of the season, and they had five months to get their steamboat program reorganized. In 1923 and 1924 the ISLAND BELLE and ISLAND MAID ran to the park. In 1925 a new and larger steel hull ISLAND QUEEN came out, and her first skipper was Capt. Ben I. Pattison, with Harry Doss in the pilothouse and Homer Denney playing the calliope. But that's another tale.



The steamboat fire at Cincinnati in 1922 started aboard the MORNING STAR which, in this picture, is almost destroyed, just below the ISLAND QUEEN. The ISLAND QUEEN (at the right) sank soon after this was snapped. The TACOMA's cabin has been burned off and about all that is visible is the engineroom and paddlewheel. The Louisville & Cincinnati Packet Co. wharfboat at the left was unharmed. The CHRIS GREENE had been pulled away before this was taken.

At this rather dramatic moment the towboat FRED HALL has just released the CHRIS GREENE in the left foreground. The CHRIS then drifted down under the suspension bridge and her cabinwork was completely destroyed. A carpenter had been working on the paddlewheel and the work flat is still tied there. These two pictures were taken by the same person; this one first---then the upper one a moment later.





At first glance here you will assume that the SONOMA's pilot should be given a violation ticket for reckless driving in a restricted zone. But on second look the SONOMA is standing still, at a dead halt. She's in one of the narrow canals bordering the Muskingum River, probably at Beverly, washing out the mud. The mate has a manila line hitched to a tree on the "island" (left) and around the capstan and then to another tree on the shore at the right. This keeps the head of the boat from swinging. Thank you to S. Durward Hoag for the picture.

The popular commander of the side-wheel R. R. SPRINGER (pictured in our last issue) was Capt. Henry U. Hart. Jerry Devol has sent us a clipping about the gentleman. Captain Hart was a native of Harmar, O. and his wife was Mary Skinner, daughter of Mr. and Mrs. William P. Skinner of Marietta. A brother of Captain Hart, J. T. Hart, lived in Harmar all his life.

Capt. Henry Hart first steamboated on the upper Ohio, and was a pilot. He eventually got his license through to New Orleans from Pittsburgh. After the Civil War he commanded and had interest in the THOMAS SHERLOCK, A. C. DONNALLY and R. R. SPRINGER. He became ill aboard the latter and died on board (typhoid) at New Orleans, Monday, Dec. 8, 1884.

He was particularly remembered as having taken a convention of Knights Templars from Cincinnati to New Orleans and return aboard the THOMAS SHERLOCK. He was living in Covington, Ky. at the time of his demise and was survived by his wife and two children. One of these, a son, Royal Hart, was on watch aboard the R. R. SPRINGER as pilot when the boat struck the bank at the head of Waterproof Cut Off, above Natchez, and was lost. This happened about five months after his father's death.

Those who relied on Baedeker's Guide in 1873 got these tips regarding voyages on Rhine River steamers in Germany:

"The first-class, or small state-cabin in the stern of the vessel, connected by folding doors with the public cabin, and rarely occupied except by invalids and persons of distinction, may be engaged for a sum equal to sixteen times the cabin-fare.

"In autumn the punctuality of the steamers is not to be relied on in consequence of the fogs which then prevail, and travelers are frequently subjected to a vexatious detention. Should the steamer be more than three hours behind time, the fare may be reclaimed.

"Travellers starting at an early hour will find breakfast on board pleasanter than a hurried meal before leaving their hotel. The waiters occasionally offer worthless books, maps, etc. for sale at exorbitant prices."

Our thanks to Jerry Devol for this intelligence.

Capt. Jesse P. Hughes in a letter to Charles T. Campbell was recalling some events around New Matamoras, Ohio:

"My Dad's parents," he writes, "lived in New Matamoras on Second Street straight up from the wharf

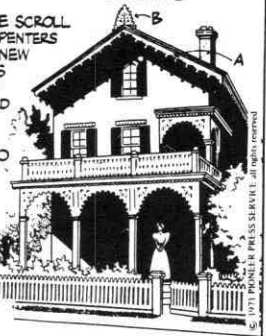
and then in 1881 and also in 1885 our family lived there, in the old Burress home down along the gravel beach. I went to school for a time in New Matamoras. Ben and Elmer Pope also were enrolled at that time, this before they moved to Parkersburg."

AS YOU WERE

BY JIM BAKER

THE GINGERBREAD BOYS

IN THE MID-1800'S THE SCROLL SAW WAS INVENTED, CARPENTERS EAGERLY ACCEPTED THE NEW TOOL AND LAUNCHED US INTO A PERIOD OF OVER-DECORATION THAT REACHED ITS PEAK IN VICTORIAN "GINGERBREAD" HOUSES. BUILDERS TRIED TO OUT-DO EACH OTHER IN FANCY "CARVING" AND SCARCELY A PLANK WAS EXEMPT FROM THEIR "ARTISTIC" EFFORTS.



BEAUTIFUL!!

THE BUILDERS CONCENTRATED THEIR CREATIVE ENERGY ON RAILINGS, BARGEBOARDS (A) AND AKROTERRIES (B) ON THE OUTSIDE, AND ON MANTELS AND STAIRWAYS INSIDE. THESE ARCHITECTURAL HORRORS DID HAVE A CERTAIN CHARM — ONCE YOU GOT USED TO THEM, MANY EXAMPLES STILL SURVIVE.

JIM BAKER
8/17

The name of the steamboat plying a river in Disney World, now opened in Florida, is ADMIRAL JOE FOWLER. Coincidence? Maybe. One of the more celebrated packets on the Ohio River (1888-1920) was the JOE FOWLER (see June '67 issue, pages 6-17).

Capt. Roy M. McBride was the pilot on the side-wheel AMERICA when she raced her sister-in-law CINCINNATI in 1928. Along the fifteen mile upstream course from Louisville to Fern Grove, Ind., Capt. Roy's AMERICA was ahead for four-fifths of the distance. Then unaccountably (to viewers) she dropped back, did not again regain the lead, and lost. Roy McBride claimed it was a rigged contest; that company manager Capt. William E. Roe had ordered chief engineer Henry McClanahan to slow down. (see Dec. '65 issue, pages 4-6).

At the time of that race Roy was 36, and, even so, he was veteran of considerable side-wheel experience. His judgment carried weight--enough to permanently put that AMERICA-CINCINNATI contest in bad graces.

All his adult life he was a river pilot, and a good one. Roy retired four years ago. He died on Thursday, August 12, 1971 of a heart attack, in Louisville.

Sirs: I consider the article on the Swain family and the Swain boats in the June issue a major accomplishment, both in local color and in river history. I have always been fascinated by the Swain story for several reasons. Primarily, I suppose, because many years ago in a protracted conversation Bob McCann delivered a peroration on the Swains that piqued my curiosity and I have always felt that there was a remarkable story here that should be told, and now it has been done.

Also I have heard first-hand reports, and have ridden on one Swain boat, and on at least one other one, the OUACHITA, with Swain machinery.

The thing that intrigues me most, I guess, was the fact that the Swains, according to Bob, had a completely new theory of steamboat construction; not only the engines which are so thoroughly detailed in the Reflector, but, if I remember correctly, also in hull construction and the abutting and joining of hull timbers.

I seem also to recall that Bob averred that Swain boats were very successful as long as Swains were running them, but were fraught with trouble when "conventional" rivermen were in charge.

My first contact with a Swain boat was in either 1926 or 1928 (a little research would determine the date). Dave Rose, the presiding genius of Rose Island (formerly Fern Grove) had some sort of dispute with Capt. William E. Roe, manager of the AMERICA, and he procured the VERNE SWAIN (third) to run between Louisville and Rose Island, re-named ROSE ISLAND.

This really resulted in quite a bonus for me, as half of the churches in town stayed with the AMERICA, which ran to Sugar Grove that summer, which provided an unusual trip through the Louisville Locks; and the others had their picnics as usual at Rose Island, and took the ROSE ISLAND. I managed to make both trips that year at the age of 10 or 12.

Having made at least an annual trip on the AMERICA since I was 5 or so, I always wanted to go down to the engineroom and watch the big "driving arm" as I called the pitman. But when my Dad took me to the engineroom on the ROSE ISLAND there was no such "driving arm," only the moving cylinders and short connecting rods. I felt gyped.

I do remember on that trip to Rose Island hiking around the

back of the old Rose Island Hotel and finding a couple of lifeboats marked VERNE SWAIN, which I was sure they were trying to hide. I also remember seeing engineer Tommy Latham on the boat that trip (my only), as I knew him later in his career.

There was quite a rhubarb on one occasion that season when, for some reason, everybody on the boat ran to one side, and she listed pretty badly. I do remember that the local steamboat inspectors, Capts. Ed Maurer and Isaac W. Betts took advertisements in the papers on the amusement page, stating that the ROSE ISLAND was safe.

After that season she went to Pittsburgh and became the ROSEVELT and I did not see her again until 1932, when she had become the CITY OF MEMPHIS, and was our Louisville excursion boat.

As a matter of fact I saw her on the last day she ran, for that was the day I left Louisville on my "first love" steamboat, the Evansville packet SOUTHLAND, on my first packet trip after I had been well infected by the river bug. She had an excursion out of New Albany, Tuesday, August 16, 1932, and she almost made it back.

But for some unknown reason Capt. Nick Durand ran outside of the black buoys below Lock 41 and hit the rock reef at the foot of the falls, abreast of Sand Island which at that time had not been removed, and ripped a hole in her hull.

As I recall there was one injury. Captain Durand rounded her to, got her in to the bank at the

old Portland wharf and everyone was walking ashore in an orderly fashion when the stage boom fell and hit somebody in the head--but the injury was not serious.

I took a pretty good picture of the CITY OF MEMPHIS at the Louisville wharf that summer, and I am thoroughly frustrated at this point because I cannot at the moment locate the negative.

Strangely enough, I was never on board the CITY OF MEMPHIS.

I have always been curious about the origins of the CHARLES E. CESSNA - JULIA BELLE SWAIN also. It was a long way from Stillwater, Minn., or for that matter, Peoria, to Pensacola, Florida, in those days. And I have often wondered how she came to be built down there.

A colleague of mine who was born in Pensacola tells me that Santa Rosa Island is an off-shore bar in the Gulf of Mexico, and Santa Rosa bears the same relationship to Pensacola as Daytona Beach does to Daytona, or Miami Beach to Miami---it is a long stretch of sand.

It was always my understanding that the CESSNA was as much a packet as an excursion boat, supplying the settlements along this beach out of Pensacola. But why or how did she get up on the Mississippi system? There were no highways over to Santa Rosa. Could the boat have been too big for the trade? Or was there financial irresponsibility? Or did the Swains really need another boat on Illinois River very badly?

She surely looked the part of a Pensacola Bay boat more than an



CHAS. E. CESSNA

There were freezes and discouraging salt spray storms.
(See accompanying letter)

Illinois River side-wheeler. And incidentally I wonder who was Charles E. Cessna? Maybe Ed Mueller can sleuth that one out.

The SPEED (ex-VERNE SWAIN #1) made a remarkable reputation in these parts and was apparently well named. I have heard rivermen who knew her operation on the Green, Kentucky and Kanawha rivers claim she was the fastest thing they had ever seen. Some even claimed she was the fastest steamboat within their memory.

Could she have been the fastest sternwheeler ever built?

Jim Phillips used to claim that the ILLINOIS was the fastest boat he had ever seen and it's in the back of my mind that she had Swain machinery. But I could be wrong about that.

Joe LeBoeuf, our mate on the BELLE OF LOUISVILLE, hails from down around Lake Charles, La. and he is always talking about the BOREALIS REX. She made two round trips a day between Lake Charles and Cameron, La., which is at the mouth of the Calcacieu River, in the swampland along the Gulf Coast, and was the contact with the outer world for the people dwelling in this isolated area before highways were built down there. Cameron was the town that was about wiped out a few years ago in a terrible hurricane that attracted national interest.

Incidentally, I have always heard that the side-wheel LIBERTY had some unusual engines. And I wonder whether these could have been of Swain design? I have heard that she had cylinders that revolved with the wheels, but I may have this story confused.

The ROSE ISLAND's cylinders were, after a manner of speaking, hinged on one end, and the connecting rods were connected to the cranks, rocking the cylinders up and down with each revolution.

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

=Julia Belle Shelton answered one of C.W.'s questions in the last issue. She said that her grandfather Capt. David Swain repossessed the CHARLES E. CESSNA, inferring that financial obligations in the Gulf area had not been met. As to the identity of Charles E. Cessna let us be brief: Dr. Cessna, living in Chicago, in 1909 bought 65,000 acres of Florida land for a colonization project. By 1913 there were some 1,000 people on this land, and Pensacola was the nearest market. The CHAS. E. CESSNA was built to

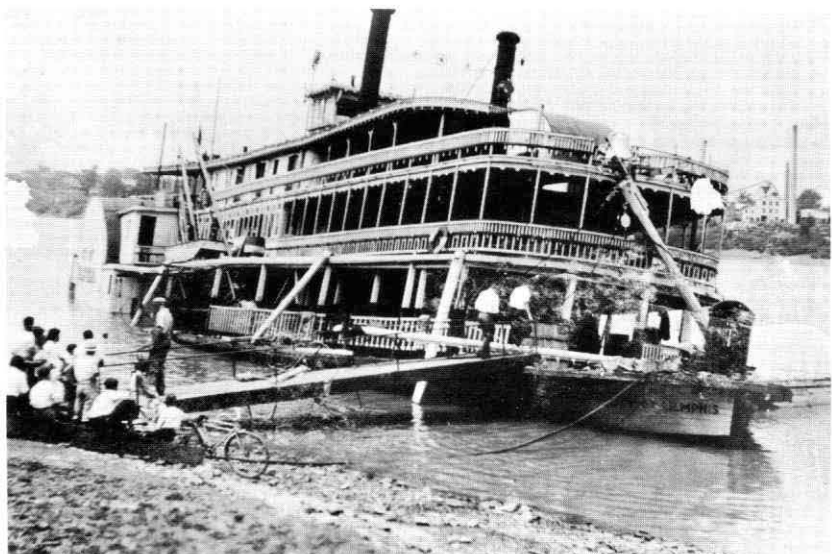
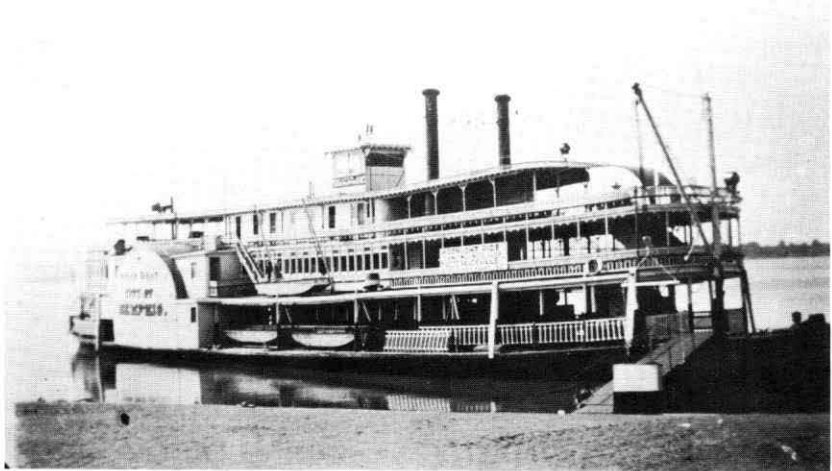
carry this commerce as roads were not available. She ran this twice-weekly trade until Sept. 1914. The outbreak of World War I made the trade unprofitable. Many of the colonists were Canadians who headed for home and too, there were freezes and discouraging salt spray storms. Excursions were run out of Mobile about a year before the boat was laid up. In the hurricane of July 5, 1916 the CESSNA was carried up on to a wharf at the foot of Theatre St., Mobile. We doubt that the SPEED (ex-VERNE SWAIN #1) was the fastest sternwheeler ever built, but would bet to show on her as the fastest of her size. Now C.W. also "wonders" whether or not the ILLINOIS (described in our Dec. '70 issue, pages 16-17) had Swain engines. Possibly, but they were not cross-compound. The side-wheel LIBERTY (1900-1913) had what were described as "rotary" engines which leaked more steam than she could make. We do not feel that Swains were in any way involved in that lamentable experiment. -Ed.

The colorful brochure handed out at the dinner meeting of S&D on Sept. 18 last came as a present from the Hammermill Paper Company, Box 1440, Erie, Pa. The arrangements were handled through John T. Willow, who is no novice to the rivers---he made a trip on board the DELTA QUEEN.

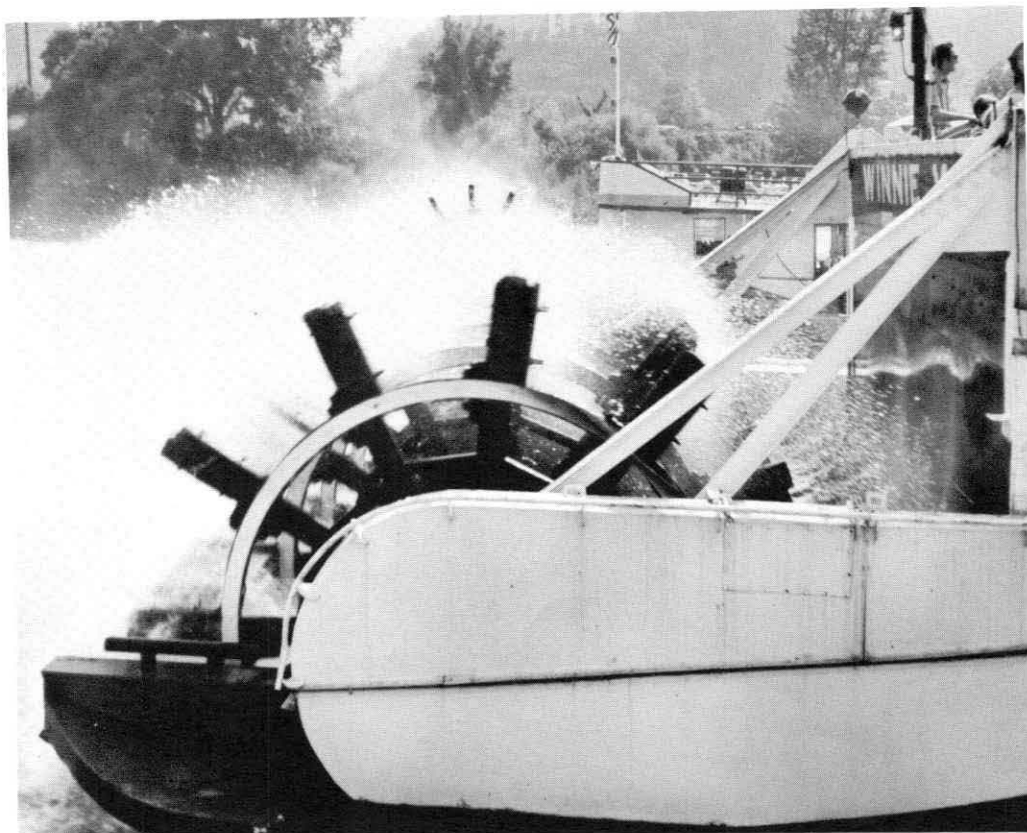
THE TWO PICTURES BELOW

Top one shows the CITY OF MEMPHIS, ex VERNE SWAIN (3rd) moored at the wharf, Louisville, Ky. C. W. Stoll, who furnished the print, says he never rode on her while she carried this (final) name.

Below that is a view of the wrecked CITY OF MEMPHIS after she hit the rock ledge at the foot of the Louisville-Portland Canal locks. The incident is described in the accompanying letter.



FIVE STERN- WHEELERS STAGE PAWPAW CLASSIC



The WINNIE MAE (foreground) sure was rollin' a mean wheel as she took a slight lead on the ROBIN D. This picture was taken from the roof of the LAURA J. -Ross Rogers, Jr., photo.

The 35-year-old sternwheel WINNIE MAE, named for a famous airplane, was the winner of the 2.5 mile race on the Kanawha River at Charleston, W. Va., held on the sunny Sunday afternoon of September 5, 1971. Harry F. White piloted her.

Five contestants got off to a fast start under the Kanawha City bridge and raced downstream with the finish line at the Charleston South Side bridge (the natives thereabouts call it the C&O bridge). In the line-up were the WINNIE MAE, ROBIN D, LAURA J, MOMMA JEANNE and CLAIRE E, all sternwheelers.

The LAURA J took the initial lead, Charles T. Jones piloting, skinning down along the right shore. At the capitol building, about the half way mark, LAURA J was showing a clean pair of heels to the other four. The ROBIN D was in second place, and right there looking at her was the WINNIE MAE. The CLAIRE E and MOMMA JEANNE were trailing about neck and neck.

Suddenly things changed. The ROBIN D and the WINNIE MAE passed the LAURA J and took the lead. From there on in, the contest was between those two. The WINNIE MAE gained a slight lead and held it to the finish line.

For a spectator sport, this boat race was without parallel at Charleston. Bleachers had been built on the C&O finish-line bridge and it was packed. The station platform on the South Side was packed. People lined both shores all the way and the river was white-capped with waves from at least 75 motorboats milling around both ahead and behind the contestants.

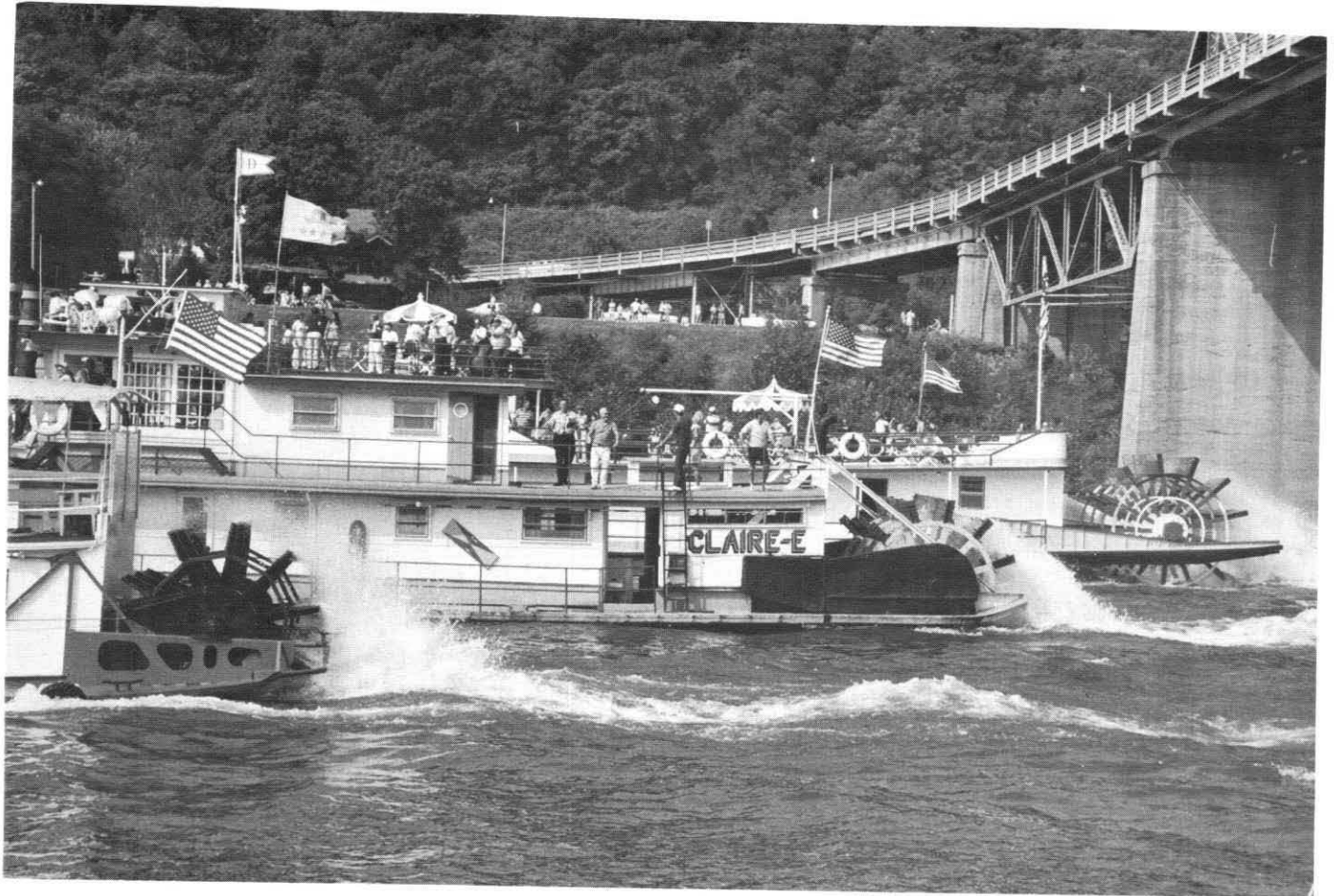
It was a fairly noisy business. Harry White had the steam whistle from the old CHARLES T. CAMPBELL mounted on a derrick under the C&O

bridge and it blew lustily. The LAURA J had on her forecastle a 2" bore cannon made by Jess Coen at Cincinnati. It was repeatedly loaded with 8-ounce charges of black powder, wadded, tamped, and discharged with a lighted fuse. One of the resounding shots went off in front of West Virginia governor Arch Moore's establishment. Apparently he wasn't home, or he would have appeared on the double. Mayor and Mrs. John Hutchinson of Charleston were taking in the show from the decks of the LAURA J.

The towboat RAM (ex-JERRY BOSWORTH) was down-bound with eight loads of coal and two empties and just happened to be above the Kanawha City



The 2-inch bore cannon goes bar-room! on the forecastle of the LAURA J. -Charleston Gazette, photo.



bridge at the race's start. Her skipper obligingly held back. The starting gun was fired from the deck of the SHELLEY P moored at the left shore just below the K.C. bridge. This pleasure craft is owned by Jim Poindexter of St. Albans, West Va. who, earlier in the day, had dedicated the new ROBIN D in a ceremony at the Charleston wharf.

The ROBIN D was the piece de resistance of the occasion, the paint hardly dry, a new sternwheel creation engineered and owned by P. A. (Pete) Denny, 205 25th St., Dunbar, W. Va. Pete and his crew had worked seven days a week since last winter building the boat from the hull up, doing the work at the marine facilities of Amherst Industries, Inc., Port Amherst, W. Va. The exterior sheer and camber is pleasing to behold, and the decor and appointments of the staterooms, galley and lounge are the talk of the Kanawha. Bert Shearer was aboard as pilot, and the pilotwheel is from the former SHIRLEY of the Shearer fleet. Her pilothouse also is a veteran, having come from the steam towboat COP-R-LOY, later DETROITER of Portsmouth Steel, which was bought by Harry White and brought under her own steam to Charleston some years ago.

We took special notice of the green carpeting on the roofs of the ROBIN D, and on display was a beautiful floral piece of carnations and chrysanthemums depicting the boat, trimmed with moss, and under it the words "Happy Sailing, Momma Jeanne and Captain Ham."

Captain Ham is Lawson Hamilton, skipper of the MOMMA JEANNE, and "Momma Jeanne" is his wife. The MOMMA JEANNE is the original LAURA J.

Another sternwheeler, attractively designed, was on the scene, named KATYDID. She has her

Taken a few moments after the starting gun. The paddlewheels (from the left) belong to the MOMMA JEANNE, CLAIRE-E and the ROBIN D. Gazette, photo.



Charles T. Jones at the wheel of the LAURA J got his boat off to a handsome lead, then lost it when the engine showed signs of overheating and he had to tame 'er down a bit. Gazette, photo.

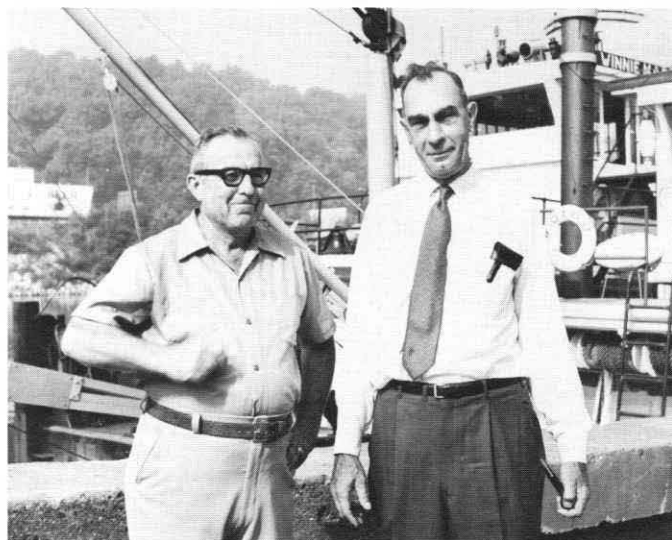


The new and trim ROBIN D (right) started out in life as the U.S. Engineer towboat TECUMSEH built at Charleston by Ward Engineering Works in 1928. Later she was renamed W. C. WHITE. When Harry White sold her to Pete Denny of Dunbar, W. Va., Pete stripped her down to the raw, designed and built new upperworks, put in new machinery, and selected and placed new luxurious outfitting. For graceful lines she has no equal in her class. In this picture the LAURA J leads the contest (taken from her roof) and the WINNIE MAE (left) is catching up to become the victor. Incidentally, the ROBIN D is named for Pete Denny's granddaughter Robin Denny, aged 8, who rode with her grandparents after christening the new boat. -Ross Rogers, Jr., photo.

pilothouse on the roof, has a stageplank and twin smokestacks. On board was her skipper Clifford Dean, Winfield, West Va.

Lady Grace and I were assigned to the LAURA J through invitation of Charles T. Jones and his son Nelson. In the excitement we were aboard the ROBIN D when the boats departed from the Charleston landing. But, and thanks to this misadventure, we had opportunity to talk with William E. (Slim) Brandt of Steubenville, and Bob Kennedy of Kenova, W. Va. Bob and Louise Barr, Charleston, were aboard, and "Steamboat Bill" Barr. Over on the WINNIE MAE we saw Joe Cook, Charleston, and his daughter Cindy, and son Tom Cook. The ROBIN D had aboard a greater population of guests than did the others. Four young men in Sea Explorer uniforms were present, and we also noted four others on the CLAIRE E. In all of the excitement we barely had time to more than shake hands with Gene Fitch and his good wife Claire on the latter boat. We are still wondering about the four attractive young ladies in old-timey long dresses we saw aboard the WINNIE MAE. Also on that boat was a TV camera crew busily engaged taking shots back on the roof by the paddlewheel.

The LAURA J came alongside the ROBIN D and Lady Grace and I climbed over aboard the former. Up there behind the pilothouse on an old-timey tarpaper roof we joined with Ross and Dorit Rogers, Sewickley, and their son Jochen, just in time for a good view on the new diesel EDISON (QUEEN built by Jack Yates, moored at the Charleston wharf. There came a blast from the CHARLES T. CAMPBELL



The loser and the victor. Gene Fitch (left) is skipper of the CLAIRE-E, his boat originally the DIESEL built by Dravo at Neville Island, Pa. and completed at Sardis, O. in 1926. Gene bought the DIESEL in 1966 and with much help from his wife Claire transformed the ex-towboat into an attractive and comfortable pleasure sternwheeler. Capt. Harry White (right) piloted his WINNIE MAE (both boats are in the background) to victory in what may well become the Pawpaw Paddle Classic No. 1 of September 5, 1971. -Ross Rogers, Jr., photo.

whistle and all of the pigeons soared from the C&O bridge and circled apprehensively.

Tandy Jones was on watch in the LAURA J's pilot house with his dad, and Nelson seemed to be combination engineer-deckhand-mate. Jess Coen, president of Frisbie Engine & Machine Co., Cincinnati (where LAURA J's cannon was made) is now located at 2635 Spring Grove Ave., that city, and does a bit of steamboat work when the DELTA QUEEN needs work done. Jess Coen years ago was with Campbell's Creek Coal Co. where he became general superintendent at Dana (now Port Amherst). He was there also when the D. T. LANE and EUGENE DANA SMITH were dismantled.

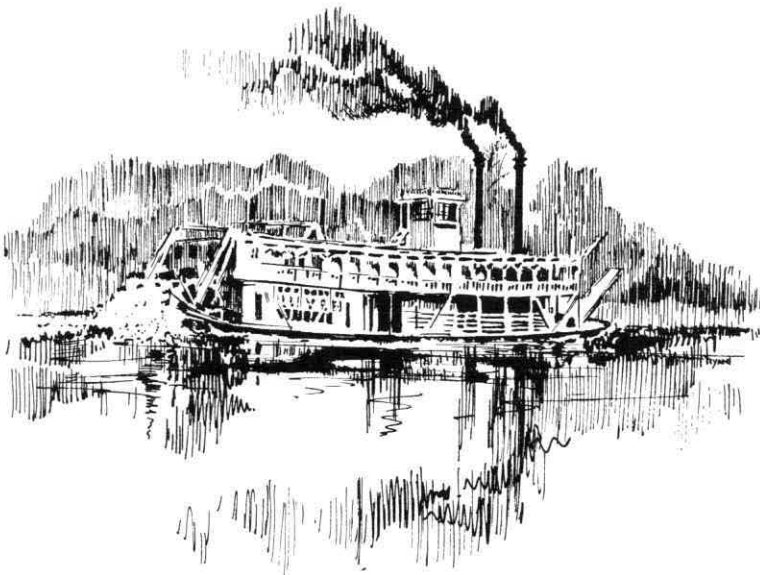
Also on the LAURA J we met Raymond Tuckwiller of Lewisburg, W. Va., an engineer with Ohio Barge Line. And J. Kent Webb of Union Carbide.

The first annual Sternwheel Race at Charleston will be talked about for some time to come. Any boats flipping paddlewheels behind will have to reckon with Harry White and the WINNIE MAE if they expect to win in '72.



Mayor of Charleston, W. Va., John Hutchinson, shakes hands with Nelson Jones aboard the LAURA J. Nelson initially suggested to Mayor Hutchinson that a sternwheel boat race down the Kanawha would be a good idea. It was a knock-out idea. -Ross Rogers, Jr., photo.

STEAMBOATS ON THE MUSKINGUM



STEAMBOATS ON THE MUSKINGUM is the title of the new 150-page clothbound book authored by J. Mack Gamble. This long awaited volume made its debut at the S&D meeting, Sept. 18th last. J. Mack was there, brought from Clarington by Rev. Lester C. Lehman and Mrs. Edith L. Wiseman. Also there was Edward A. Mueller, who edited and supervised production of this limited edition for the Steamship Historical Society of America, the sponsor. The book was printed in Thomasville, Ga. by Ponder's Print Shop from hot type-set text reproduced in offset and copiously illustrated. In addition to the photographs there are double-page ink drawing spreads of the ZANESVILLE PACKET and MINK NO. 2 by artist John L. Fryant who also did two views of the VALLEY GEM (one is reproduced above) for the covers and dust jacket.

The complete story Mack tells of the Muskingum boats and boatmen, a monumental job of research,

is worth the book's price. The pictures, brought together from many sources, add an amazing pictorial documentation. In addition to all of this is a handy-reference compilation of Muskingum steamboats prepared by Clyde K. Swift.

Copies may be procured at Campus Martius Museum or by sending \$8.50, which includes mailing cost, to Capt. Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Professionally clothbound book editions of the first five years (20 issues) of S&D REFLECTOR are now available. They start with Vol. 1, No. 1, dated March, 1964, and include all issues in mint condition through Vol. 5, No. 4, dated December, 1968.

These contain THE ONLY COMPLETE SETS available of these Volumes 1-5. We were fortunate in having enough spare copies to complete 15 of these bound books--so that's all there are or probably ever will be.

First come first served at \$75 each, one to a customer, and we pay the mailing costs.

Ø Shortly after January 1, 1972 we will have available similar clothbound book editions of Volumes 6-8, commencing with the March, 1969 issue and terminating with the December, 1971 issue, twelve in all.

These are priced \$40 each, one to a customer, and we pay the mailing charges.

Ø You may order both for \$110, the first to be delivered to you immediately, and the second one shortly after the first of the new year.

Address: Frederick Way, Jr.,
121 River Ave.,
Sewickley, Pa. 15143.



This photo, taken about 1907, is probably in the vicinity of Pt. Pleasant, W. Va. It was taken by T. J. Farley, long associated with the Bell Telephone Co. in New Jersey, and the print comes from Cmdr. E. J. Quinby, Summit, N. J.

Bob Withers in the Huntington (W. Va.) Herald-Advertiser, July 11, 1971, supplies interesting statistics about the B&O's Ohio River Division. Excerpts:

Originally conceived as a rail line connecting Wheeling, Parkersburg and Charleston, charter was granted in 1881. The incorporators were "a group of Standard Oil executives in Wheeling."

Charter was changed in 1882 and the proposed railroad was renamed Ohio River Railroad.

In 1883 construction gangs began work south from Benwood, four miles below Wheeling. The OR paralleled the already existing B&O, Benwood-Moundsville. These two lines still exist 1971 in that area, the OR tracks winding closer to the Ohio River.

The OR was completed to Parkersburg on June 9, 1884. The first train ran Wheeling-Parkersburg that day and regular service began a week later. The Post Office Dept. granted a mail contract July 1, 1884.

=Prior to this time the side-wheel packets COURIER and DIURNAL had been running Wheeling-Parkersburg carrying freight, passengers and U.S. Mail. They both deserted the trade as soon as the OR opened. Various sternwheel packets ran in the trade later on with fair success.

The OR reached Pt. Pleasant in late 1886. Regular service was

initiated to that place on Jan. 8, 1887. The OR bridged the Kanawha River and started running trains to Guyandotte, W. Va. on April 1, 1888, terminating at Huntington over the trackage of the C&O.

=When the OR connected to Pt. Pleasant the side-wheel CHESAPEAKE gave up the Gallipolis-Parkersburg trade. When the r.r. reached Huntington the sternwheel ANDES gave up the Wheeling-Cincinnati trade.

Guyandotte was the end of the OR trackage until Aug. 10, 1892 when their own bridge was opened across the Guyandotte River, at which time the OR went in to Huntington on the tracks of the Huntington & Big Sandy RR which was leased to OR. This also took the OR to Kenova, W. Va. The OR built a large brick passenger depot in Huntington at Second Ave. and 11th Street.

OR also acquired or built two spurs. In 1886 a 12.3 mile line connected Millwood with Ripley in Jackson County, called the Ripley & Mill Creek Valley branch.

Also in 1886 the Ravenswood, Spencer & Glenville RR was chartered in West Va., completed to Spencer, 33 miles, in 1892. OR took it over in 1893. The line was never completed to Glenville.

The celebrated Ann Street Station at Parkersburg was built in 1887, a "many gabled and massive

edifice of elegance."

In the 1890's "frequent excursion and sight-seeing trains were dispatched to the oil fields or 'the big city' of Wheeling." On a later occasion sight-seers were taken to Willow Grove, near Ravenswood, to inspect the steamboat VIRGINIA lodged in the cornfield (see March '66 issue).

The OR had parlor cars via the N&W between points on its line to Cincinnati.

The B&O acquired the controlling stock in the OR in 1901 but it was continued as the OR until the B&O took deed to the line in 1912.

Prior to Oct. 31, 1911 all OR passenger trains were run in daylight hours. One train, Parkersburg to Wheeling, laid overnight at Sistersville. For years there were station restaurants, at Sistersville, Pt. Pleasant, and at several other places. The first known advertisement of the Pullman car on the OR is dated Oct. 31, 1911, at which time overnight schedules were inaugurated.

As long as the old rr. bridge survived at Pt. Pleasant the OR and B&O could use only light-weight 10-wheeler engines over it.

Three U.S. presidents rode the line between Huntington and Parkersburg: Theodore Roosevelt, Warren G. Harding and Dwight D. Eisenhower. William McKinley rode between Parkersburg and Wheeling. While Harding was riding the rails in his private car "Ideal" she jumped the track at Millwood and slid 900 feet to a stop.

The first diesel locomotive over the line was in 1951 hauling a Ringling Bros. circus train.

The night trains, Kenova to Pittsburgh, ended Sept. 26, 1953. Benjamin Fairless, president of U.S. Steel, and his wife, were on this last trip in their private car "Laurel Ridge."

The Ann Street station at Parkersburg was closed in 1954. The passenger service to Parkersburg and Wheeling ended Jan. 31, 1957. In 1959 the Parkersburg station was razed. The bricks were used to pave city streets.

Actually passenger service on the B&O never ceased. In the last days before Amtrack the "Blue Goose," a caboose, served on freights Kenova-Parkersburg.

The Millwood-Ripley branch was closed in 1962. The line to Spencer was abandoned shortly after that.

Then on June 30, 1965 a .6 mile connection in Guyandotte hooked

the B&O with the C&O in the same location where the roads first were joined in 1888. The B&O passenger depot at Huntington was closed. The B&O tracks between Huntington and Kenova were torn up.

They said that passenger service on the Ohio River Division would never end.

But it did.

Capt. Harry William Kraft, 88, died at the Arcadia Nursing Home, Coolville, Ohio, on Sunday, August 15, 1971. He was born at Clarington, O., son of the late Capt. and Mrs. Henry Kraft. In his youth he became a pilot between Pittsburgh and Cincinnati. He accompanied his father to Mobile, Ala. to bring the packet LIBERTY to Pittsburgh in October, 1912. The pilot engaged to bring the boat to New Orleans "lost his bearings" in the Gulf and the frail steamer paddled aimlessly until an ocean freighter bound for South America set them back on course. Harry Kraft was pilot on the STEEL CITY when she made her "delayed" Mardi Gras trip from Pittsburgh departing Feb. 29, 1912 (Mardi Gras was on Feb. 20). At Dam 12, above Wheeling, Harry got caught in a heavy snow storm blotting out all vision, this in the pre-dawn of March 1. The heavily-laden packet drifted down behind Wheeling Island, and the first thing sighted was the low bridge ahead. Harry managed to back the STEEL CITY out of the chute (no room to turn around) without incident. This was considered one of the more remarkable feats of piloting.

Harry also was pilot on the STEEL CITY when she was delayed at Ashland, Ky. during the disastrous flood of March, 1913.

Shortly thereafter Harry took a position with the Parkersburg Rig & Reel Co. as a district representative and left the river for good. He was with that firm, and later with National Supply Co., its successor, for years, making his home in Parkersburg, West Va.

Harry Kraft was twice married and one of the tragedies of his life was the death of his son Browning, 23, following injuries in an auto accident in latter 1930. Both wives preceded him in death, Julia Browning Kraft, and Ellan Deebie Humphrey Kraft, and another son, Morton.

Since retirement Harry turned his talents to the building of steamboat models, and turned out a score or more. He was a long-time member of S&D.



B&O Passenger Train at St. Marys, W. Va.
The Ohio River Railroad laid its tracks right down one of the main streets. This picture taken about 1910 and may be the same engine pictured on the opposite page. The train is downbound, Wheeling to Parkersburg.

Survivors include a daughter, Mrs. James (Bette Ann) Cunningham, of Baltimore, Md.; a daughter-in-law, Mrs. Helen Kraft, of Wooster, O.; two sisters, Mrs. Charles (Lucille) Renner, of Toledo, O., and Mrs. Everett (Virginia) Watson, of Columbus, O.; six grandchildren and six great-grandchildren.

Services were held at the Leavitt Funeral Home, Parkersburg, and burial was in the Mount Olivet Cemetery.

Sirs: My wife brought home from the library a book named "Shanty Boat" written by Harlan Hubbard. It is just wonderful---one of those delightful books you cannot stop reading once you start. I recommend it highly to all who love the river and remember it in the days before hotrod boaters and beer cans.

Dick Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

=Harlan Hubbard is an S&D member, living at Route 2, Milton, Ky. 40045. The book he wrote about his coasting adventures on a shantyboat is out of print. Harlan is a top-notch artist and a collection of his boat paintings is displayed in the offices of the Doe-Anderson Advertising Agency, 315 Commonwealth Bldg., Louisville, Ky. -Ed.

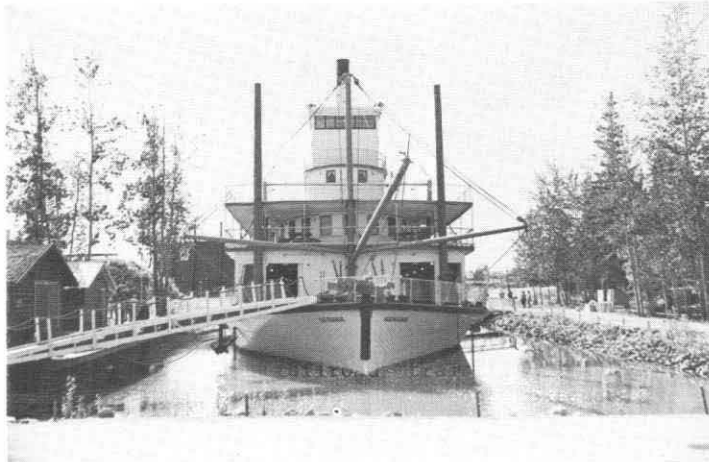


Early Birds
Gov. Gilligan (right) says he misses the river boats.

Ohio's governor John J. Gilligan was slated to address the Marietta Area Chamber of Commerce and by some fluke got to town a couple of hours early with time to burn. Your editor also arrived somewhat ahead of schedule. More implausible, Mrs. Gilligan drove down from Columbus to join her husband and she was two hours early. The consequence is pictured above. Governor and Mrs. Gilligan spent a pleasant hour in the River Museum recounting to your editor how they used to live in Walnut Hills, Cincinnati. "The roughest part of being in Columbus is not seeing the Ohio River and its boats," both agreed.

YUKON STEAMBOAT

By William S. Hanable



The NENANA as she appears today.

THE STEAMER NENANA, only sternwheeler surviving from the days when steamboats provided passenger and freight service on Alaska's rivers, has been nominated to the National Register of Historic Places. The DELTA QUEEN is the only vessel now listed in the Register, which recognizes significance in local, state and National history.

Although scores of steamboats plied Alaska's rivers in the late 19th and early 20th centuries, the NENANA is the last of the breed not only in terms of survival, but also date of construction and termination of service. River traffic in the Forty-ninth State, once the equivalent of that on the Mississippi River system, had withered by the time the Alaska Railroad authorized the NENANA's construction in the early 1930's.

Two hundred and thirty six feet in length, the NENANA is broad of beam (42 feet) and was rated 1,000 gross tons when launched at Nenana in 1933. Unlike many boats which ran on northern rivers but were built on the west coast or in yards on the Mississippi and its tributaries, the NENANA was built at a small railroad town fifty miles southwest of Fairbanks.

During the first year's operation her hull was found to be too flexible and in the winter of 1934 the Nenana yard strengthened it, rebuilt the 28-foot diameter sternwheel, and installed a smaller wheel shaft to lighten the stern. Hydraulic steering gear replaced the previous armstrong rig at this time.

The Washington Iron Works in Seattle built two horizontal compound engines (600 hp. each) and shipped them to Alaska for installation by the boat yard firm, Berg Construction. At first powered by wood-fired boilers that burned a dry cord of spruce each hour, they were converted to oil in 1948. Just before she was taken out of service the NENANA was, during the winter of 1952-1953, reconditioned by a Whitehorse, Canada, boat

yard at a cost of \$164,409.20.

Intended as a packet, the NENANA offered accommodations for 52 passengers when she came out under Capt. Charlie Adams. Andy Livingston was the first pilot to guide the sternwheeler through the uncharted waters of the Yukon. More like the free-running Mississippi than the pooled waters of some other rivers, the Yukon was a constant challenge. One picture in Alaska Railroad files shows a standard procedure---the mate taking soundings while the NENANA cautiously followed.

Fifty to 100 tons of freight could be carried on the railroad boat's cargo deck, and when operating on the Yukon she could tow 5 or 6 barges. Sharp and short bends limited her to one barge when working on the Tenana River.

This service from the end of the government railroad running from Anchorage to Fairbanks provided the only cargo and passenger haulage in interior Alaska during summer months, and was replaced only to a limited extent in winter by sledged freight. Today air freight supplants river traffic in winter, but diesel towboats still travel the Yukon and its tributaries in warm months.

The NENANA usually operated on the Nenana and lower Yukon rivers, although sometimes she went north of the Arctic Circle to Fort Yukon. On her normal 800-mile run to Marshall (120 miles from the Bering Sea), she made a round trip every two weeks between middle May and October first.

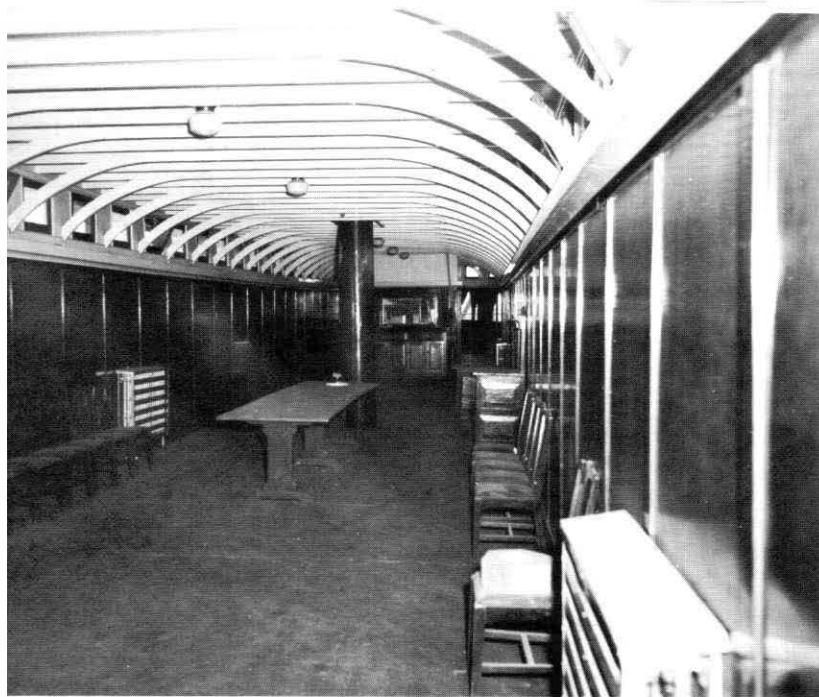
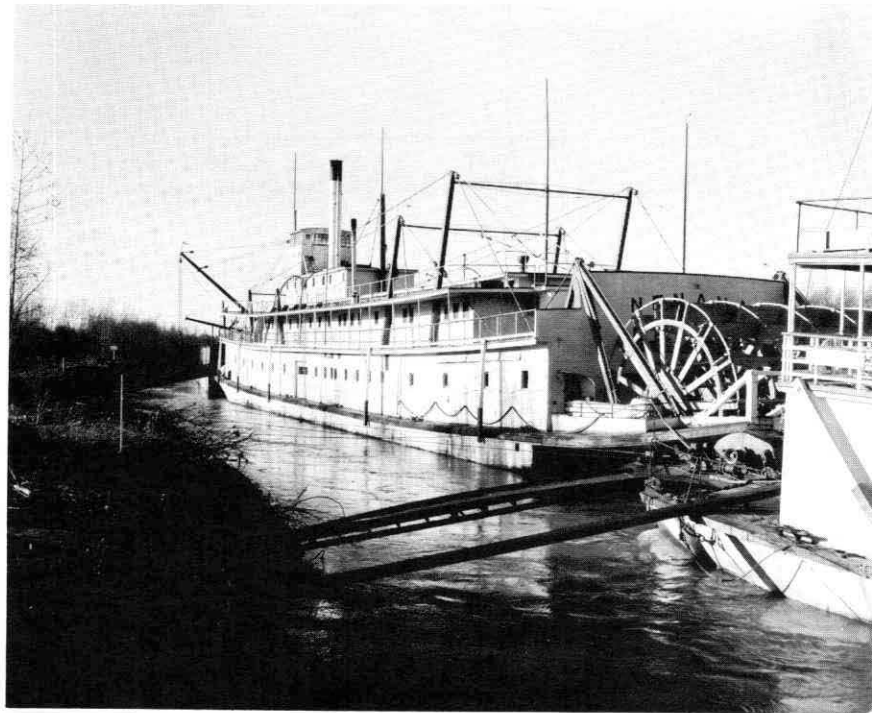
Although she stopped carrying passengers after the 1949 season, the NENANA continued to deliver freight to river villages until 1955. By then fuel costs and the expense of her 32-man crew made the boat too costly to operate, and she was leased to Yutana Barge Lines on a 22-year contract. But at the end of the navigation season in 1955 she was laid up and offered for sale.

In June of 1956, Greater Fairbanks, Inc. acquired and operated her as a floating museum through 1957-1958. After a three-day voyage with a volunteer crew in 1958, the sternwheeler was abandoned until 1965. Then officials of the Alaska Centennial celebration moved her to the outskirts of Fairbanks. During the nearly ten years of neglect souvenir hunters had stripped brass fittings and small machinery from the boat, but the Centennial project restored her exterior and remodelled the cabin deck into a restaurant and lounge. The texas deck was fitted for use as a private club. A little theater stage replaced the NENANA's boilers.

Boilerless, the packet was floated into the Centennial park (now called Alaskaland) in a temporary canal dug from Chena slough, then sealed into a shallow pond. When the Chena, which runs through downtown Fairbanks, flooded in 1969, the old sternwheeler began to rise with the waters. City fathers, fearing a run-amok steamboat, sank her at her moorings. The NENANA remains there today, awash in her 250 by 50 foot puddle.

Visitors to the boat can have a drink in the lounge, eat one of three delicious entrees in the main cabin, and wander at will over the outside of the boat. If their timing is right, they can see a "mellerdrama" in the little theater. But since Fairbanks officials threaten a \$500 fine if her whistle is ever blown again, that is one thrill that must be foregone.

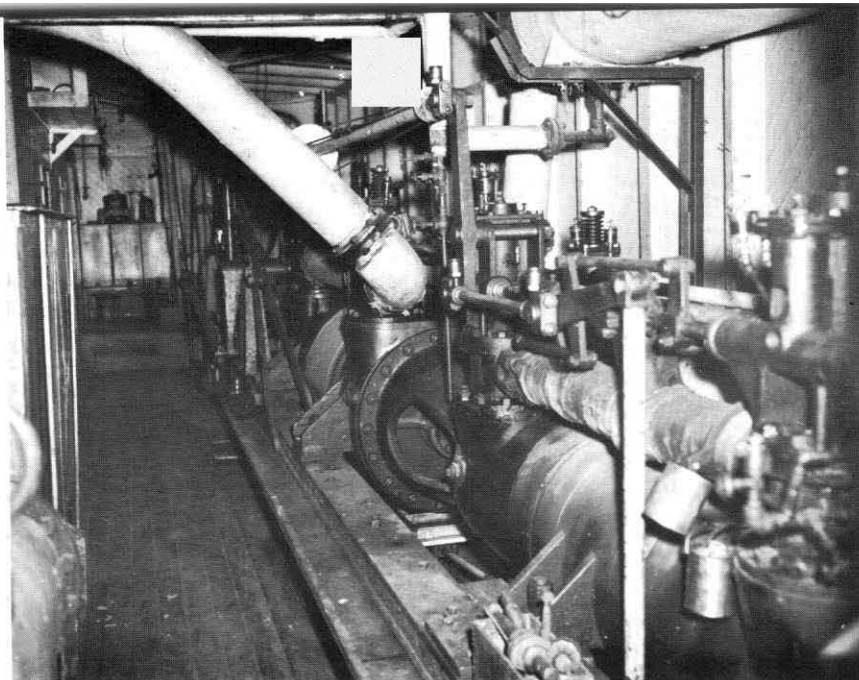
Alaska's Technical Review Board for Historic Preservation has nominated the Yukon steamboat NENANA (right) as a candidate to the National Register of Historic Places. This photograph was taken on Oct. 1, 1949 by her owners, the Alaska Railroad, while she still was in active operation on the lower Yukon and Nenana rivers. Presently she is on exhibit, moored in a man-made lagoon, at Fairbanks' "Alaskaland." Note the similarity of her paddlewheel to that of the DELTA QUEEN.



This was taken of NENANA's cabin interior after she had been retired two years. She was built at Nenana in 1933 and was operated by the Alaska Railroad until 1955. This was taken from the aft end looking forward. The center column is the "center pole" to which support rods are attached high aloft (see picture above), a scheme tried on western rivers in the 1850's and discarded because in laboring the pole tended to punch down through the hull's bottom. Note the complete absence of stateroom doors, rather surprising to us.

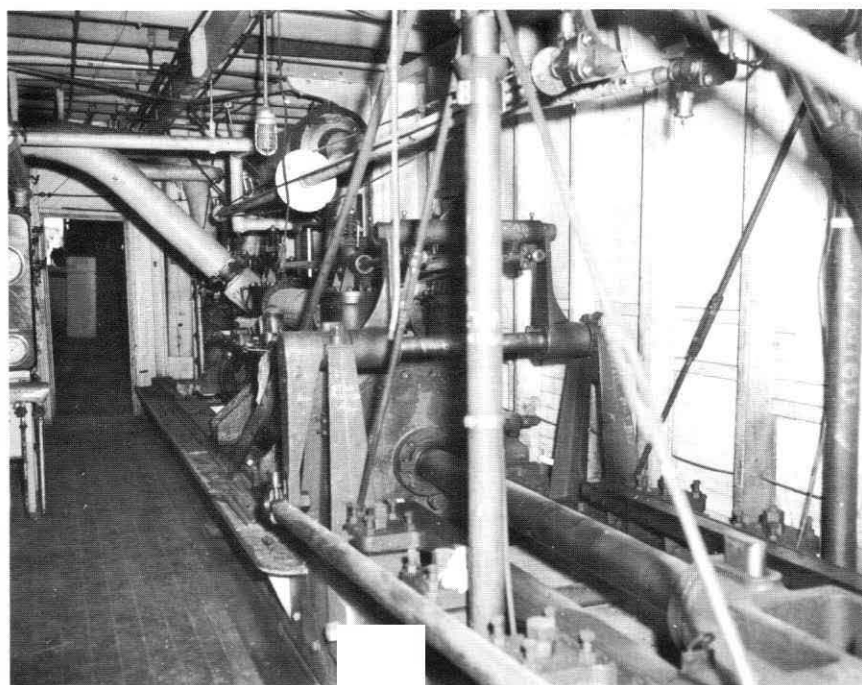
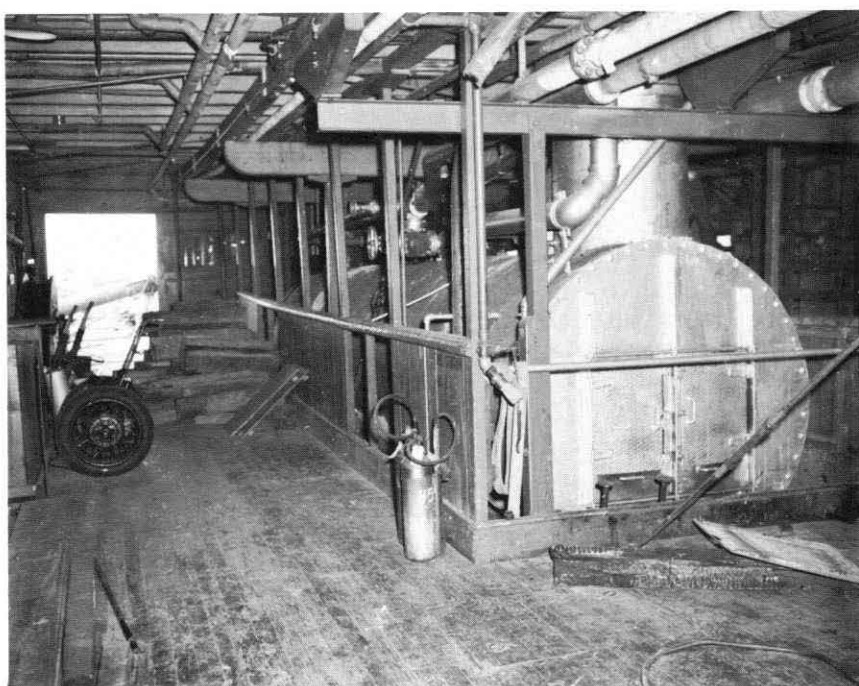
This is the aft end of the cabin, the section on our rivers formerly known as the "ladies' cabin." The enclosure back there in the center--we don't know what it's for--but forward of it is a metal table holding twin coffee urns. There is a refrigerator against the port bulkhead. A white sign over the door at the left says PANTRY.





The engineroom of the NENANA looking aft on the port side. By the way, all of these pictures save the one of the boat itself were taken on May 15, 1957. The boat then had been out of commission two years. She had tandem compound engines, the high pressure cylinder forward. This machinery was built by the Washington Iron Works, Seattle. Probably non-condensing, as exhaust steam was frequently needed to thaw the paddlewheel.

And here is a surprise--one big multi-flue boiler set in backwards, fired from the front end. Picture taken looking toward the bow of the boat. Obviously all of the NENANA's superstructure is of wood. The miracle is that she still is intact at Fairbanks, Alaska. Our thanks to William S. Hanable, editor of "Alaska History News" for the loan of the negatives from which these prints are made. Bill Hanable borrowed them from the Alaska Railroad.



Picture taken looking forward on the starboard side of the engineroom. Some of the parts have been identified with white paint, marked "STARBD.": The DELTA QUEEN has been placed on the National Register of Historic Places. In August, 1971, C. W. Stoll was applying to the National Trust for Historic Preservation to have the BELLE OF LOUISVILLE declared an historic site.

Sirs: The stereo view of the Red River packet J. L. GRANDIN in the Sept. issue is particularly interesting to those of us fortunate enough to have a stereoscope. I placed the magazine in my instrument for a look-see. Not wanting to clip out the picture, I had to view the GRANDIN upside down. Of course this requires the viewer to stand on his head in order to see the picture right side up. This is a feat I seldom undertake, except on the anniversary of my birthday.

I suggest that future stereo views be placed at the bottom of the page for more convenient viewing.

I'm all for raising the dues of S&D to \$8 with the hopes that you Mr. Editor will have a small surplus left over to provide an occasional mint julep to keep up your fine spirits.

E. Jay Quinby,
30 Blackburn Road,
Summit, N.J. 07901

Sirs: The dapper young fellow in the gray suit in the picture of the JOHN W. HUBBARD wreck, page 9 of the September S&D REFLECTOR is none other than Rudolph V. (Dick) Gerber, well known St. Louis River Rat and one of the original St. Louis Hot Stove League.

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

Bob Miller, Keokuk, in a phone conversation last Sept. 28, says he examined the picture of the BELLE MEMPHIS cabin (Sept. issue, page 40) in minute detail. On the ornamental scroll work overhead he spotted wooden stars carved in relief. He says he has examined pictures of other Anchor Line cabins and has seen similar stars. But not all Anchor Line cabins had them.

Dig out your copy and take a look at this. Concentrate your vision at about 11 o'clock, top left, and a whole galaxy of stars becomes visible.

How long do editors edit? Up at Tarentum, Pa. on the Allegheny River George D. Stuart on Tuesday Sept. 21 was given a party. He had just completed 50 years continuous full-time service in news work. He is 75, as of August 24 last, and despite a heart attack and ten eye operations he comes to the shop at 8 o'clock and stays until 5, this five days a

week.

He has always been an avid fan for the betterment of the Allegheny River. George's grandfather George A. Stuart was piloting steamboats to Oil City in Civil War times. When the U.S. Engineer towboat KITTANNING went to Oil City in 1928 (the last steamboat to go there) the editor of the Tarentum Valley Daily News was on board. Come to think of it, George D. Stuart may be the sole surviving member of that exploit.

Elizabeth Learned Peabody once took pen in hand and wrote for her children a few notes about her experiences aboard the BETSEY ANN, named for her grandmother.

"I have such wonderful memories of childhood," she says, "and all through the years up to my marriage of the week-end parties on the BETSEY. During the week the boat plied regularly between here (Natchez) and Bayou Sara. But on week-ends sometimes she was taken

to the Red, Black and Atchafalaya to gather up cotton bales.

"Often on these occasions grandpa and grandma invited friends, engaged Bud Scott's Band, and set forth for a gay week-end. Many times I went along, sometimes the only child, and sometimes with an invited friend or two.

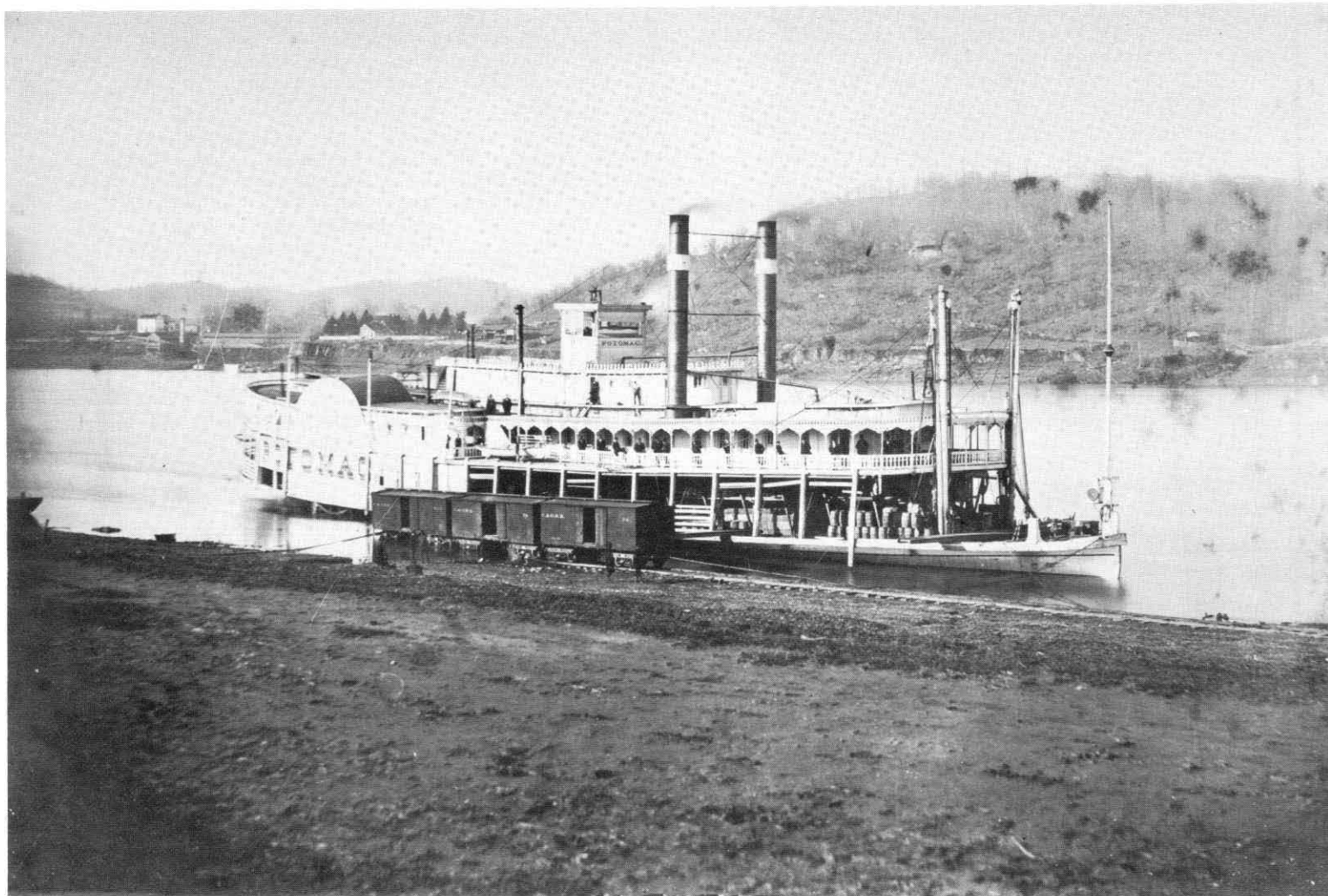
"The Black and the Red and the Atchafalaya were primitive with dense jungle on both shores, with only an occasional crane or heron flapping across the river, or maybe an alligator watching us go by.

"When your father and I were engaged during one of his visits to Natchez, there was an engagement party on the BETSEY ANN on the week-end. Your father's mother was there, and all my best friends and old beaux were included, and were introduced to your father.

"Most of our steamboats had a personality, and the BETSEY had a very special one for all of us who knew her."



The race involving five diesel sternwheelers at Charleston on the Kanawha River brings to mind the contest staged there in October, 1951, twenty years ago, between the WEBER W. SEBALD and the ELLEN HATFIELD. The SEBALD, then owned by the American Rolling Mill Co., was the winner. Another interesting race at Charleston was between the diesel towboats W. C. WHITE and HELEN Z, run on Sunday, June 23, 1963, with the HELEN Z winning by a narrow lead. That one was a feature of a River Day program arranged by The Kanawha County Centennial Association. In these earlier races the boats were faced to empty barges. The most famed contest staged at Charleston was the pushing contest between the sternwheeler D. T. LANE and the propeller boat JAMES RUMSEY on Saturday, March 7, 1903. That event was pictured in our March '67 issue and was described at length in our June '67 issue.



JERRY SUTPHIN HAS PROVIDED us with this picture of the white-collared side-wheel POTOMAC tied alongside a railroad spur at Huntington, W.Va. The three box cars are marked C. & O. R. R. Across the Ohio River, and over the stern of the steamboat, is the mouth of Symmes Creek where the village of Chesapeake is today, and where the Huntington highway bridge was completed in 1926.

Jim Wallen says this rr. incline was at the foot of Ninth St., Huntington, and lower down, to the left of the picture (out of sight) was a large "White Collar Line" wharfboat with large black lettering proclaiming BIG SANDY & POMEROY--CHESAPEAKE & OHIO R.R. LANDING.

The C&O started running trains between Newport News and Richmond to their Ohio River terminus at Huntington in the last days of December, 1872, although the last spike was not driven (near Hawk's Nest in West Va.) until January 29, 1873. It was seven years later, in 1880, before the C&O completed its extension down along the Kentucky shore of the Ohio River and crossed on a new bridge into Cincinnati.

During those seven years the connection between Huntington and Cincinnati was made daily by large side-wheelers, the operation superintended by a fabled riverman of his time, Capt. Wash Honshell, who lived at Catlettsburg, Ky. He bought two boats for the purpose, the POTOMAC and FLEETWOOD.

The name POTOMAC has an eastern seaboard connotation, please note, although purely coincidental. The origin of the boat's name had nothing to do with its C&O affiliations. She was named for an older (sternwheel) POTOMAC pictured in this magazine in the June '68 issue, page 26; both built by Capt. Theodore Fink of Wheeling for the Wheeling-Cincinnati trade.

Fink overdid things a bit when he built the side-wheeler in 1870, a monster compared to his modest sternwheeler. Such expansion often is a mistake common to boatmen both amateur and professional, not satisfied with what he has; he must have more space; his next boat must be larger to make room for the conveniences he is presently denied. And so it follows that the larger boat catches more wind, burns more fuel, and flattens his pocketbook. There is no profit nor benefit to be derived from asserting this truth

Gerald W. (Jerry) Sutphin, provider of the POTOMAC picture above, is with the U.S. Engineers, Huntington District. On Sept. 18th last Jerry accepted an appointment to become a member of S&D's Board of Governors. He and his wife Lenore (Lee) reside at 204 Chestnut St., Huntington, W. Va. 25705.

for nobody will pay the least attention. The new boat must ever be bigger, and so Capt. Theodore Fink overextended, made about two trips with his magnificent new side-wheeler, and to avoid creditors had to sell.

No, Fink didn't sell to Capt. Wash Honshell. He sold the POTOMAC to Capt. John A. Shunk of Cincinnati who placed his new purchase in the New Orleans trade from that place and within months made history of an enduring sort. The whole river world was ga-ga about the ROBT. E. LEE which so recently had won her race with the NATCHEZ in the summer of 1870; all eyes were upon her; she was acclaimed to be the most noble example of marine architecture, etc. Captain Shunk's POTOMAC rammed into her at 2 a.m. at Vidalia, La., across from Natchez, December 22, 1870, and sank the victorious LEE. She would have gone to the tops of her elaborate smokestacks save that her pilot drove her into shallow water and there she nestled to the bottom in nine feet. The news of this affair caused something of a sensation in the southland, compounded by the fact that General Robert E. Lee had died October 12, two months previously. The blow now was double-fold.

Although the LEE was successfully floated, the POTOMAC was banished from polite society south of Memphis. The Batchelor brothers, James W. and Stanton (see June '66 issue, page 7) tried making amends, with scant success, and that's when Capt. Wash Honshell stepped in. During her LEE-ramming days the POTOMAC had smokestacks about eight feet higher than the ones you see in the accompanying picture; fancy-topped, too. But Captain Honshell was no-nonsense when it came to smokestacks, and the POTOMAC, FLEETWOOD, and later the BOSTONA, all three were plain-topped in their C&O days.

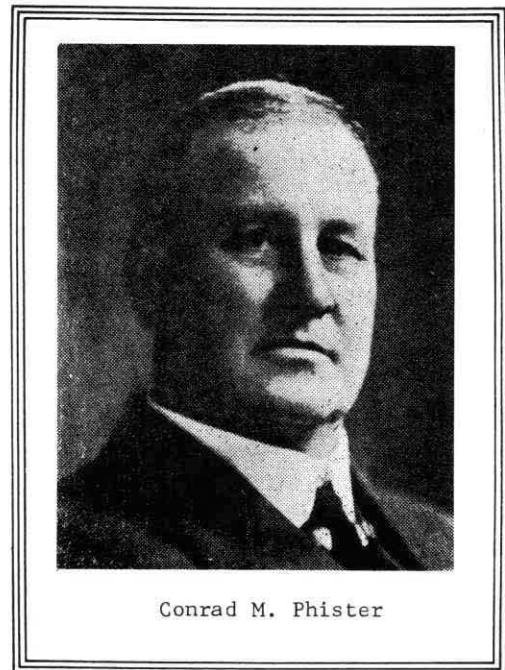
These side-wheelers joined east and west. The Richmond and tidewater folks of Virginia were drinking Cincinnati beer as they ate their oysters and Cincinnatians were eating Chesapeake Bay oysters with their beer. Steamboat passengers were extended the F.F.V. red-carpet treatment, preamble to what was to come when the C&O inaugurated its high varnish de luxe Famous Families of Virginia train connecting Cincinnati and Washington, D.C. in 1889. There was undeniable aura of aristocracy in the way the C&O did things; this originally was George Washington's railroad with lineal pedigree dating 1785.

In the accompanying picture of the POTOMAC we observe no convenient way to get aboard. But say we did manage, by skiff or persuasion. In the office is a purser (then called first clerk) as gentlemanly as they come. He is Con M. Phister, native of Maysville, Ky., 34, medium build, on the quiet side, handsomely featured. For the past eight years he was a clerk and supervisor in the Maysville Cotton Mill of January & Wood. This is his first packet job.

Years later when your scribe was the high exalted purser of the GENERAL CROWDER in the Pittsburgh-Cincinnati trade, which position had been arrived at in the hard way, pilots Dayton Randolph and Billy Weldon always blew a whistle of salute passing Swan Creek, about half way between Gallipolis and Huntington. There on the Ohio shore, just above the mouth of the creek, was a trim white two-story frame home nestled amongst juniper trees, the farmhouse and summer residence

of Con M. Phister. There would be much handkerchief waving back and forth and then Dayton would say, "Con Phister had enough sense to get off the river and make a success of himself."

Con Phister's life afloat on the packets did not exceed six years. The boats he clerked, for the record:- POTOMAC, TELEGRAPH, MORNING MAIL, CLIFTON, PITTSBURGH, ELDORADO and LOUIS A. SHERLEY. The first two were Honshell's boats (the TELEGRAPH then was running Cincinnati-Pomeroy); the MORNING MAIL was a side-wheeler in the Cincinnati-Maysville trade with a Maysville and Aberdeen crew, mostly, and oil paintings in the cabin of Logan's Gap and a hilltop view of Maysville, etc. The CLIFTON and PITTSBURGH were bringing St. Louis grain to the C&O elevator at Huntington (foot of Seventh Street says Jim Wallen) and for the information of you Johnny-come-latelys this is the same PITTSBURGH which much later became Streckfus's excursion palace CAPITOL you hear so much about.



Conrad M. Phister

The ELDORADO was a proverbial hard-luck boat, also running St. Louis-Huntington, and the Pattersons who ran her were from Ripley, O. at the time Con Phister was aboard. She laid up at Portsmouth for ice in December, 1880 with a big tonnage of iron ore and flour going to Huntington but was cut down where she lay on January 6, 1881 and the late Col. C. H. Crawford told me he remembered seeing the skeleton of her 235-foot hull along the Ohio shoreline 11½ miles below, at the foot of Conoconique bar, where it came out in low water for years. No photograph of the ELDORADO has ever been discovered, and little wonder, for she lasted less than two seasons.

The LOUIS A. SHERLEY was in the Pittsburgh-Cincinnati trade in charge of Capt. James M. Kirker (of the Kirker tribe from Kirker's Landing above Maysville) when Con Phister made his last few trips as an active riverman.

No, I never met Con Phister. He was laid up with rheumatism a good bit, at home in Maysville, when I first started boating south of Gallipolis.

But I did know James A. Wirthlin, Captain Gordon C. Greene's Man Friday for years at the Cincinnati wharfboat. Jimmy Wirthlin was second clerk on the POTOMAC with Con Phister.

Jimmy said, "Well not exactly; it's true enough that Con Phister was purser, and never had been a mud clerk, or second clerk. He always liked the boats. When just a kid at Maysville he'd roll up his pantaloons and let the swells from the ALVIN ADAMS, and the CRYSTAL PALACE and the BUCKEYE STATE wet his legs. Con got his schooling in the old Maysville Seminary with two grand teachers, William Richeson and Jacob Rand. I've heard him say that Rand used to lecture the kids, holding up to them that predecessors at the school included General U. S. Grant, William Nelson and Walter Haldeman of the Louisville Courier-Journal. To say nothing of Col. W. H. Wadsworth and then he'd look pointedly at Con and roar, 'and Judge E. C. Phister!'"

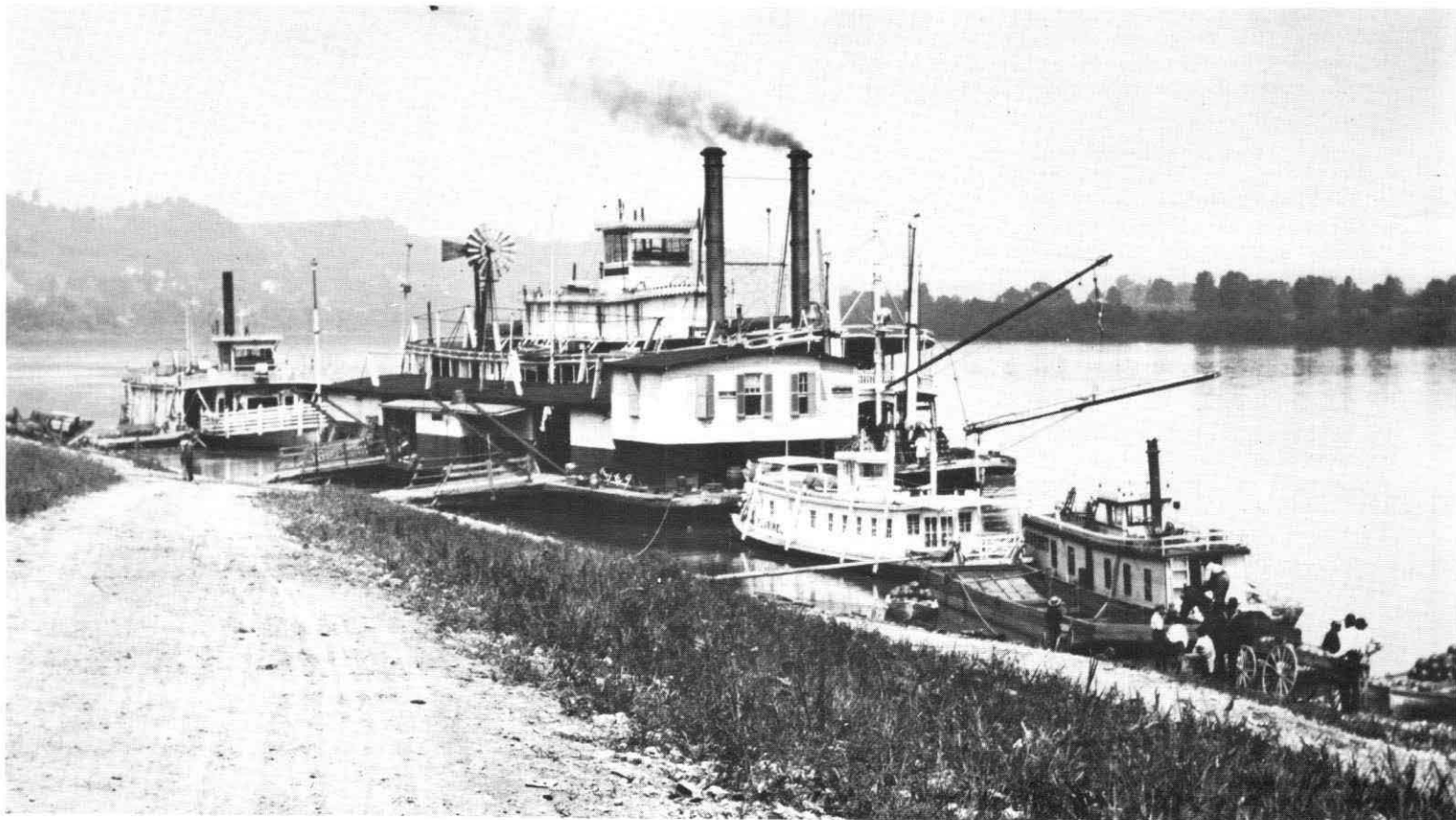
Con Phister went home to Maysville from the LOUIS A. SHERLEY and bought the local wharfboat. It was built at Manchester, O. in 1878, hull size 120 by 26, two gangways on the shore side, and a commodious office at second-deck level on its up-river end complete with shuttered windows. This decision to "come ashore" was a personal inclination influenced at the moment by the resignation of Capt. Wash Honshell, mentor of Con's clerical life afloat. Although the local MORNING MAIL had just burned, the new manager of the White Collar

Line, C. M. Holloway, bought the handsome side-wheel ST. LAWRENCE for the Maysville trade and put her in charge of Capt. Evan Morgan who had been running the MAIL. Thus the Maysville wharfboat was an excellent investment.

The C&O RR. had built its right of way along Maysville's waterfront and an underpass served as access to wharfboat and ferry. This rail connection between Huntington and Cincinnati spelled the end of the "railroad boats" between those two places. Collis P. Huntington stated in a speech that "within twenty years not a steamboat will be left on the river" but he lived to eat crow. The ST. LAWRENCE for the next ten years ran Maysville-Cincinnati, and then was succeeded by other packets. During the 34 years Con Phister ran the Maysville wharfboat there always was a local boat in that trade. The same was true to Huntington and Charleston, both on the C&O main line, and to Pittsburgh.

Wharfboat life boring? Hardly that. Excursion boats paid regular visits, the showboats dropped in, dish boats, jug boats, river baptizings, all part of the scene. Capt. Jesse P. Hughes tells this one:-

"Conrad M. Phister when I knew him was a large, portly and jovial person, but despite a sunny disposition he had a voice of authority. He was his own bookkeeper at the wharfboat, and his handwriting was terrible, his correspondence al-



Waterfront at Maysville, Ky. as pictured by Capt. Jesse P. Hughes maybe about 1906. The ferryboat LAURANCE is at the left. Moored at the Phister wharfboat is the Cincinnati-Pomeroy-Charleston packet TACOMA. In the foreground with white smokestacks is Con Phister's pleasure sternwheeler FLORINEL. Ahead of her (right) is the one-stack HORNET loading watermelons. Our thanks to J. W. Rutter for the enlargement.

most unreadable. But when he wrote digits and sums they were firm and plain, like he had great respect for them. His detailed statements to the boats were initialed C.M.P. which the clerks interpreted to mean Collect My Percent.

"The C&O railroad was a formidable competitor," continues Jesse Hughes, "but Con Phister was ever on the alert for freight. The chief business out of Maysville to Cincinnati was tobacco cased in enormous hogsheads, and beef cattle. Mr. Phister had a stock pen for the latter purpose beyond the upper end of the paved city wharf. One cold night I was there with the TACOMA and our mate Charlie Arthur went to the pen to drive down the cattle. He left a side lane unguarded and the herd detoured up on to the main line of the C&O. There they did the worst thing possible; they veered UP the tracks and out on to the trestle spanning Limestone Creek. Their legs went down between the ties and in short order there was complete chaos.

"We could not extricate them. Con Phister called the Maysville station, and before too long a deadhead C&O freight engine appeared. One by one those steers were dragged away with a manila line hitched to the top of the tender. Later I found two more that had fallen off the trestle. Quite a crowd had gathered by now, and I called to know if any butchers were present. Yes, fortunately, two men volunteered. They killed and dressed the injured animals there on the wharf. We took one beef aboard the TACOMA for table use and had the others temporarily refrigerated, later selling them to the other boats. When we departed from Maysville that night Con Phister's wharf looked like a massacre had been staged."

On the river you never know what's coming next. One night the TOM DODSWORTH, hitched to 16 loads of coal and three loaded model barges, broke her wheel shaft above Maysville a couple of miles, losing all power of locomotion. With a whole wide river to float in, going downstream about the same pace a man can walk, she elected to veer over to the Kentucky side, aimed at the ice piers and the Phister wharfboat below them, and was headed for a major calamity.

Jesse P. Hughes also was mixed up in this one. He happened to be Johnny-On-the-Spot with the TACOMA. His packet was hitched to the free-floating tow in an attempt to assist. Better than no help at all, of course, but sort of like landing a loaded 35 by 195 barge of oil with a 25 hp. outboard hitched on a skiff. But it did make the difference. Those frail wooden coal-boats slid down alongside the outer pier, grazing it, but doing no damage. The towboat RAYMOND HORNER was in the vicinity and took charge after that, landing the whole she-bang along the Ohio shoreline below Aberdeen, opposite Maysville. Thanks to the TACOMA, one towboat, 16,000 tons of Pittsburgh bituminous and \$100,000 worth of manufactured steel did not land in Maysville's front yard.

Part of the Maysville scene was the local ferry to-and-from Aberdeen. When Con Phister bought his wharfboat the GRETNA GREEN was wheezing back-and-forth, operated by the veteran Capt. J. C. Power who previously had run the WILDWOOD in the Maysville-Cincinnati trade. The alliteration was good: "Take the GRETNA GREEN for Aberdeen." Not

only poetic but highly romantic. The population of Aberdeen then was 885 (Maysville had about 5,000) and one of the chief industries of the hamlet on the Ohio shore was quick marriages. The traffic of young couples, and some not so young, was so impressive that Captain Power soon had formidable opposition. The FRANK S. OWENS, Capt. William Linton, got into the act. For several seasons Maysville had these two steam ferries cutting each other's throats in this love-trade.

Well, as everybody knows, maybe, the OWENS was whipped out and from there went to Bellaire and spent a useful, prosaic career until she sank one day and her hull drifted down below New Martinsville where her bones lay (below Lock 15 along the Ohio shore) for years after.

The GRETNA GREEN, named of course for the Scotland hamlet where eloping English couples were welcomed, came through this fray rather worse for the wear, albeit victorious. The Cincinnati steamboat inspectors, Messrs. Moore and Devenney, prodded the soggy hull, shook their heads gravely and condemned her.

Con Phister was watching all of this from his wharfboat. He dickered with Power, bought the GRETNA GREEN complete with all appurtenances and decayed timbers, the ferry rights on the Ohio shore, and then appealed to Messrs. Moore and Devenney for permission to strain a few more wheezes from the ferryboat until he could build a new one. Granted.

The LAURANCE was built pronto at Madison, Ind. where David Barmore was running a shipyard. She was built "recess" or "bootjack" style, a single paddlewheel concealed in her innards toward the stern, the hull recessed for the purpose like a bootjack. This style, let us digress, dates back almost to the inception of steamboating on the waterways of the west. Stephen H. Long's WESTERN ENGINEER was so built the winter of 1818-1819 (see Dec. '66 issue, page 22), as were the other so-called "sternwheelers" until a Connecticut Yankee demonstrated how a paddlewheel could be successfully hung off the back end. The recess wheel was popular with ferryboat operators, being protected from drift and ice and accidental mishaps. The LAURANCE was named for Con Phister's six-year-old son.

This was the best ferry Maysville ever had, built in 1891 on a hull 88 by 26. Her skipper was Capt. William Clephane of Aberdeen, veteran of the GRETNA GREEN, who had three scars on his anatomy, souvenirs of a Civil War fracas while he was piloting the J. W. CHEESEMAN. The CHEESEMAN was downbound on the Tennessee River, Capt. Thad Wirthlin in charge, when below Johnsonville in early November, 1864 she ran into a Reb battery. During the fray a steam line exploded, hit by a Reb ball, and the boat was captured, the crew made prisoners, and then the CHEESEMAN was burned. Bill Clephane came off with three wounds.

The LAURANCE became an accepted decoration of the Maysville-Aberdeen landscape. She had one big boiler 42" by 17 feet long, and two high pressure engines 10's- 3½ ft. stroke. She ran there thirty-five years during the hey-day of the C&O's "George Washington" and "F.F.V." which made scheduled stops at Maysville. She watched the Maysville street car line arrive, prosper, and

vanish (almost up to Lock 33 for 5¢) and only once was she away from her habitat--that was in 1917 when she got a new hull in Cincinnati.

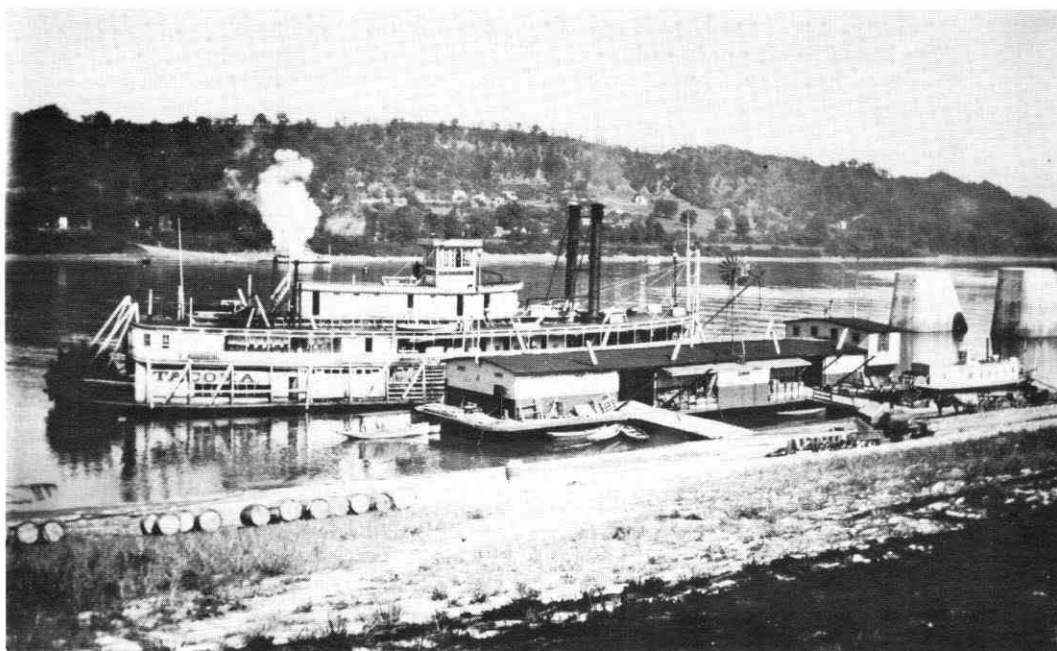
We are not sure whether Con Phister built the NEWT COOPER or not, but she appeared at Maysville in 1900, a sternwheel gas boat designed for fun and pleasure, and named for a prominent Maysville tobacco merchant. Anyhow in the last week of September, 1904 the NEWT caught fire in mid-river and was quickly run ashore where everybody hopped off. The hull was saved and on it Con Phister built his handsome pleasure sternwheeler FLORINEL named for his wife, the former Florinel Hannan, from Swan Creek, Ohio.

We are running a fine photograph with this story which Jesse Hughes took at Maysville showing all of these things, the LAURANCE, the Phister wharfboat and the FLORINEL. Please note the

windmill on the wharfboat, installed for pumping the bilge, the windwheel 13 feet in diameter, \$60 f.o.b. Kalamazoo, Mich., and \$10 extra for the pump attachment. The wheel turned two and a half revolutions to one stroke of the pump. The suction line was 1½" dia., ample for bilge work.

Con Phister, as we said before, was plagued with rheumatism. He lost the wharfboat in the big ice of 1917-1918. Then in 1919 he sold the LAURANCE to Capt. Gordon C. Greene and Charles Stalder. They kept her going until the bridge was built in 1926. She was the last of the Maysville ferryboats, a tribe dating back to the completion of Zane's Trace, a trail whacked out from Wheeling to Aberdeen in the latter 1790's.

But Con Phister did not live to see the bridge. He died at Maysville, 75, in November, 1922.



Panorama of the Maysville landing taken by Capt. Jesse P. Hughes who then was master of the TACOMA moored at the wharfboat. Above the wharfboat is Con Phister's FLORINEL. In this view the ice piers are visible (right).

The NEWT COOPER with passengers aboard landed at Maysville. The blaze which destroyed her was caused when gas fumes ignited.



THE TRAVELS OF BILLY MOFFETT

If a man has freedom enough to live healthy, and work at his craft, he has enough; and so much all can easily obtain. -Goethe

Read this oh ye modern river fans and grind your teeth in envy for William A. Moffett. Billy was born in New Albany, Ind. on November 7, 1855, but before he became of school age his parents moved over to Louisville, and during the Civil War years Billy got his education there. At the age of 15 he was watching freight and clerking at the Portland, Ky. wharf, got his chance, and shipped as mud clerk on the side-wheel TARASCON on Sept. 15, 1870. The skipper was Capt. William Strong, and H. L. Bonta and A. Jennings were his superior clerks in the office.

Low water came along and the lightweight sternwheel PALESTINE was brought out in the Louisville-Evansville trade in the summer of 1871, Billy Moffett, mud clerk all that season.

The Moffetts moved to New Orleans in December that year. So in the spring of 1872 Billy, then 16, became mud clerk on the iron hull sternwheel JOHN T. MOORE, a sensation in her day, practically new. The MOORE departed from New Orleans for Newport, Ark., away up White River. From there she went to St. Louis, there loaded out for Shreveport, and finally back to New Orleans. All of this took 42 days and during the trip Billy Moffett was elevated to the job of second clerk, no mean feat for a 16-year-old.

In 1873 the JOHN T. MOORE ran in the New Orleans-Shreveport trade and her second clerk at two hundred a month was Billy Boy. In that summer he shipped on the side-wheel JOHN KILGOUR, Capt. Alfred Stein, master; Ben Merri- lees, clerk, and went to Louis- ville. That fall he came back on her to New Orleans.

During the cotton season, 1873-1874 Billy was second clerk on the Red River sternwheeler MARIA LOUISE owned by Commodore William J. Kountz. That winter he decided to make something of himself and entered a medical school in Kentucky. This sounds like Doc Hawley.

During the cotton season 1875-1876 Billy was second clerk on the ORA running to Bayou Bartholomew. Along in the spring he went to the side-wheel FANNIE TA-

TUM which was loading out at New Orleans for Pittsburgh, from whence she went to St. Louis and laid up.

Not to be idled, Billy Moffett went second clerk on the side-wheel LAKE SUPERIOR in the St. Louis-St. Paul trade, later on transferring over to the NORTH-WESTERN.

The FANNIE TATUM advertised out of St. Louis for New Orleans that fall and Billy went down second clerk on her and remained aboard that winter in the cotton season while she ran variously up the Red and the Ouachita. In the spring of 1877 the TATUM made a trip to St. Louis, Billy right there, and her owners decided to load out for Fort Benton, Mon- tana. She departed April 7 and didn't get back until August.

Billy stepped over on the stern- wheel ASHLAND loading for a trip to the upper Mississippi. The new sternwheel DANUBE, Capt. Charles Thorne, had just been completed at Cincinnati, so Billy went there and shipped second clerk with G. A. Ditton as his superior. He went to New Orleans on her and spent the 1877-1878 cotton season aboard.

Yellow fever was rampant in the south the summer of '78, the DAN- UBE laid up, and Billy might have continued his medical education, but decided not to. By this time his nickname was "Doc" anyhow. He was 23 years old and had boat- ed to Shreveport, Monroe, Camden, St. Louis, St. Paul, Fort Benton, Cincinnati and Pittsburgh. He celebrated this 23rd birthday as second clerk on Capt. H. L. Lee's new LAURA LEE in the New Orleans and Vicksburg trade.

Then "Doc" Moffett went clerk again on the DANUBE for the cot- ton season 1878-1879, and when summer came he went north to fill the shoes of second clerk on the ALEX MITCHELL on the upper Missi- sippi and stayed aboard all that summer. He worked his way back to New Orleans that fall by tak- ing an office job on the KATE KINNEY.

For the cotton season 1879-1880 Doc was second clerk on the big sternwheel JOHN HOWARD running up Ouachita River. As summer rolled around he headed north into his first purser's job, becoming head clerk on the BALD EAGLE which was in the St. Louis-St. Paul trade during the low water season. That fall he transferred to the WAR EAGLE which was running St. Louis to Keokuk.

That winter, season 1880-1881, Doc was on the cotton packet CLARA S. to Ouachita River, and

later on the FRED A. BLANKS, the new 260-foot side-wheeler, Capt. Jack Blanks. Migrating northward in summer had become a habit, so Doc Moffett shows up clerking the DORA in upriver trades from St. Louis that summer.

During the cotton season 1881-1882 Doc was on the ERA NO. 10, the ALEXANDRIA and JEWEL, all of them working to Red River. That summer he was clerk on the side-wheel CENTENNIAL in the St. Louis -St. Paul trade.

He returned south that fall to hold berths on the NATCHEZ (the side-wheel successor to the famed racer), the J. M. WHITE and the ROBT. E. LEE (2nd), probably in reverse order inasmuch as the LEE burned at Yucatan Point that Oct- ober. He went north again in the spring of 1883 to work for a St. Louis firm, Derrickson & Penis- ton. That fall he signed up as clerk on the palatial ED RICHARD- SON, and in the spring of 1884 he transferred over to the EDW. J. GAY.

Now that Doc Moffett was get- ting near the ripe old age of 30 he concluded to take leave of the steamboats--which he actually did for several years.

But the Texas & Pacific RR. had built a new cotton sternwheeler named E. B. WHEELLOCK for upper Red River in 1889, and Doc was back afloat, on her as clerk. In 1890 he was clerking the famed Missouri River packet BENTON. His last boating was on the stern- wheel cotton packet VALLEY QUEEN in the season 1901-1902.

By now he was in his latter forties, so Doc went ashore for newspaper work (he should have written a book) at Greenville, Miss. He became Circuit Clerk of Washington County, Miss. and the natives started calling him Judge Moffett.

Well, ol' Judge Moffett came from a river family. His grand- daddy Joseph A. Moffett was U.S. Boiler Inspector at New Orleans for 18 years. His father, John R. Moffett, was a river engineer, and was drowned from the steamer ALABAMA on the Alabama River in February, 1887.

Ronald W. Tucker and his asso- ciates have been seeking factual information about the construction of the "mountain" packets FAR WEST and JOSEPHINE. "My partners and I are considering building a replica of one of these boats," writes Mr. Tucker. He is connected with the L. P. Anderson Supply store, Box 1522, Billings, Montana 59103.

The Licking Coal & Towboat Co. operated the HERCULES CARREL at Cincinnati, bringing coal flats alongside White Collar Line and later on L&C packets, supplying their fuel. As packets dwindled, Licking Coal retrenched, sold the CARREL, and shoved the coal flats with a sternwheel gasboat, the MAGGIE J. President of Licking Coal & Towboat Co. at that time was an energetic, courteous gentleman, Walter E. Quiggin. His father George P. Quiggin had been secretary of the Louisville & Cincinnati Packet Co. and formerly had headed Licking Coal.

Walter Quiggin also was active in the Consolidated Boat Store Co. on Main Street, Cincinnati, which "stored" most of the steamboats and supplied them with the celebrated Consolidated Steamboat coffee.

When L&C Packet Co. went under the auctioneer's hammer in 1931, Walter Quiggin left the river. In World War II he was employed at Wright-Patterson Field, working for the Air Force.

Recently a news photographer with the Cincinnati Enquirer, Bob Free, took Walter's picture, and reporter Charles Etsinger wrote a piece about him. An occasion was imminent. On February 6, 1972, Walter E. Quiggin will be 100. He resides at Lakeside Place, geriatrics center at Highland Heights, in Campbell County, Ky.

Kenneth S. Williams, owner of Crown Metal Products Co., Wyano (near Elizabeth), Pa., died on Tuesday, September 28, 1971 at Treasure Island, Fla. He was 64. His company specialized in the manufacture of miniature steam railroad trains for pleasure parks. In 1969 he bought the diesel towboat NACCO, renamed her MARSHA L, then sold her in 1970 to Nasbitt Bros., Henderson, Ky. One of Ken Williams' cherished ideas was to mass-produce small steam sternwheel pleasure boats, and in this pursuit he bought the machinery of the DETROITER (10's-3 ft. stroke). These engines, the wheel shaft, etc. are still at his Wyano, Pa. plant. The guy wires supporting the smokestacks of the LADY GRACE were made of Copperweld wire, supplied by Ken Williams.

He is survived by his widow, Elsie; a son, Bert J., of McKeesport, Pa.; a brother, Harold S. of West Newton, Pa., and one grandchild. Burial was in the Round Hill Cemetery, Elizabeth, Pa.

Sirs: Jane Greene, Roddy Hammett and I made the trek to Coney Island and officially closed up the place. We had the singular distinction of buying the last three hot dogs ever sold at Coney. The fireworks display was extra spec-

ial. The evening was great, but a little sad.

Capt. Ernie Wagner landed the DELTA QUEEN at Coney Island on Labor Day, the last day the park operated. He did it for old-time sake.

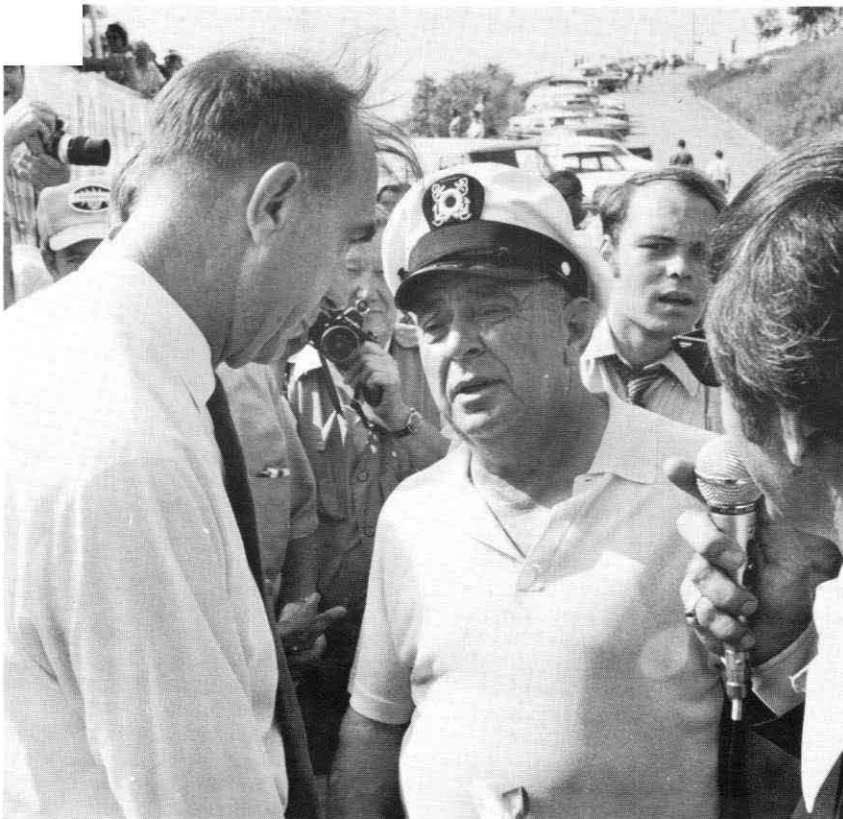
The Cincinnati Historical Society requested us to bring the BELLE OF LOUISVILLE there for the last four days of operation, but we had a busy week-end coming up here at Louisville.

Clarke Hawley,
Str. BELLE OF LOUISVILLE,
Cox Park,
Louisville, Ky. 40207

The JAMES Y. LOCKWOOD with a history long as your arm now has added another chapter. At Chicago she was a dinner club renamed SARI S, and in our Dec. '70 issue we reported her transit of Lakes Michigan, Huron and Erie when she shuffled off to Buffalo.

Her present owner at Buffalo is John J. Piazza, a former U.S. Marine. He has renamed the old towboat (built 1896) again. She is the SHOWBOAT, moored at the foot of Hertel Avenue.

Piazza, with far-flung enterprises, (nursing home, hospital, retirement home, recordings) has his main offices at 6508 Buffalo Ave., Niagara Falls, N.Y.



Facing the camera (center) is P. A. (Pete) Denny, of Dunbar, W. Va., builder and owner of the ROBIN D described in this issue on page 30. As we go to press with this issue, word comes via the sternline telegraph that the Dennys are planning to take ROBIN D to New Orleans and thence across the Gulf to Florida this winter. The trip may be under way as you read this, or perhaps completed. On the left is Capt. Harry F. White of the WINNIE MAE. We are obliged to Nelson Jones for furnishing the picture.



"Commodore" Fowler

He has a picture (upper right) of the old side-wheel BEN HUR in his pilothouse.

Before the dam broke at Austin, Texas in 1900 there was a big side-wheel excursion boat (steam) on Lake McDonald. Her name was BEN HUR (1898-1900) and she looked a lot like McNally's SUNSHINE which used to operate out of Pittsburgh. Her hull measured 190 by 48.

About all that was saved was the pilotwheel. Tom Miller Dam was not rebuilt until 1941, making a lake in the Colorado River (now called Lake Austin) 22 miles long. Marion Fowler, an Austin attorney, bought property along the lake and built a commercial cruise boat. Today, after several alterations, the COMMODORE, a diesel twin-sternwheeler, handles 450, charters only, and she is handled with the BEN HUR's old pilotwheel.

She has a whistle from a St. Louis junkyard but Skipper Fowler hasn't enough air to blow it. His wife (also named Marion Fowler) is his helpmate. This summer they completed an outboard drive twin diesel passenger-pusher named PUP to augment their operations. Also they have become members of S&D.



Pictured from the left: James Wilson, past president of the Steamship Historical Society of America; Mrs. James (Alice S.) Wilson, SHSA secretary and librarian, both of Staten Island, N.Y.; Capt. Frederick Way, Jr., president of Sons and Daughters of Pioneer Rivermen; and John A. Brey-naert of North Weymouth, Mass., president of SHSA. Photo taken at Marietta on S&D Day, Sept. 18, 1971 by Marietta Times photographer Ted Strickland.

Clyde Swift discovers that longevity was the rule, and not the exception, for those who were associated with the Muskingum River packet LORENA.

Pilot George Conant, who died on watch at the wheel, nearing East Liverpool, in April, 1907, was 73.

Mrs. Elizabeth Ann Bolinger, stewardess, died at the home of her grandson in Steubenville, in June, 1908, aged 75 (or better).

Capt. S. Dana Scott, who was a clerk on the LORENA, died at his home in Bloomingburg, Ohio on November 15, 1908, aged 78.

John Rice, part owner and steward, was mowing grass in a Zanesville cemetery one hot July day in 1914, where he died, 71.

Bert McGrath, who was long-time cook on the LORENA (he made the maiden trip on her), died in May, 1916. He was up in years and had made Missouri River trips on the FAR WEST.

In November, that same year William (Cap'n Billy) Richardson, master of the boat since 1900, died, aged 67.

Her one-time clerk, William Rusk, died also in 1916, over 60.

An exception was Capt. George Wallace, who died at McConnellsville, O. on Sept. 25, 1907 with the LORENA tied up in the canal for low water---in plain sight of his home. He was 56.

Sirs: My daughter Betty wants to join S&D. She has the qualifications because her great-grandfather flatboated salt out of the Kanawha and Pomeroy Bend. Then he steamboated for R. R. Hudson of Middleport. Then he met S. F. Dana who had recently organized the Ohio & Kanawha Transportation Co. and the Campbell's Creek Coal Co. He captained their first boat THOMAS W. MEANS, then he brought down the new GEORGE F. DANA, the first boat the company built. He was master of her until she burned and then took over another new boat, the JOHN DANA, and stayed her master until he retired. The command went to Edwin Ambrose Burnside, of whom you may have heard.

So you see Betty is the daughter, thrice removed, of a pioneer riverman. I'm not a pioneer, but I often feel like one.

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

=Betty made her debut at the S&D meeting Sept. 18th last. Her illustrious great-grandfather was Capt. Joseph Burnside. Capt. E. A. Burnside, mentioned above, was the first son of Capt. Joe. Betty lives in Canada and drove her Dad to S&D from Williamsville at what may be described considerable dispatch. -Ed.

THE SWEDISH NIGHTINGALE
Special Correspondence to the New
York Daily Tribune.

Steamer MAGNOLIA
March 15, 1851.

Sirs: Here I am, running up this great river in a splendid steamboat, with Jenny Lind and her whole party on board. No doubt a glimpse at us and our doings will gratify you and your thousands of readers, and so I will write-- As for myself, I confess that I am as insane as the rest in regard to this wondrous Nightingale-- I hurried through with my business in order to get an opportunity to pass a few hours in the presence of this distinguished lady. I confess that I do not regret the act. I never enjoyed myself so thoroughly before; and I think there are some hundreds on board, led by a curiosity similar to my own, who are ready to render the same exclamation.

In the first place, the boat is a beauty; and in the next, Miss Lind makes herself very agreeable and seems to have none of the disdainful reserve which characterizes nearly all of the public of celebrity that we meet with in this retired quarter.

Jenny Lind gave a private concert last evening in the Ladies' Saloon, and sang twice most divinely, delighting all who were present, and we believe everybody in this floating palace was either in the room, or at the doors and windows, excepting a couple of card-players, who were so intent upon fleecing each other, that they could hear and see nothing except the trick in which they were engaged.

At Natchez, where Miss Lind gave her concert in the Methodist Chapel, I'm told there wasn't standing room left for a bird. Such a crowd never before was witnessed at that place. And at the Concert Room in Memphis, the result, the passengers tell me, was just the same. This is flattering; but the furor is really immense wherever she arrives, and Mr. Barnum, I see, is handed requests and solicitations from all quarters for concerts on the route....

I had a short conversation with Miss Lind yesterday, and I assure you that I was greatly pleased. She speaks warmly of this country and expresses her gratification at almost everything in it. She was full of admiration in regard to the river, and we heartily enjoyed the wonder she exhibited over its striking peculiarities.

I hear that some of the more

affluent citizens of Nashville, which is, as you probably know, one of the most aristocratic places in this part of the country, have solicited Barnum not to omit them, and are prepared to guaranty something very handsome if Jenny will give a few concerts there. Miss Lind told me she was inclined to accept their offer. She has heard much of Nashville and would like to see it; and besides this, she is anxious to visit Mammoth Cave, which is not far from that city. -Traveler.

=Jenny Lind did visit Nashville, and Mammoth Cave too (she warbled while seated on a stalagmite) and then warbled in Madison, Ind. where a pork house was her auditorium. She sang in Cincinnati; there boarded the MESSENGER NO. 2 and came to Pittsburgh. Jenny Lind Bar near Oldtown Island was named in her honor. She continued up the Monongahela (Jenny Lind Street in McKeesport is named in her honor) aboard the ATLANTIC. The "Barnum" referred to in the letter was P. T. Barnum who in 1851 managed the concerts. Four steamboats were named for her. Our thanks to Ed Mueller for supplying a stat of the original letter to the N.Y. Tribune. -Ed.

Sirs: Your address get us through US. Embassy in Paris, because we would like to know how you could sell us drawing sheets on Riverboat "Mississippi type."

We intend with some friends to build in France a boat like this one, in order to cruise about 150 to 200 passengers along the french coast Riviera.

This kind of boat is good sea-going if navigation is near coast, we think.

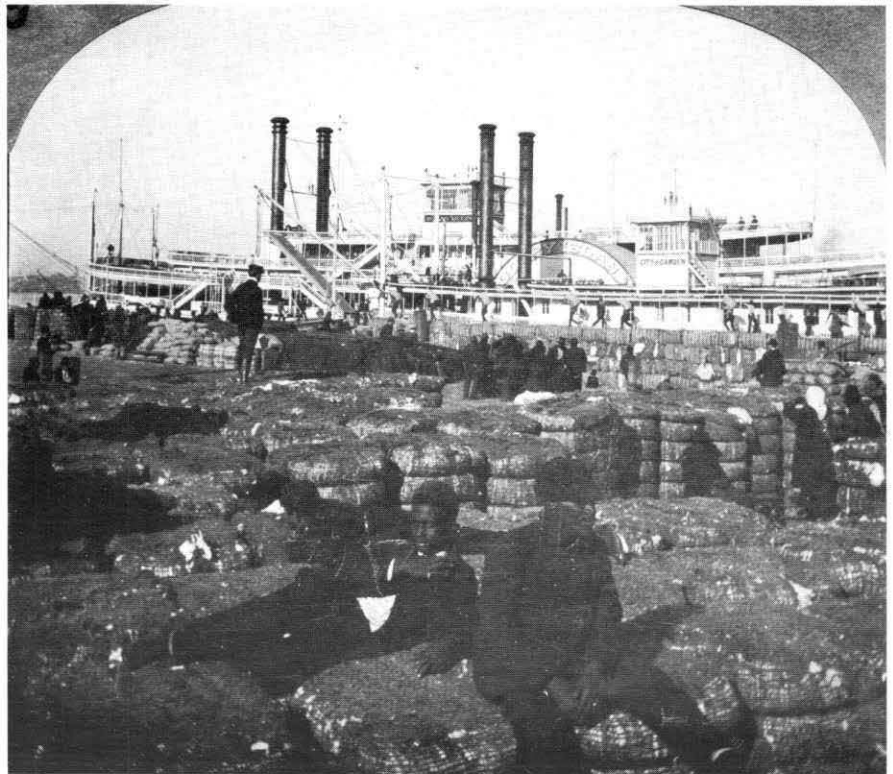
Could you send us drawing sheet of the hull, superstructure and inside convenience as they existed before?

We expect to give interest to many american people coming in France on holidays, or staying all the year on the Riviera.

We hope you could help us this way and counting on your cooperation we remain, Sir,

Yours faithfully,
B. Claeysens, Director,
Escomer,
40 Avenue des Arlucs,
BP 26,
06 Cannes - La Bocca,
France.

=Knock three times on the ceiling if you need me. -Ed.



While writing the ISLAND QUEEN story in this issue we had a fixation that once she visited New Orleans. But we lacked proof. Then ha! right out of a mess of old pictures the above view shows up. So ok, the first ISLAND QUEEN was at New Orleans. Alongside of her is the CITY OF CAMDEN. This is from a stereoscopic picture made by the Keystone View Co. copyrighted in 1902, and doubtlessly taken then.

In the June issue, page 12, we did a bit of wondering about a Viking boat, the ROALD AMUNDSEN, Turns out now that she was a 60-foot boat, built in Norway, constructed similar to the old Viking ships. The boat was finished in May of 1929 and left the northern part of Norway in July and sailed the coasts of that country and of Sweden, Denmark, Germany, England, France and Spain. She left Palos, Spain, Feb. 8, 1930, and followed the route of Christopher Columbus to the western hemisphere. The trip took 83 days, and rough weather was encountered.

The crew consisted of Capt. Gerald Folgers and three men with a Spanish cat as a mascot. One of the crew became insane from exposure in the crossing of the Atlantic. From Havana, Cuba, the ship sailed to America and stopped at New Orleans, going up the Mississippi River.

It departed St. Louis upbound on Aug. 12, 1930 for Alton where a stop was made. From there she went on her merry way to St. Paul.

The picture we showed in the June issue was taken up around La Crosse or Winona, supplied to us by Bert Fenn.

Our original impression was that two boats were involved. The name NORGE showing in the picture is on the stern, the Norwegian spelling for Norway.

The Wheeling suspension bridge, oldest span across the Ohio, made cracking noises when three trucks crossed one night last October. The West Virginia Dept. of Highways immediately closed the bridge to vehicular traffic pending an investigation. Trucks have not been allowed to cross for some time past.

Twenty-five years ago the Ohio River vehicular bridges at St. Marys, Marietta and Parkersburg were made toll-free. Today the St. Marys bridge is no more--condemned and torn down. The one at Parkersburg will be replaced in the near future.

Charlie Gerard, the author with a penchant for riding cruise paddlewheelers, was aboard the MISS GREEN RIVER at Mammoth Cave, Ky. this summer, operated by Mr. and Mrs. M. E. Nash and Bob McDaniel. This 122-passenger prop boat has her pilothouse on the roof, dummy stacks and sternwheel. Sight-seers are taken on Green River cruises. Also the Gerards visit-

ed aboard the pseudo-side-wheel ROBT. E. LEE operated at Stone Mountain, Georgia.

Sirs: Please allow me to tell everybody what a wonderful time I had at the S&D meeting at Marietta. Never before have I ever been given so many honors. I was sketched and photographed at the same time. I wrote down a lot of names of friends, and missed a lot more.

As you may know, I have kept a daily diary since I was 14, and those books are very interesting to look over. My vision has faded

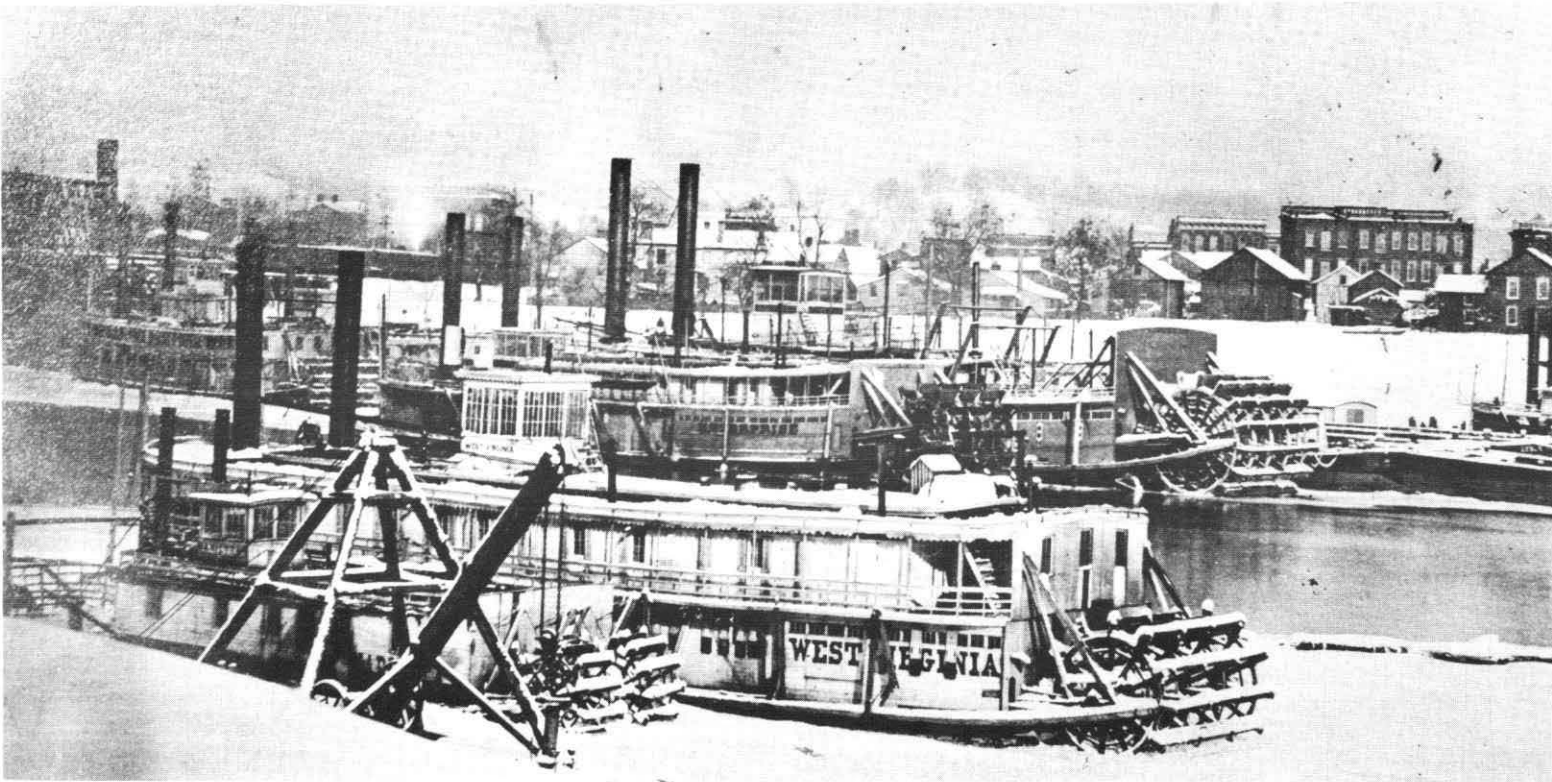
and I get Helen to read the S&D REFLECTORS to me. Oh well, everyone is getting old at the same time. Guess I'd better close, and best wishes,

Jesse P. Hughes,
124 N. Hubbard Lane,
Louisville, Ky. 40207

PS from Helen: We had a fine time at Marietta---it was the delight of Pop's year, and it was great to see all our old friends. As you may recall, Lloyd Ostendorf did a sketch of Pop and it is beautiful. Thought you might like to have a copy, so am sending one. -Helen.



CAPT.
JESSE HUGHES
from Life
age 95
Lloyd OSTENDORF
ARTIST / DELTA QUEEN
SEP 18 1971, S.&D. MEETING
Marietta, Ohio

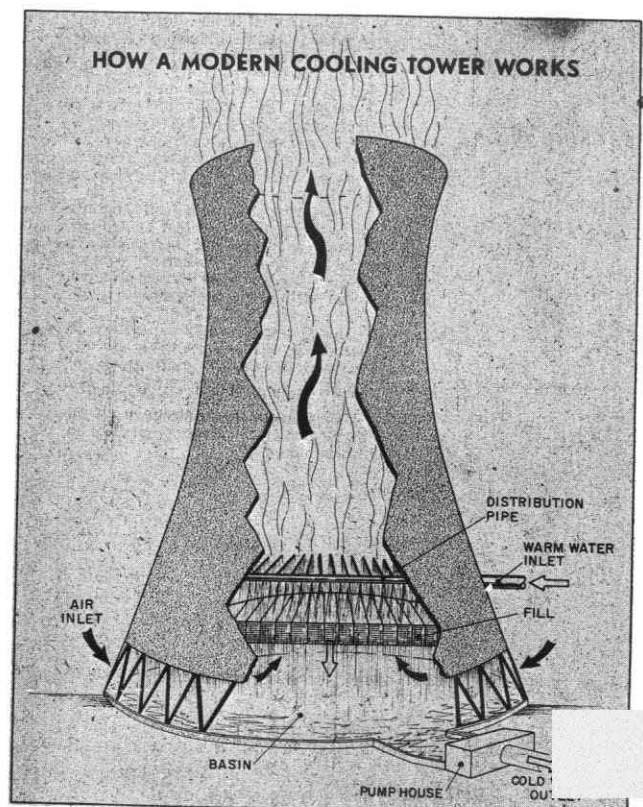


You are looking at the mouth of the Muskingum River from the Harmar side during the winter of 1877-1878. These boats are nested at Marietta for protection from Ohio River ice which in those days was a serious menace. Prolonged cold spells froze the tributaries, reduced the water input to a mere trickle, and the Ohio fell to such low stages that navigation was impossible, ice or no ice. The mischief was that the Ohio in such circumstance was then vulnerable to rapid freezing, and overnight it became solid from shore to shore. Sometimes it remained so for weeks at a time. Then came a general thaw, usually accompanied by rain. The Ohio rose and brought down an incredible cargo of ice slabs, first from the Youghiogheny and Monongahela, and later from the Allegheny. During this flushing process the steamboats remained in protected harbors such as the one in the picture above. In particularly severe winters river traffic was suspended from mid-December until mid-March.

That's all past history. The winters are still with us, but the temperatures of the Muskingum and Ohio are much higher than they were in 1878. The benefactor, in large share, is the modern electric generating plant which sucks up cold river water in prodigious quantities, uses it to chill superheated steam, and in so doing transfers the heat to the river water which is returned from whence it came, back into the river, unharmed, unpolluted, but at a much higher temperature. Time-loss to river traffic, by reason of ice interruptions, has been reduced from months to a matter of hours or at worst a few days.

But every blessing has its price. During summer months when river water is relatively warm anyhow, it now is warmer still. This simple truth has introduced new problems of consequence, and with implications so serious, that various of the major industrial users of river water have been forced to adopt methods of putting back the borrowed water unheated--at least in summer-time.

One scheme is the "cooling tower," a vast chimney of concrete which, in use, exudes somewhat leisurely a constant cloud of steam. These are cropping up on the shores of the Monongahela, Ohio, Muskingum and other rivers. The first cost of these odd-appearing chimneys is astronomical and their performance good--they do cool the water--but (there's usually a "but") they also are fog factories, particularly in a river valley shel-



tered by surrounding hills. And more fog is what river traffic can get along without.

But back to the picture. Thanks to S. Durward Hoag for copying and sending it. The packet WEST VIRGINIA in the foreground was built at Brownsville in 1871, Capt. Peter Donaldson. He ran her in the Pittsburgh-Morgantown trade. In the fall of 1874 he sold her to a Capt. Martin who ran her in Kanawha River, Gallipolis-Charleston. Then she was sold to Capt. J. B. Dudding who continued her there, extending to Marietta, with such success that he bought the TELEPHONE in 1878 to replace her. The little ferryboat in the left foreground is the MARIETTA, only known view of her. Note the divided sternwheel, quite unusual for a steamboat. She plied between Marietta and Williamstown until the EMMA UHL was built in 1880 to replace her. The towboat with the high stacks (center) is the GEORGE LYSLE, built in 1872, which became noted in later years as one of the Eagle Packet Co. fleet at St. Louis, and ultimately returned to Pittsburgh and was renamed the RESOLUTE. Alongside of her in the picture is the ENTERPRISE (first) built in 1873, also a Pittsburgh coal-pusher. At extreme right the HOPE partly shows, a towboat built at Marietta in 1878 by the Cramer family of Clarrington, O. for towing railroad cross ties. Away off to the left is the packet W. P. THOMPSON built at Harmar in 1875.

OVER THE HILLS TO GEORGETOWN.

Sunday, October 17, 1971 was a beautiful fall day at Georgetown, Pa. Mrs. Anna Davidson was down from Beaver, Pa. paying a visit to the scenes of her girlhood. "Right here," she pointed out, "is the home of Capt. G. W. Ebert who in 1869 built the packet MOLLIE EBERT named for his daughter." Jim Paisley hopped from the car to take a picture. A young lady appeared on the back porch. We explained what we were doing. "I am Mollie Ebert's great-granddaughter," she said, "my name is Judy Nash."



Attractive home overlooking the Ohio River built by Capt. George W. Ebert at Georgetown, Pa. and presently occupied by Mrs. W. H. Welborn. Mrs. Welborn has a wealth of antiques.

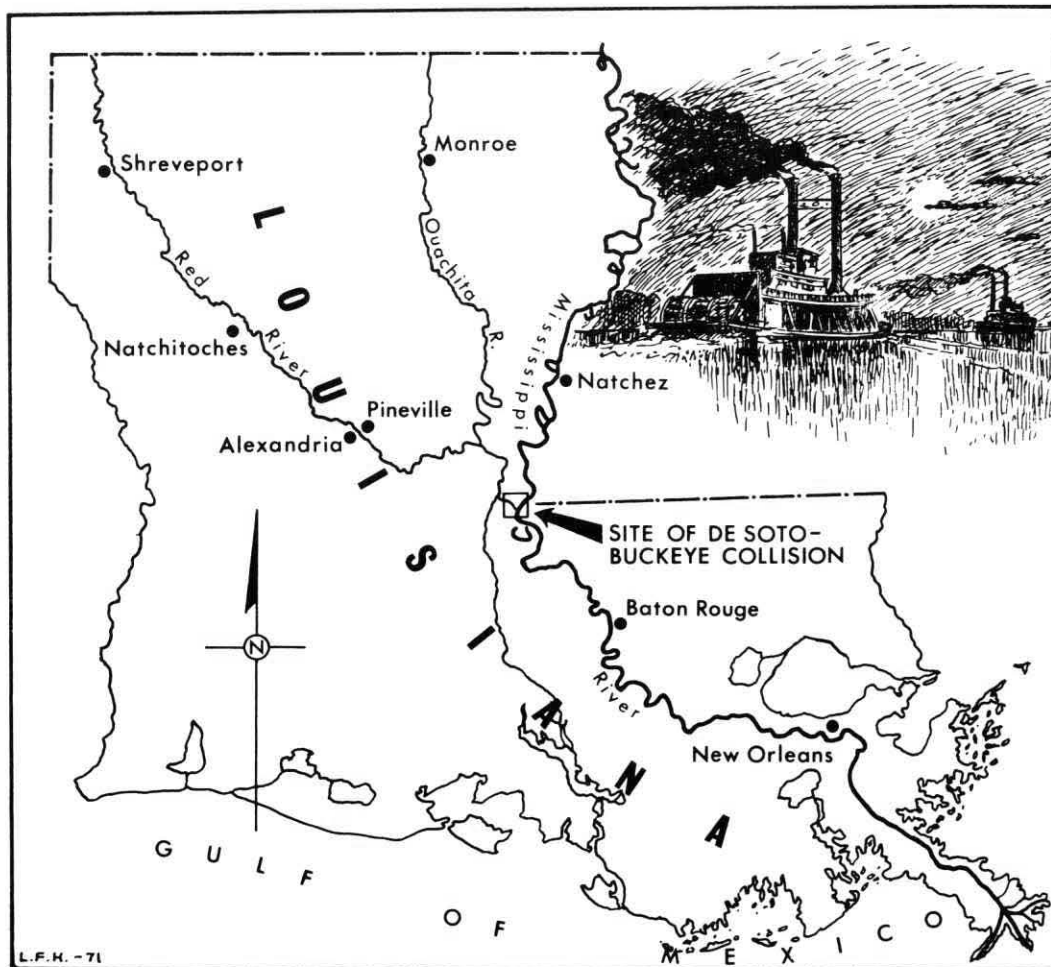
Judy's grandmother Mrs. W. H. Welborn now occupies the Ebert homestead. Judy lives next door with her parents, Mr. and Mrs. John Nash. Mrs. Nash is Mrs. Welborn's daughter. We were invited to the Nash's home and there saw diaries kept on steamboat trips to the headwaters of the Missouri; a portrait in color of Elizabeth Hepner Poe (Mrs. Davidson's great-grandmother); photos of Jacob Poe and Theodore C. Poe; a letter penned in 1855 from Alton, Ill. advising Mrs. John M. Calhoun of the death of her husband aboard the GOLDEN STATE. Lady Grace and Mrs. Paisley went with Mrs. Welborn to her home and came back presently with a sack of very red Georgetown apples. Our thanks to Virgil E. Bennett for instigating this delightful visit.



Judy Nash is looking at a photograph of the packet MOLLIE EBERT (see Dec. '65 issue, page 11) named for her great-grandmother, while Ye Ed stands by.



First clerk on the MOLLIE EBERT was Capt. Standish Peppard who lived in this home at Georgetown, Pa. Capt. Peppard was clerk on the side-wheel BUCKEYE STATE in 1850 when the "fastest trip" was made Cincinnati to Pittsburgh in 43 hours. Our thanks to James R. Paisley for the three pictures shown.



80 LIVES WERE LOST

by Lloyd Hawthorne

IN THE DEEP SHADE of a great red oak in the old Rapides Cemetery in Pineville, Louisiana there rests on the crest of a gentle slope facing Red River nearby, the tomb of a young girl. She lost her life, along with many other passengers, when the steamers BUCKEYE and DE SOTO collided before dawn, Friday, March 1, 1844. The accident happened at the mouth of the Red, where it enters the Mississippi. Pineville, where Miriam lies buried, is about one hundred miles up the Red.

The tomb of plastered brick, capped with a tablet of mildewed white marble, now is crumbling this century and a quarter later. Still readable is the epitaph:

In memory of their
Beloved Child
MIRIAM RAVENCAMP HYAMS
Henry M. & Laura Hyams
have erected this tablet.

Born 19th of June 1835
Died 1st of March 1844

One of the victims of the awful disaster
occasioned by the collision
on that morning of the Steamers
BUCKEYE & DE SOTO

This is the story of that tragedy:

Henry Clay, campaigning for the presidency on the Whig ticket, was in New Orleans to deliver a major political address. Listeners came to hear

him from as far away as the Arkansas line. Most of them came by river. One group from the Monroe and Ouachita River area arrived aboard the side-wheel BUCKEYE. But their great expectations were blasted; they got there one day too late.

Several days later, on Thursday, Feb. 28, 1844, the BUCKEYE was advertised in the Daily Picayune for a return trip to Monroe. Many of the disappointed Whigs booked passage even though the skipper was a Democrat and they suspected him of dilly-dallying on the downbound voyage to keep them from hearing Clay. When the BUCKEYE took in her lines that evening before sunset she had on board some 300 cabin and deck passengers.

And so, early next morning before daylight, with a bright moon shining, the BUCKEYE was at the mouth of Red River. The side-wheel DE SOTO, downbound on the Red from Natchitoches, popped out, swung down the Mississippi, struck the BUCKEYE on her starboard guard, ripping into the hull. The pilots on watch at the moment were both regarded highly, John S. McCuire on the DE SOTO and Andy Carlisle on the BUCKEYE.

Henry M. Hyams, of Alexandria, La., whose family was with him aboard the BUCKEYE, lost his daughter Miriam. Hers is the grave in Pineville.

In this bereavement of their lovely child
they see blighted their fondest hopes
and their anguish only finds solace in the

reflection that she has been taken to the bosom of her God, in all her youth and innocence with not a stain of mortal life, except her mortal birth.

The sister of Mr. Hyams' wife, Miss Elizabeth Smith, said to be an accomplished young lady, also drowned, as did sixteen of his slaves who were on the lower deck. Several years after the disaster, Henry Hyams was elected Lieutenant Governor of Louisiana.

Alexander McKinsie, formerly of Florida, lost his wife, seven children, and four slaves. Likewise, John Blunt, also from Florida, lost his wife and child, and seven slaves.

A young man named Francis Larkin had gone aboard the BUCKEYE with two sisters at Red River Landing; both sisters drowned. A Mr. White, from New Orleans, lost a child. And two children of Major William R. King also drowned. Major King,

of Alabama, was later elected Vice President of the United States in the administration of president Franklin Pierce, 1853-1857, but he died before assuming office.

One unfortunate passenger attempted to swim ashore with his nephew on his back; both drowned in the attempt.

According to Lloyd's Steamboat Directory, in which a vivid account of the BUCKEYE sinking is recorded, the life loss is set at 80 persons. The official figures in U.S. Customs also used that same tally.

Many years after the disaster occurred, a personal account was penned by Mrs. Isaac Garrett for her grandchildren, detailing her involvement. She, her husband, and their three-year-old son Frank were aboard the BUCKEYE.

"I felt the shock, as if we had run into the bank...and ran immediately to the (stateroom)



For years there was an old saw in Pineville, La. that sooner or later everybody in Alexandria (across Red River, see map) came over. Pineville has ten cemeteries; Alexandria had none--a deficiency so unusual of a city that Robert Ripley once used this as a "Believe It or Not" cartoon feature. Oldest of the Pineville cemeteries is pictured above, Rapides Cemetery, its inception fogged in legend but assuredly back into the early 1700's. In the foreground is the vault of Miriam Ravencamp Hyams, a victim of the DE SOTO-BUCKEYE collision on March 1, 1844. Within a few days after this picture was snapped, vandals shoved this tomb out of place, probably with an automobile bumper, then raised it up on bricks to gain access beneath. Vandals also toppled a large, fairly tall monument nearby. Photo by the author, Lloyd Hawthorne.

door. I saw my husband coming, walking very fast.

"I exclaimed, 'What's the matter?'"

"He replied, 'Bring Frank.'"

"My husband took charge of Frank, and I followed, keeping as near to him as I could. He attempted to climb on to the wheel house in order to reach the hurricane deck, but it was impossible for him to do so with a child in his arms. About this time word was given for all of us to go down to the bow of the boat in order to get on the boat that had run into us.

"By this time there was a terrible and terrified throng rushing down to the main deck. (They were met with water. She was going down bow first. Before we had gone many steps, the force of the water carried us 20 or 25 feet out into the great Mississippi. (The river seemed truly great to me at that time...) I watched cotton bales float past me and thought if only I could swim a little I might save myself by putting my hands on one of them. But I could not advance against the current. I commenced to call for help, that being the first time I had spoken since I asked my husband what the matter was. As soon as I yelled, I sank, and it seemed to me that I went down like a spinning top. I rose to the surface again just in reach of the roof of the sunken wreck which I seized and held onto for dear life. A very large man pulled himself to the wreck by the skirt of my wrapper. I cried out for him to let me loose, but he paid no attention.

"I did not have the strength to pull myself out of the water because my wet clothes were pretty heavy, but a man on board unclenched my fingers from the side and pulled me to safety. I immedi-



The vandalized tomb of Miriam Ravenscamp Hyams. Note how it is raised on bricks. The top slab was moved out of its original position. This picture looks to the west. Beyond the clearing in the background flows the Red River. The larger picture on the foregoing page looks to the east.

ately ran to the other end of the BUCKEYE's roof, which was now on the level with the boiler deck of the DE SOTO, and, along with the other passengers, crawled across a plank to the other boat. A friend of ours, Judge Scarborough, threw a quilt around me and told me that my husband was safe on board. That news reconciled me enough to go to the ladies' cabin by the fire. Also, I noticed for the first time that I could not lift my left hand without the assistance of my right. Oh, how it hurt and throbbed!

"About that time a stovepipe took fire, filling the cabin with smoke and scorching the ceiling. The utmost confusion prevailed. One lady seized a glass of spirits, and, thinking it was water, was about to throw it in the fire before I caught her arm. It seemed to me that we were doomed to be destroyed. No one could find the buckets of water that should have been in order on top of the boat, but they finally extinguished the fire.

"By the time it was daylight, but oh the heart-rending scene. Everyone seemed almost crazed with grief, mothers screaming for their children, children being brought in stark and stiff out of the water, whilst others could not be found. And parents were fearing, too, that the DE SOTO would leave before their dead could be found.

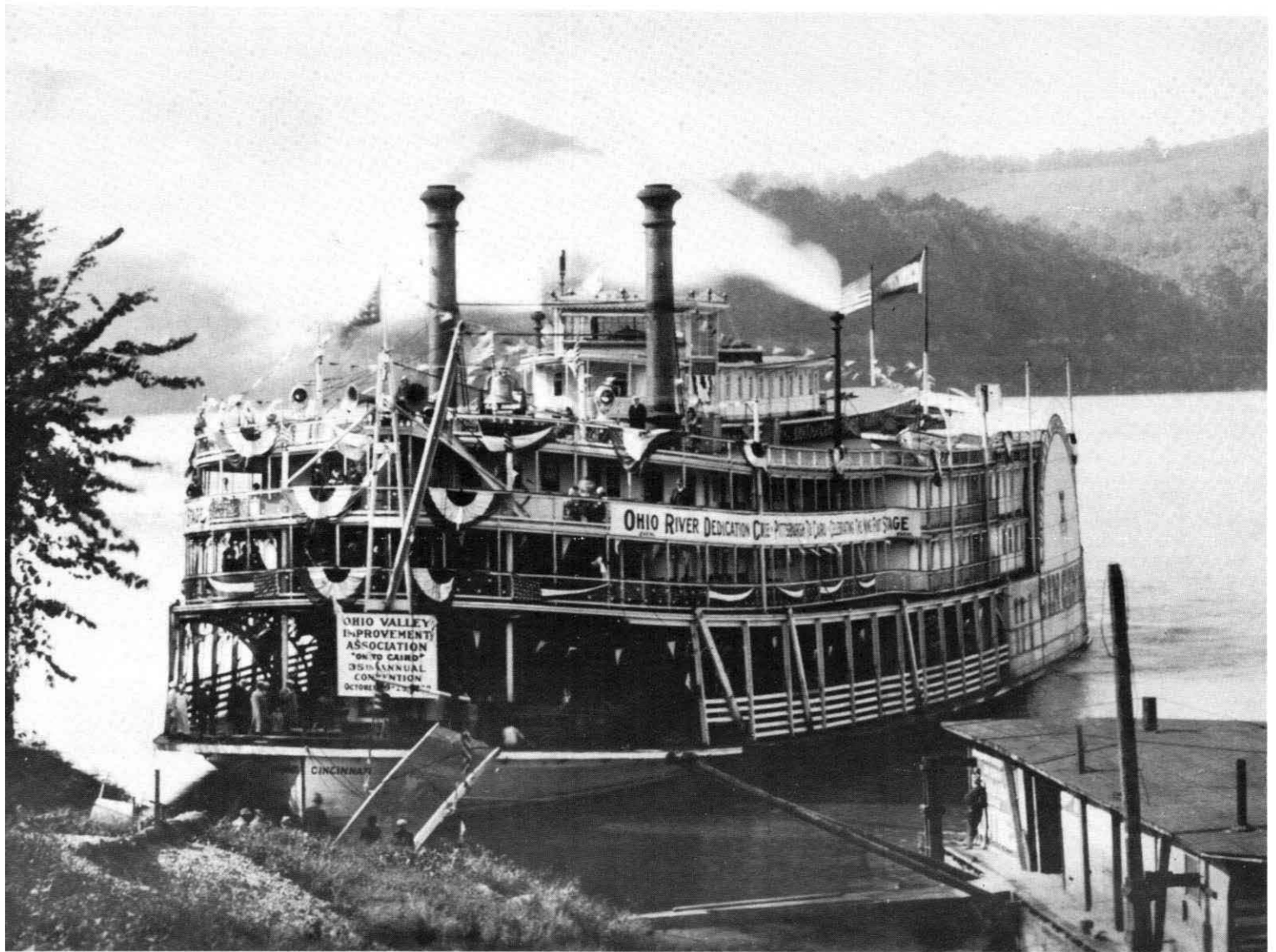
"My husband told me then that in rushing out of the cabin of the sinking boat our child was torn from his arms by the crowd. He could not recover him as he was swept away amidst the immense throng. Fortunately, the child was thrown on a floating mattress in the cabin. A friend of ours, Mr. Hyams, returned to rescue his two little boys who had been left clinging to the chandelier. In swimming through the cabin he saw our child on the mattress. He recognized him and handed him out through the skylight to someone. He saw many children drowning but could not save them as he had his own children to carry out of the water. He did not know then that his eldest daughter (Miriam) and his wife's sister (Elizabeth Smith) were drowned.

"Whole families were drowned, almost without being wakened. There was one deck passenger who had a wife and seven children. All were drowned except one small child. There was Major King, his wife and two children. They could not save his children. One, the youngest, was drowned in its mother's arms. Poor Mrs. King! She was almost a maniac with grief. The scene was heart-rending to the extreme."

In conclusion, Mrs. Garrett wrote: "We were all carried back to New Orleans aboard the DE SOTO, certainly a dreary and miserable looking set. I myself was suffering fearfully with my left wrist. For the first time in my life I fainted, but after getting to a boarding house in the city."

Noteworthy is the fact that the survivors of the BUCKEYE disaster later published a certificate exonerating the Captain and other officers of the BUCKEYE from all blame or fault, but attributing, instead, the mishap to "a combination of unfortunate circumstances which no precaution or foresight could have averted."

Mrs. Garrett, author of the foregoing account, later developed complications in her split wrist bone, necessitating amputation of her left hand in 1845.



Completion of Ohio River dams was celebrated -S. Durward Hoag, copy photo.
The CINCINNATI is shown at St. Marys, W. Va. enroute to Cairo, Ill.

The flagship CINCINNATI of the Louisville & Cincinnati Packet Co. was chartered to the Ohio Valley Improvement Association in October, 1929. With a lengthy list of notables aboard, she went from Pittsburgh to Cairo, the whole length of the Ohio River, celebrating the completion of the 50 locks and dams.

One of the pilots on that occasion was Capt. Jesse P. Hughes. We have persuaded him to relate some of the incidents enroute.

"The canalization of the Ohio River was a long time being realized. The first of the dams, 4.7 miles below Pittsburgh, was dedicated in October, 1885. The second one, 28 miles below Pittsburgh, came much later, and was not completed until August 5, 1904. I recall the date with no trouble as the first steamboats locked there were the LORENA and GREENWOOD, and I was pilot on the latter. I blew the first whistle of salute.

"In 1929 all 50 of the dams were completed. The CINCINNATI was brought to Pittsburgh, commanded by Capt. James O'Brien. Capt. James H. Rowley and I were the pilots. Captain Rowley had been on a boat at the opening of the first one in 1885 and, as I say, I had been at the opening of the

second one.

"On the morning of Saturday, Oct. 19, 1929, after the fog had cleared, we departed, followed by the GREATER PITTSBURGH and the QUEEN CITY. At the Dravo shipyard on Neville Island a big steel barge was launched as we passed. I happened to be on watch approaching Parkersburg and saw that something was being lowered from the B&O Railroad bridge. I slowed down the boat, and a group of men on the bridge lowered down on a rope a large basket of flowers, greetings from the Parkersburg Chamber of Commerce.

"When we got to Pt. Pleasant the TOM GREENE joined us and escorted us from there to Cincinnati. At Huntington there was a huge electric sign bidding us welcome, a band played 'West Virginia Hills' and West Virginia governor Conley gave an address and joined the party.

"At Cincinnati U.S. president Herbert Hoover dedicated a high, white monument in Eden Park overlooking the river. He and Mrs. Hoover boarded the GREENBRIER and proceeded with us to Louisville. Capt. Leslie Hill gave up his quarters to the president and his first lady, and slept that night curled up in a coil of manila rope down in the deckroom.

"The entire city wharf at Evansville looked like a sea of upturned faces. Finally we arrived at Lock 53, the last one completed and now ready. A streamer of satin ribbon had been stretched across the lock chamber, and after ceremonies it was cut, and our boats passed through.

"When we got to Cairo the CINCINNATI and the GREATER PITTSBURGH continued out to the junction of the Ohio and the Mississippi, there turned, and landed at the city wharf. Mayor August Bode did the honors. It was a perfect October day and that evening the sunset was red and golden.

"At ten o'clock that night, with stars twinkling overhead, the two boats rang their bells for departure. The GREATER PITTSBURGH was first to leave. Then came two taps from the bell on the CINCINNATI, and she was on her way back up the Ohio. A band played "Til We Meet Again."

"During the entire voyage, from place to place, there was wailing of sirens, ringing of bells, blowing of whistles, and the firing of gun salutes. Crowds waved streamers, flags, shirts, hats and handkerchiefs. At every stop bands played and the drummers beat their big bass drums wildly. Passing railroad trains tooted. At manufacturing plants we saw people extended so far out of windows that it seemed they might lose their balance."

And so the canalization of the Ohio River was fittingly celebrated. Barely a year later, in the summer of 1930, the Ohio River valley experienced the worst drought in years. Said W. C. Devereaux, U.S. Meteorologist of Cincinnati: "The rainfall in the Ohio valley in 1930, from March 1st to October 6th, has been about 15 inches, or slightly more than one-half of the normal amount. During this period every dam in the Ohio River has been in operation every day. The stage of water was so well maintained, that only for two days was the water below the normal 9-foot stage. Therefor the dams in the Ohio River have met a most severe test."

Capt. J. W. Rutter has furnished for us a reservation list of those passengers who made the historic 1929 voyage aboard the CINCINNATI. We give it here in full in expectation that many of the names will be recognized by older S&D members and a few of the old-old timers will remember various of these delegates as good friends.

Ackard, Capt. and Mrs. A. O.,
Carnegie Steel Co., Frick Annex Bldg.,
Pittsburgh, Pa.

Affelder, L. J.,
American Bridge Co., Frick Bldg., Pittsburgh,
Pa.

Albers, Mrs. Henry,
1340 Rhode Island Ave., N.W.,
Washington, D.C.

Angert, Jeanne,
Clerk, Ohio Valley Improvement Assn.,
Cincinnati, Ohio.

Angloch, Milton Charles,
Pres., Vesta Coal Co. (J&L), Third Ave. and
Ross St., Pittsburgh, Pa.

Archbold, Sherman Dana,
Supt. Ohio Div., Standard Shipping Co. (Stand-
ard Oil Co. of N.J.), Box 710, Parkersburg,
West Va.

Ardery, Major E. D.,
Corps of Engineers, Huntington, West Va.

Arnold, D. L.,
Fairbanks Morse & Co., Diesel Engine Div.,

Chicago, Ill.

Arnold, Hon. William W. and Mrs.,
State Representative, Robinson, Ill.

Arnott, Davis,
American Bureau of Shipping, 3217 Grant Bldg.,
Pittsburgh, Pa.

Arras, Col. and Mrs. J. W.,
Senior engineer, U. S. Engineers, Pittsburgh,
Pa.

Avery, Coleman,
Attorney, 1327 Union Central Bldg., Cincinnati,
Ohio

Ayres, J. D.,
Union Barge Line Corp., Wabash Bldg., Pitts-
burgh, Pa.

Baer, Carl J.,
Pres., Standard Unit Navigation Co. and v.p. of
Mississippi Valley Barge Line Co., Planters
Bldg., St. Louis, Mo.

Baggs, Mr. and Mrs. Frank M.,
Sec. The Employers Assn., First Ntl. Bank Bldg.,
Portsmouth, Ohio

Bain, Lieut. Col. Jarvis J.,
U. S. Engineers, 1506 Keenan Bldg., Pittsburgh,
Pa.

Baker, W. J.,
W. J. Baker Co., 1028 Saratoga St., Newport, Ky.

Barnes, James P.,
Pres. Louisville Railway Co., Louisville, Ky.

Barrett, Mr. and Mrs. Oscar F.,
The Barrett Line, 1121 Chamber of Commerce Bldg.,
Cincinnati, Ohio.

Barrett, Mr. and Mrs. O. Slack,
The Barrett Line, 1121 Chamber of Commerce Bldg.,
Cincinnati, Ohio.

Barth, Harold B.,
Sec. Chamber of Commerce, 510 Little Bldg.,
East Liverpool, Ohio.

Berry, Capt. William L.,
Manager, Ayer & Lord Tie Co., Box 22, Paducah,
Ky.

Bettinger, Mrs. Albert,
Sunny Point, EauGalle, Fla.

Binder, E. G.,
American Bureau of Shipping, 3217 Grant Bldg.,
Pittsburgh, Pa.

Black, John W.,
Publisher, National Waterways Magazine, 1004
Clark Bldg., Pittsburgh, Pa.

Bode, Hon. August,
Mayor, Cairo, Ill.

Bohmer, Charles H.,
Security Bank, Louisville, Ky.

Booth, Dr. E. R.,
601 Traction Bldg., Cincinnati, O.

Bowyer, Capt. Charles C.,
Merchants National Bank, Pt. Pleasant, W. Va.

Broden, Mr. and Mrs. Edwin H.,
Mgr. wire mills, American Steel & Wire Co.,
826 Frick Bldg., Pittsburgh, Pa.

Buchert, Mr. and Mrs. Jacob,
Ansonia Copper & Iron Works, 621 Evans St.,
Cincinnati, O.

Bunton, Charles C., and Mrs.,
Mgr. river transportation, Pittsburgh Coal
Co., 8 Market St., Pittsburgh, Pa.

Burgy, W. C.,
Busch, Sulzer Bros. Diesel Engine Co., St.
Louis, Mo.

Caldwell, J. H.,
Merchants Exchange, St. Louis, Mo.

Calhoun, Patrick,
American Barge Line Co., North Preston St.,
Louisville, Ky.

- Campbell, George H.,
B&O Railroad, Baltimore, Md.
- Campbell, W. S.,
Kentucky-Indiana Railway Terminal Co., 2910
High St., Louisville, Ky.
- Canfield, Hon. Harry and Mrs.,
Member of Congress, Batesville, Ind.
- Casey, John S.,
Pres. Midland Barge Co., Midland, Pa.
- Castellini, J. J.,
J. J. Castellini Co., Court and Vine Sts.,
Cincinnati, O.
- Castellini, W. A. A.,
Publicity Director, Ohio Valley Improve-
ment Association, Cincinnati, O.
- Cavanaugh, Capt. Thomas,
Mgr. River Transportation, Wheeling Steel
Corp., Wheeling, W. Va.
- Collarius, Mr. and Mrs. Herman,
22 East 12th St., Cincinnati, O.
- Chappel, Bennett,
American Rolling Mills Co., Middletown, O.
- Cleland, J. H.,
Minneapolis Tribune, Minneapolis, Minn.
- Coakley, J. A.,
American Steel & Wire Co., Frick Bldg.,
Pittsburgh, Pa.
- Clark, James, Jr.,
J. C. Clark, Jr. Electric Co., Louisville,
Ky.
- Cochran, Mr. and Mrs. Robert,
Sec. (retired) January & Wood, Maysville, Ky.
- Conley, Governor and Mrs. William G.,
Executive Mansion, Charleston, W. Va.
- Cooper, George A.,
Ex. Sec., Chamber of Commerce, Parkers-
burg, W. Va.
- Cooper, Governor and Mrs. Myers Y.,
Executive Mansion, Columbus, Ohio.
- Cornish, Mr. and Mrs. L. D.,
Purchasing Dept., Division of Waterways,
Chicago, Ill.
- Corry, Anthony,
Dennis and Corry Sts., Cincinnati, O.
- Crockett, Arthur E.,
Mgr. Bureau of Instruction, Jones & Laughlin
Steel Corp., 311 Ross St., Pittsburgh, Pa.
- Crutcher, Thomas B.,
Crutcher Bros., Jackson St. and River Road,
Louisville, Ky.
- Culkins, Mr. and Mrs. W. C.,
Sec., Ohio Valley Improvement Assn., Cincin-
nati, O.
- Carpenter, Hiram A.,
St. Marys, W. Va.
- Dann, Mr. and Mrs. Alex W.,
Dravo Corporation, Neville Island, Pa.
- Davis, Tom,
State Senator, Harrisville, West Va.
- Decker, Mr. and Mrs. Henry,
International Steel & Iron Co., Evansville,
Ind.
- Deisler, Mr. and Mrs. George F.,
Advertising Agent, Ohio Valley Improvement
Asso., Cincinnati, O.
- Dempsey, Hon. S. Wallace,
Chairman, Rivers and Harbors Committee,
House of Representatives, Washington, D.C.
- Dieterle, Mr. and Mrs. George F.,
1017 Chamber of Commerce Bldg., Cincinnati,
Ohio.
- Douglass, H. E.,
St. Louis Post Dispatch, St. Louis, Mo.
- Dutton, Tom W.,
Chamber of Commerce, Baton Rouge, La.
- Donahue, Mrs. Maurice H.,
764 Froome Ave., Cincinnati, O.
- Eichleay, John P.,
John Eichleay Jr. Co., South 20th St.,
Pittsburgh, Pa.
- Ellis, Charles B.,
The Gulf Companies, Box 1214, Pittsburgh,
Pa.
- Ellis, Mr. and Mrs. Roy C.,
Hopkins Fertilizer Co., New Albany, Ind.
- Ellison, Mrs. J. Frank,
2327 Ashland Ave., Cincinnati, O.
- Elsy, Capt. and Mrs. Phil C.,
Elsy River Transportation Co., Brentwood,
Pittsburgh, Pa.
- Enquirer, Cincinnati,
Kenneth Doris, 609 Vine St., Cincinnati, O.
- Esselborn, H. J.,
Standard Shipping Co., Box 710, Parkers-
burg, W. Va.
- Esty, Col. Thomas B.,
Mississippi-Warrior Service, Federal Com-
merce Trade Bldg., St. Louis, Mo.
- Ferguson, Col. Harvey B.,
U. S. Engineers, Cincinnati, O.
- Fitzgerald, Mr. and Mrs. Thomas,
Pittsburgh Street Railway Co., Pittsburgh,
Pa.
- Forgey, Mr. and Mrs. B. F.,
Ashland Publishing Co., Ashland, Ky.
- Fox, John A.,
Mississippi Valley Improvement Assn., 611
Locust St., St. Louis, Mo.
- Freiberg, Maurice J.,
Freiberg & Workum Co., First Ntl. Bank Bldg.,
Cincinnati, O.
- Foyce, George T.,
The Daly Lumber Co., Enquirer Bldg., Cincin-
nati, Ohio.
- Garvey, M. L.,
New River Coal Operators Association, W. Va.
- Gibbs, Mr. and Mrs. Edwin C.,
Neare, Gibbs & Co., 211 East Fourth St.,
Cincinnati, O.
- Gillham, Mr. and Mrs. Robert P.,
Hatfield-Campbell Creek Coal Co., 807 Union
Trust Bldg., Cincinnati, O.
- Gilman, Hon. W. Stewart,
Trimble Block, Sioux City, Iowa.
- Gilmore, Charles P.,
Kilsyth, West Va.
- Gilmore, Joseph H.,
Pres., Union Barge Line Co., Wabash Bldg.,
Pittsburgh, Pa.
- Gilmour, Austin W.,
The Herald Post, Louisville, Ky.
- Goble, Monte Jay,
Vice pres. Fifth-Third Union Trust Co., 16
West Fourth St., Cincinnati, O.
- Goddard, T. J.,
Chubb & Sons, 5 South William St., New York
City, N.Y.
- Gordon, L. O.,
Chamber of Commerce, Cincinnati, Ohio.
- Gottchalk, C. W.,
Jones & Laughlin Steel Co., Pittsburgh, Pa.
- Goucher, Samuel,
Toronto, Ohio.
- Grant, George W.,
302 Inter. Southern Bldg., Louisville, Ky.
- Green, Capt. George M.,
Supervising Inspector, Sixth District,
Louisville, Ky.

- Greene, Mrs. Mary Becker,
Greene Line Steamers, Cincinnati, O.
- Greene, Capt. Tom R.,
Greene Line Steamers, Cincinnati, O.
- Griffith, A. T.,
Association of Commerce, Peoria, Ill.
- Guckenberger, Mr. and Mrs. H. J.,
Hanke Bros. Co., 12th and Main, Cincinnati, O.
- Hague, R. L.,
Standard Shipping Co., Box 710, Parkersburg,
W. Va.
- Hall, Mr. and Mrs. D. P.,
T. J. Hall & Co., 2410 Union Central Bldg.,
Cincinnati, O.
- Hall, Fred E.,
T. J. Hall & Co., 2410 Union Central Bldg.,
Cincinnati, O.
- Hallock, J. K.,
Universal Portland Cement Co., 518 Frick
Bldg., Pittsburgh, Pa.
- Hampton, G. S.,
Fifth-Third Union Trust Co., 14 West 4th St.,
Cincinnati, O.
- Harding, Hon. W. L.,
Northwestern Terminal Co., 226 South Water
St., Evansville, Ind.
- Harman, Jacob A.,
River & Rail Terminals, Peoria, Ill.
- Hartenfeld, E. J.,
Northwestern Terminal Co., 226 South Water
St., Evansville, Ind.
- Hatcher, Robert A.,
City Clerk, Cairo, Ill.
- Hatfield, Mr. and Mrs. James T.,
Hatfield-Campbell Creek Coal Co., 807 Union
Trust Bldg., Cincinnati, Ohio.
- Heekin, Mr. and Mrs. Albert E.,
Heekin Can Co., Water and Walnut Sts., Cin-
cinnati, O.
- Helmick, A. L.,
State Senator, Charleston, West Va.
- Henkel, L. J.,
Asst. Sec., Ohio Valley Improvement Assn.,
Cincinnati, O.
- Henie, Maurice,
Cincinnati Post, Post Square, Cincinnati, O.
- Heyworth, Mr. and Mrs. Lawrence,
Lawrence-Congress Construction Co., 506 South
Wabash, Chicago, Ill.
- Heslop, Robert J.,
Mgr., Pt. Pleasant Machine Works, Point
Pleasant, West Va.
- Higbee, M. Vance,
Geo. S. Kausler, Ltd., 821 Hibernia Bank Bldg.,
New Orleans, La.
- Higgins, S. C.,
New River Coal Operators Assn., W. Va.
- Hilgenberg, Mr. and Mrs. C. A.,
Indianapolis, Ind.
- Hofmokol, F. W.,
Chamber of Commerce, Baton Rouge, La.
- Hoover, D. N.,
Supervisor, Steamboat Inspection Service,
Washington, D.C.
- Hopkins, Mrs. J. C.,
American Steel & Wire Co., Frick Bldg.,
Pittsburgh, Pa.
- Hornbrook, S. C.,
Evansville Ways Co., Foot of Fulton Ave.,
Evansville, Ind.
- Howard, Mr. and Mrs. James E.,
Howard Ship Yards & Dock Co., Jefferson-
ville, Ind.
- Hull, Hon. William E.,
Member of Congress, Peoria, Ill.
- Hunsicker, Bayard W.,
Treas., Midland Barge Co., Midland, Pa.
- Ingersoll, Mr. and Mrs. A. C.,
Philadelphia & Cleveland Coal Co., 126 East
Sixth St., Cincinnati, O.
- Ingraham, Forrest W.,
Sales Mgr., Marietta Manufacturing Co.,
Pt. Pleasant, West Va.
- Inslee, Miss Frances,
Board of Commerce, Parkersburg, West Va.
- Irwin, Mrs. C. Montague,
Association of Commerce, St. Paul, Minn.
- Jenckes, Mrs. Virginia,
Wabash-Maumee Valley Improvement Assn.,
Terre Haute, Ind.
- Jenkins, Hon. T. A.,
Member of Congress, Washington, D.C.
- Johnston, Mr. and Mrs. William T.,
Wm. T. Johnston Co., 214 Vine St., Cincin-
nati, Ohio.
- Jones, Carl,
Editor, Minneapolis Journal, Minneapolis,
Minn.
- Jones, G. B.,
Standard Shipping Co., Box 710, Parkers-
burg, West Va.
- Jones, Wm. Larimer, Jr.,
Jones & Laughlin Steel Corp., Pittsburgh,
Pa.
- Joy, Mr. and Mrs. R. A.,
Joy Tarbell Lumber Co., 5527 West 66th St.,
Chicago, Ill.
- Kaufmann, Albert,
Pres. Brentwood Council, Pittsburgh, Pa.
- Kearns, Hon. and Mrs. Charles,
Member of Congress, Amelia, Ohio
- Kearns, Mr. and Mrs. George M.,
Kearns Coal Co., 1604 First National Bank
Bldg., Cincinnati, O.
- Kehoo, Mr. and Mrs. James N.,
Bank of Maysville, Maysville, Ky.
- Kimball, R. G.,
Standard Shipping Co., Box 710, Parkers-
burg, W. Va.
- Kivlehan, Miss Theresa,
Board of Commerce, Parkersburg, W. Va.
- Kleymeyer, H. C.,
708 Furniture Bldg., Evansville, Ind.
- Kleymeyer, Clifford A.,
708 Furniture Bldg., Evansville, Ind.
- Kleymeyer, Ralph,
708 Furniture Bldg., Evansville, Ind.
- Kutz, Col. C. W.,
U.S. Engineers, Washington, D.C.
- Lang, Mr. and Mrs. W. J.,
Mgr., Standard Oil Co., Evansville, Ind.
- Larned, Mr. H. A. and Daughter,
Oxford, Mass.
- Laughlin, Hon. George A.,
Wheeling News, Wheeling, W. Va.
- Layfield, Mr. and Mrs. Harry,
Supervising Inspector, Seventh District,
810 House Bldg., Pittsburgh, Pa.
- Leaf, Col. J. P.,
Rochester, Pa.
- Lee, Powell,
Louisville Times, Louisville, Ky.
- Lehman, Mr. and Mrs. George M.,
Chamber of Commerce, Pittsburgh, Pa.
- Lett, Miss Margaret,
104 Tenth Ave., Dayton, Ky.
- Levy, Bernard,
J. Levy Sons, Third and Walnut, Cincinnati,

- Ohio.
- Leer, Mr. and Mrs. Maurice,
Cincinnati Gymnasium Athletic Club, Cincinnati, O.
- Ludwig, Charles,
Cincinnati Times-Star, Cincinnati, Ohio.
- Martin, Lorenze,
Washington, D.C.
- McDiarmid, Mr. and Mrs. C. J.,
808 Traction Bldg., Cincinnati, Ohio.
- McIntyre, Capt. and Mrs. M. W.,
Union Central Life Insurance Co., Union Central Building, Cincinnati, O.
- McKinney, William L.,
Elsey River Transportation Co., 508 House Bldg., Pittsburgh, Pa.
- McKinney, Ray,
Chamber of Commerce, Pittsburgh, Pa.
- Macleay, Lachlan,
Secretary, Mississippi Valley Association,
511 Locust St., St. Louis, Mo.
- Mackentepe, Mr. and Mrs. F. E.,
502 St. Paul Bldg., Cincinnati, O.
- Marietta Chamber of Commerce,
Marietta, O.
- Marsh, A. Fletcher,
Marsh & Truman Lumber Co., 332 S. Michigan Ave., Chicago, Ill.
- Martin, Frank,
Hotel Association, Hotel Metropole, Cincinnati, O.
- Mathers, Mr. and Mrs. Hiram S.,
311 Mercantile Library Bldg., Cincinnati, O.
- Mergler, Henry L.,
Fifth-Third Union Trust Co., 14 West Fourth St., Cincinnati, O.
- Merrill, Mr. and Mrs. Ernest M.,
Kanawha Valley Improvement Assn., Charleston, W. Va.
- Miller, H. S.,
OVIA Convention Reporter, Meadville, Pa.
- Moren, Capt. and Mrs. James,
American Steel & Wire Co., Frick Bldg., Pittsburgh, Pa.
- Mongan, R. O.,
SKF Industries, Inc., 40 East 34th St., New York, N.Y.
- Morhart, J. A.,
Middleport, Ohio.
- Morris, Capt. A. A.,
663 Eleventh St., San Pedro, Calif.
- Morse, Edward K.,
Consulting Engineer, 345 Fourth Ave., Pittsburgh, Pa.
- Morse, Mr. and Mrs. W. W.,
Operating Manager, Inland Waterways Corp.,
523 Marquette Ave., Minneapolis, Minn.
- Neekamp, C. J.,
Ashland, Ky.
- Neare, Mr. and Mrs. C. J.,
Neare, Gibbs & Co., 211 E. Fourth St., Cincinnati, O.
- Nehrbas, Mr. and Mrs. F. P.,
Chamber of Commerce, Evansville, Ind.
- Newton, H. S.,
Monongahela West Penn Public Service Co.,
Fairmont, West Va.
- Nichols, Mr. and Mrs. Harold W.,
Fox Paper Co., Lockland, Ohio.
- Nichols, Lewis L.,
New York Times, New York, N.Y.
- Nickell, Mr.,
Bureau Foreign and Domestic Commerce, Dept. of
Commerce, Washington, D.C.
- Nippert, Mr. and Mrs. A. K.,
1201 Keith Bldg., Cincinnati, Ohio.
- Nippert, Louis,
1201 Keith Bldg., Cincinnati, Ohio.
- Noelting, Mr. and Mrs. B. H.,
Faultless Castor Co., Evansville, Ind.
- Newton, Hon. C. A.,
Mississippi Valley Improvement Assn., 511
Locust St., St. Louis, Mo.
- Noll, Capt. J. Orville,
Steubenville, Ohio.
- O'Neill, Mr. and Mrs. Kline,
Augusta, Ky.
- Orchard, Mr. and Mrs. C.,
Pittsburgh, Pa.
- Oxtoby, A. P.,
Wheeling Steel Corp., Wheeling, W. Va.
- Parker, Lt. Col. W. W.,
U. S. Engineers, 405 Custom House, Cincinnati, O.
- Parsons, Harry W.,
Foster-Wheeler Corp., 165 Broadway, New York,
N.Y.
- Patton, Mr. and Mrs. William A.,
V.P. Ohio Valley Improvement Assn., Catletts-
burg, Ky.
- Pilchard, Mrs. L. D.,
2409 Grandview Ave., Cincinnati, O.
- Portsmouth Chamber of Commerce,
Portsmouth, Ohio.
- Powell, Lt. Col. R. G.,
U. S. Engineers, Custom House, Cincinnati, O.
- Puchta, Mr. and Mrs. George,
Queen City Supply Co., Pearl and Elm Sts.,
Cincinnati, Ohio.
- Patterson, Mr. and Mrs. Alex H.,
Water St. near Wood, Pittsburgh, Pa.
- Pogue, Mr. and Mrs. Patterson,
Southern Ohio Motors Co., 1137 Gilbert Ave.,
Cincinnati, O.
- Ramsey, M. A.,
Freer & Blackman, 140 S. Dearborn St.,
Chicago, Ill.
- Rathburn, Katherine,
Middleport, Ohio.
- Ransdell, Hon. Jos. E.,
United States Senator, Lake Providence, La.
- Reilly, James A.,
Queen City Coal Co., 913 Dixie Terminal Bldg.,
Cincinnati, Ohio.
- Rentlinger, Mrs. Lily M.,
Louisville Hotel, Louisville, Ky.
- Richards, James S.,
409 Race St., Cincinnati, O.
- Richmond, J. L.,
Huntington, W. Va.
- Richter, Russell,
Pittsburgh, Pa.
- Ridenour, Major and Mrs. Lester,
Kelly Creek Colliery Co., Charleston, W. Va.
- Roberts, James Milnor,
McClintic-Marshall Co., Oliver Bldg., Pitts-
burgh, Pa.
- Rodgers, H. Clay,
Rodgers Sand Co., Wood and Water Sts., Pitts-
burgh, Pa.
- Rodgers, Mr. and Mrs. Phil K.,
Rodgers Sand Co., Wood and Water Sts., Pitts-
burgh, Pa.
- Rodgers, Mr. and Mrs. William B.,
Rodgers Sand Co., Wood and Water Sts., Pitts-
burgh, Pa.
- Rosenheim, W. S.,
Huntington, West Va.

- Rose, D. B. G.,
Standard Printing Co., Louisville, Ky.
- Rostock, Frank,
Editor, Cincinnati Post, Cincinnati, O.
- Royal, Ryan,
Commercial Tribune, Commercial Square, Cincinnati, O.
- Ruff, E. J.,
American Bridge Co., 1602 Frick Bldg., Pittsburgh, Pa.
- Ruthemeyer, Mrs. John A.,
764 Froome Ave., Cincinnati, O.
- Sackett, Frederic M.,
United States Senator, Louisville, Ky.
- Sampson, Governor Flem D.,
Governor of Kentucky, Frankfort, Ky.
- Sansom, Capt. and Mrs. Walter C.,
340 Craft Ave., Pittsburgh, Pa.
- Scholl, Mr. and Mrs. L. R.,
Western Union Telegraph Co., Fourth and Walnut, Cincinnati, O.
- Scott, J. M.,
Inter-Southern Bldg., Louisville, Ky.
- Scott, Mr. and Mrs. S. A.,
New River Co., MacDonald, W. Va.
- Selby, Mark W.,
Chamber of Commerce, Portsmouth, O.
- Seibert, Alvah H.,
Chamber of Commerce, Cairo, Ill.
- Sibert, General and Mrs. W. L.,
Bowling Green, Ky.
- Smith, C. E.,
Fairmont, W. Va.
- Smith, James E.,
New Westmoreland Hotel, St. Louis, Mo.
- Smith, Hon. J. L.,
Congressman 6th District, Beckley, W. Va.
- Spalding, Lt. Col. George R.,
U. S. Engineers, Louisville, Ky.
- Stewart, Malcolm M.,
Chamber of Commerce, Cincinnati, O.
- Stone, Mr. and Mrs. E. E.,
Rockefeller Bldg., Cleveland, Ohio.
- Stowe, Albert J.,
Chamber of Commerce, Pittsburgh, Pa.
- Sutherland, Mr. and Mrs. George E.,
West Va. Sand & Gravel Co., Charleston, W. Va.
- Talbott, Vaughn A.,
Chamber of Commerce, Portsmouth, O.
- Taylor, John L.,
American Bridge Co., 1602 Frick Bldg., Pittsburgh, Pa.
- Taylor, Capt. and Mrs. Boyd C.,
Neare, Gibbs & Co., 211 E. Fourth St., Cincinnati, O.
- Tarn, Mr. and Mrs. T. Rees,
Naval Architect, 16 Fancourt St., Pittsburgh, Pa.
- Tennant, Ralph W.,
R. W. Tennant Co., Clark Bldg., Pittsburgh, Pa.
- Terry, Prentiss M.,
U. S. Dept. of Commerce, 421 W. Market St., Louisville, Ky.
- Thatcher, Hon. and Mrs. Maurice H.,
Member of Congress, Louisville, Ky.
- Thomas, Capt. and Mrs. Paul F.,
Twenty-Sixth St. Ferry Co., Proctorville, O.
- Thomas, Mr. and Mrs. Thomas,
209 Post Office Bldg., Cincinnati, O.
- Thompson, Samuel Albert,
National Rivers and Harbors Congress, 824 Colorado Bldg., Washington, D.C.
- Tietig, Mr. and Mrs. Rudolph,
Tietig & Lee, 34 W. Sixth St., Cincinnati, O.
- Tilley, Mr. and Mrs. J. Frank,
Coal Exchange, 547 Wabash Bldg., Pittsburgh, Pa.
- Todd, George D.,
New Albany, Ind.
- Vandermyrn, Mr. and Mrs. A. J. P.,
Industrial Paint Co., Oliver Bldg., Pittsburgh, Pa.
- Viner, Mr. and Mrs. Joe W.,
Queen City Printing Ink Co., South St., Cincinnati, O.
- Vinnedge, E. W.,
Worthington Pump Machinery Co., 1504 First Ntl. Bank Bldg., Cincinnati, O.
- Vogt, Henry,
Henry Vogt Machine Co., Louisville, Ky.
- Vosmer, E. A.,
Fifth-Third Union Trust Co., Cincinnati, O.
- Wachter, L. A.,
235 Wilbur Ave., Columbus, O.
- Wallace, W. W.,
Midland Barge Co., Midland, Pa.
- Warner, R. P.,
Griffs, Cooper & Co., St. Paul, Minn.
- Wasbutsky, Miss Eva,
Chamber of Commerce, East Liverpool, O.
- Washington, Mrs. H. Wyatt,
1428 Fifth Ave., Huntington, W. Va.
- Weissenberger, C. O.,
Marietta Manufacturing Co., Pt. Pleasant, W. Va.
- Welborn, Dr. James Y.,
V.P., Ohio Valley Improvement Assn., 412 South Fourth St., Evansville, Ind.
- Wieck, Capt. Edwin F.,
Chamber of Commerce, Baton Rouge, La.
- Will, Arthur A.,
City Hall, Louisville, Ky.
- Will, Roscoe C.,
Midland Barge Co., Midland, Pa.
- Whittaker, Mrs. J. E.,
663 Eleventh St., San Pedro, Calif.
- Williams, James H.,
Middleport Boiler Works, Middleport, O.
- Williams, Capt. Jeff,
Evansville & Bowling Green Packet Co., Evansville, Ind.
- Williamson, Horace,
Entertainment Bureau, Union Central Bldg., Cincinnati, O.
- Willis, Mr. and Mrs. Charles H.,
Epworth Heights, O.
- Wilson, Alexander,
Member State Legislature, Cairo, Ill.
- Wilson, James,
Evansville Press, Evansville, Ind.
- Wilson, Riley J.,
National Rivers and Harbors Congress, 624 Colorado Bldg., Washington, D.C.
- Winter, Mrs. W. H.,
Providence, R.I.
- Wooten, Mr. and Mrs. J. J.,
Lett & Co., 59 Walnut St., Cincinnati, O.
- Wright, Capt. and Mrs. Donald T.,
The Waterways Journal, 1210 Chemical Bldg., St. Louis, Mo.
- Wurlitzer, Mr. and Mrs. Rudolph,
Wurlitzer Co., 121 East Fourth St., Cincinnati, O.
- Young, Mrs. Eleanor,
2409 Grandview Ave., Cincinnati, O.
- Zeller, Harry A.,
Huntington, W. Va.

The DELTA QUEEN isn't out of the woods yet. A UPI news release dated Oct. 11th quotes an exchange between Coast Guard's Vice Admiral T. R. Sargent and Representative William J. Keating (R) of Cincinnati. "Our view has been that a wooden structure cannot be made fireproof," states Admiral Sargent.

And further, the Admiral makes known certain protective measures the boat still lacks to comply with the terms of the three-year exemption granted by the Congress. Among them:

- Eliminate wood or use fire-proof paint on exposed wood in the boiler room.

- Add another emergency exit from the boiler room.

- Fireproof the diningroom.

- Replace wooden galley doors with steel ones.

- Add fire alarm and control station and equipment.

When these and other correctional changes are completed, Admiral Sargent is quoted as stating that the Coast Guard still will not be satisfied with the boat.

It would be enlightening to learn just when and why the U.S. Coast Guard adopted this negative attitude to the DELTA QUEEN. When she was first brought from California and renovated at the Dravo Marine Ways the Coast Guard supervised the entire job. Before she left there to enter tourist service she had an unqualified U.S. Coast Guard certification. All of their "must do" orders were faithfully performed and the atmosphere was one of cooperation and geniality between Capt. Tom Greene and the USCG. Somewhere along the line, during which time the boat continually was being improved upon, the USCG increasingly became critical. Now they state flat out that the boat is unsafe, and that no amount of "fixing" will make her safe.

Undeniably the USCG over a long period of time has done an about-face. What suited them in 1947 is completely unsuitable to them in 1971. Of course the DQ is now a quarter-century older than she was when she entered Mississippi System service. In 1947 she was owned and operated by dipped-and-dyed river people and the USCG was liberally populated with dipped-and-dyed practical rivermen. This has all changed. The current ownership of the DQ is for the most part on the eastern seaboard, and her management is imported from the west coast. The USCG from top to bottom today is

brine-soaked.

No criticism is intended. What we probe here are reasons for the CG about-face which, we presume, contributed a great deal to the spectacular collision between the CG and the DQ. The difference between this collision and the usual fender-busters is that in this case the population of the USA is on the scene en masse, all asking "How did it happen?"

We're right in there with the populace. Well, what did happen? -Ed.

Sirs: I'll never forget that day that Walt McCoy and I and others spent getting that old-time yawl over to the River Museum in Marietta from Harmar. That was the

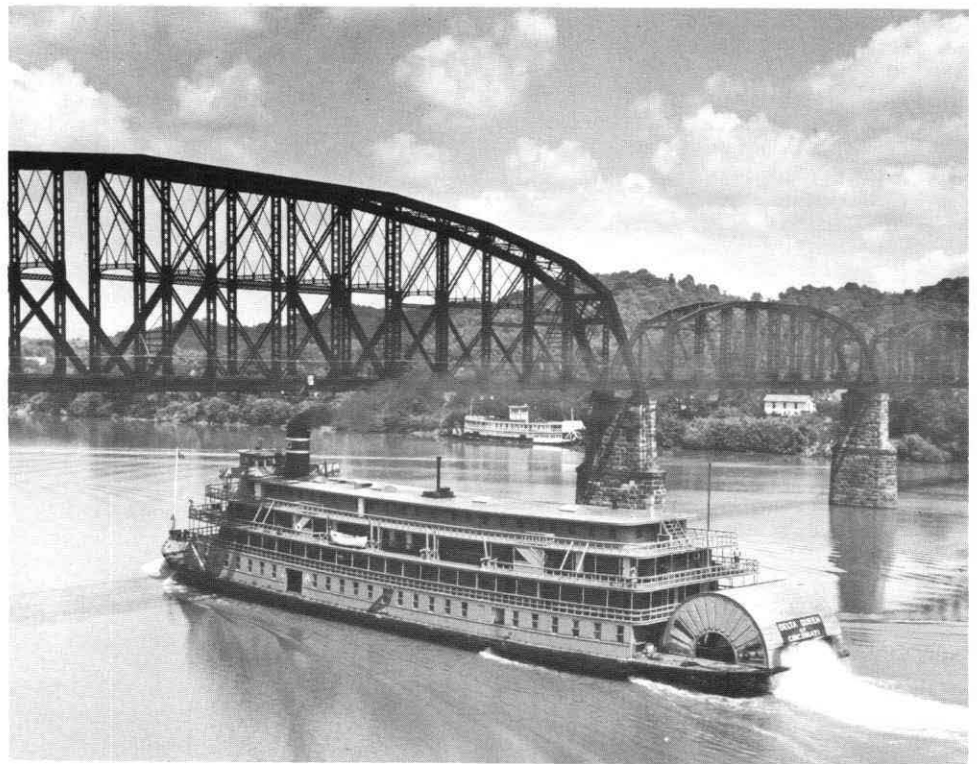
day I really got to know him. Who is going to fill those shoes of his at S&D?

Bob Niemeyer,
1205 Westminster St.,
St. Paul, Minn. 55101

Sirs: Will you please give me the history of the first ISLAND QUEEN? Will appreciate your sending this.

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

=Talk about an answer to a maiden's prayer. Alene is going to get a surprise when she opens up this issue to pages 17-25. -Ed.



Karl W. Smith, 8090 Kellogg Ave., Cincinnati, O. 45230 took this picture from the Silver Bridge, Pt. Pleasant, W. Va. on August 8, 1947. The DELTA QUEEN is upbound enroute to the Dravo Marine Ways, Neville Island, Pa. to become a tourist boat. She is about to "dodge" the K&M RR. bridge. On the Pt. Pleasant side of the Ohio is the towboat ARTHUR HIDER. This is the sole instance of a sternwheeler with an enclosed paddlewheel (West Coast style) going up the Ohio. The DQ was still painted Navy gray, and perhaps you can make out the white-painted letter A just aft of the open main deck doorway (directly below the stack). That was the designation in Suison Bay, California, meaning she was laid up in "A" row in the Reserve Fleet. Karl Smith, taker of this view, called at 121 River Ave., Sewickley, on Friday, Oct. 15 and presented us with this print. He was accompanied by his wife Ann who for 25 years was connected with the Cincinnati Public Library and hence good friend of Carl Vitz, Ernie Miller, Andy Anderson and all. Mr. and Mrs. Smith were in the Pittsburgh area calling on Mrs. Gibson of Avalon. Your scribe was on watch in the pilothouse of the DQ when this was snapped, and his off-watch partner was Capt. Jesse P. Hughes.

We hadn't heard from Cobb L. Stonelevy on the Erie Canal for some time. Now comes a bulletin and he says he was hunkered on a dock at Medina, N.Y. and he heard this splashing. Along came a sternwheeler looking like the old PHILO from Zanesville, and it has no name on it. But it's big-like, 50 feet or so, and the guy running it says he's Sam Harrington of Gasport, N.Y. and Sam says the boat's name is AFTER YOU. So Cobb bites on it. "Why?" "Well, who's it named for?" asks Sam Harrington, "after you." Well, that ought to keep everybody happy for a week.

Yes, Sam Harrington's dream boat is running on the Erie Canal and it's got twin paddlewheels driven with Gray engines through Gravely tractor transmissions with a reduction from 2,000 to 20.

His partner in the deal is William Plath. And that's why Sam Harrington wasn't at S&D this year. "The boat is far better than I ever expected it to be," says Sam. "Causes quite a sensation on the canal. People just don't believe their eyes when they see a paddlewheeler moving

on the water. Will go about 10 mph top speed but it goes better at 6-7."

Micky Frye has been aboard the old lighthouse tender WAKEROBIN, moored at Cincinnati. He befriended the management and came away with many souvenirs. The machinery is still in her, Frisbie engines, 18's- 7½ ft. stroke. But anybody wanting the cylinder heads, apply to Micky. He got one of the pilothouse nameboards, among other things.

Sirs: I do not remember Capt. J. M. White for whom the fine cotton packet J. M. WHITE was named in 1878. My father related that Captain White married a Southern girl who died early in life, and then the motherless children were brought here to Cloverport, two daughters, Ida and Georgia, and one son, Charles. They were reared by aunts.

I remember these three. We were neighbors. Charles was a druggist and I knew him well.

Capt. J. M. White was buried here in Cloverport Cemetery, and his imposing monument is formed

of two columns topped much like steamboat smokestacks. Local lore is that he was buried in a standing position, facing the west bend of the Ohio River, and that this was done at his request.

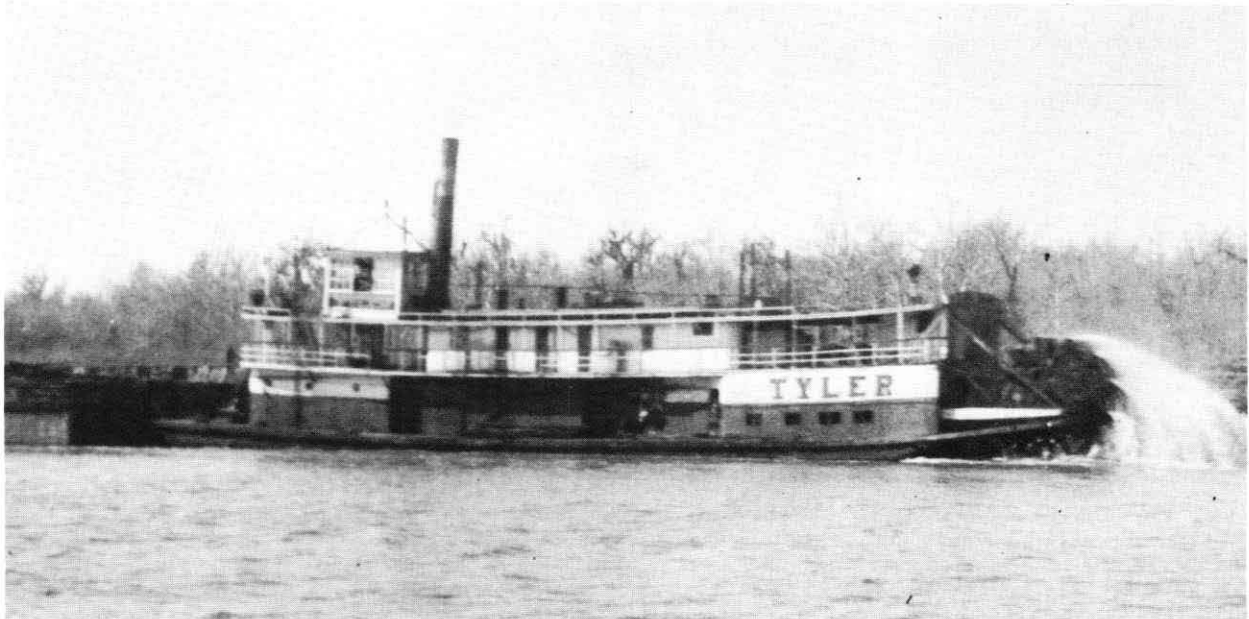
Cloverport is proud of the connections with Capt. J. M. White and his lovely family. My father of course knew him well. His last daughter survived until 1923.

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

Sirs: B. C. Hahn of St. Petersburg, Fla. gave me a clock from the towboat SAM BROWN that blew up at Huntington, W. Va. on the Ohio River in 1916. It blew the clock from the Ohio River to Perrysville, Pa. Anything you can tell me about the boat will be appreciated.

W. K. Bedillion,
541 Franklin Farm Road,
Washington, Pa. 15301

=Distance a crow flies Huntington to Perrysville, Pa. is 200 miles. Does the clock still run? -Ed.



Oh yes, we've had at least one boat on the Mississippi that was from the Hudson. The one-stacker TYLER (above) was built at Newburgh, N.Y. in 1920. We don't know anything about her Hudson River career, save that her name those days was TOPILA. Then she became an oil barge in Mexico. Then about 1930-31 Capt. Billy Bisso in New Orleans acquired the barge (steel) and made the steam sternwheel towboat TYLER, using the barge for the hull and putting in the engines (14's- 6 ft. stroke) from the packet JOHN D. GRACE.

Capt. Billy once had the TYLER to Green-

wood, Miss. on the Yazoo, towing cotton in barges to New Orleans, this in March, 1932. In July that year he shoved a barge of sugar from the Godchaux refinery to St. Louis with the boat. Billy Bisso, Jr. was master, and Wallace Lamb and Walter Royster were the pilots.

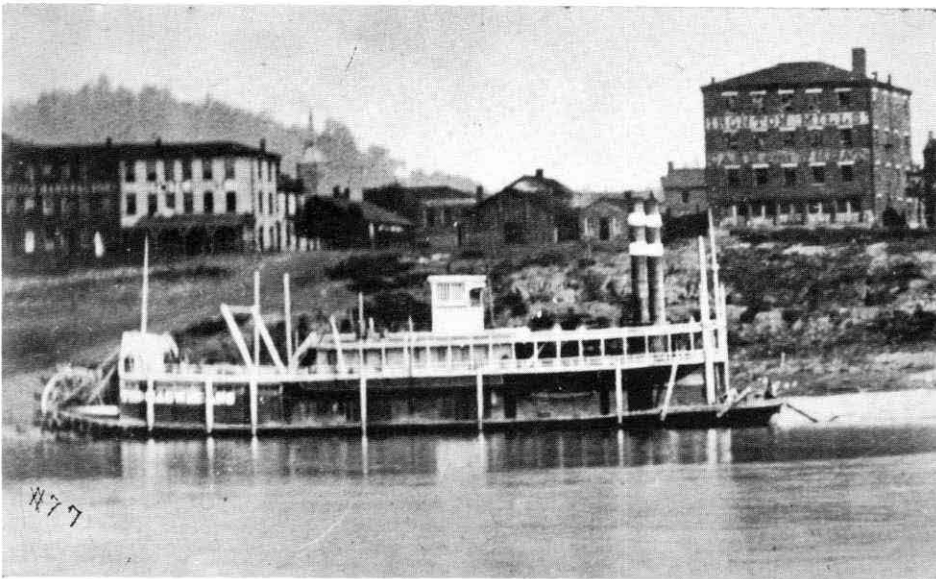
Later she was laid up in the Bisso fleet at New Orleans and disintegrated over a period of years. Our thanks to William E. Reed for the picture, from the Ben Gilbert collection.

Regarding the picture of the wrecked towboat MINNESOTA shown in the Sept. issue, page 21, we learn that Captain Leonard W. Thompson of Jefferson City was a crew member when the accident happened. This was his second participation in a Missouri River calamity. He was also aboard the sternwheel GEORGE G. KEITH when she flipped over at Glasgow, Mo., drowning Capt. Edgar Freemonth, his wife and infant daughter, this on May 27, 1927. The boat was raised later.

About that picture of the showboat HOLLYWOOD shown sunk in the September issue: C. W. Stoll has done some head-scratching and he says maybe--just maybe--she sank in Clarks River, Mile 4.4 on the Tennessee, a short distance above its confluence. The picture may

have been taken from the US Highway 60 bridge. This surmise stems from a recollection of CW's that he took a picture long, long ago from that location of a showboat and the towboat MARGARET HALL. Seems to us the HALL was towing the COTTON BLOSSOM showboat built on the hull of the old towboat INLAND. If and when CW finds the negative we'll see.

The ownership of the famed tug LIZZIE B, built in 1884 on an iron hull, and once used by James B. Eads, has been transferred to Dr. Thomas H. Gandy, Natchez, Miss. Dr. Gandy wants to preserve the historic craft and from what we hear he is considering placing it in the yard of his Myrtle Banks homestead.



On page 46 of this issue Joe Goold says the THOMAS W. MEANS was the first towboat owned by the Campbell's Creek Coal Co. and their offshoot Ohio & Kanawha Transportation Co. This picture was taken at Ironton, O. away back when. The MEANS was built at Cincinnati in 1872 on a wood hull 146 by 27. The original owner was the Cincinnati & Ironton Barge Line Co. with Capt. Wash Honshell, president; James M. Kirker, superintendent, and George A. Knight, secretary. Capt. Will Kirker was master of the MEANS towing model barges loaded with pig iron and nails from Ironton to St. Louis and returning them loaded with grain and iron ore. The grain was taken to Huntington for reshipment east on the new C&O Railroad (see Sept. '71 issue, page 26) and the ore was used in the Hanging Rock-Ironton area. Rivermen called this the "Red Line" inasmuch as the MEANS and her partners (ETNA and COBB CECIL) had red-painted main deck bulkheads. The stacks were banded with white collars inasmuch as the Red Line was an offshoot of the White Collar Line (see pages 39-43 this issue). Later the MEANS was sold to the Campbell's Creek Coal Co. and towed coal from the Kanawha River to the Cincinnati-Louisville area. A news dispatch dated May 1, 1885 says "The sunken THOMAS W. MEANS has been raised and lies at Campbell's Creek landing; she's well up in years." Her hull was used as a wharfboat at Lawrenceburg, Ind. and was doing service there in 1894.

The BELLE OF RICHMOND made her first appearance in the Pittsburgh harbor on Sept. 22nd last. Commodore Patterson cruised the attractive side-wheeler a short distance up the Monongahela and Allegheny. While in the area the BELLE was berthed two nights at the Valley Marine docks at Coraopolis, kindness of Ed Lilly. Mr. and Mrs. Patterson visited with Mr. and Mrs. Joe Bates and family who recently have occupied the Brandywine homestead and estate on Sewickley Heights, having previously lived in Australia. Mr. Bates is an executive vp. of Alcoa.

Jay P. Ollom of Clarington, O. recalls that he was clerk of the LIBERTY, with Henry Mozena (who was purser) in the Pittsburgh and Zanesville trade for several seasons. Jay was much interested in J. Mack Gamble's new book STEAMBOATS ON THE MUSKINGUM. Later on Jay ran in the Pittsburgh-Wheeling trade on the LIBERTY, and was clerk on the HELEN E when she ran Wheeling-Matamoras, and to Marietta. For a time Jay was part owner in the HELEN E with Capt. Jim Williamson. Jay also operated the Clarington wharfboat for a time.

An oil portrait of Jacob Strader which for years and years has graced the offices of the Little Miami Railroad Co. in the Dixie Terminal Building, Cincinnati, has been completely restored and now hangs in the lovely Baur Room of the College-Conservatory of Music, University of Cincinnati. The presentation was made in concert with the board of directors of the Little Miami RR. by Jack Strader. Dr. Walter C. Langsam, who accepted the portrait for UC, has since retired as UC's president.

Dick Robinson of Pittsburg, Calif. dropped by to tell us that Virgil E. Fuller, 93, is hale and hearty, living at 1228 West 4th St., Chico, Calif. V. E. Fuller and his brother Jim built a towboat at Guyandotte, W. Va. in 1903 named MERMAID, and also an excursion barge. They operated on the Monongahela River principally. Later the MERMAID was owned by George E. Berry (who became U.S. Boiler Inspector at Pittsburgh) and finally by Elmer B. Gribble of South Brownsville, Pa. She was lost in the Fourth Pool, Monon River, while being towed to the docks for repairs, July 25, 1916.



ANNOUNCING

A New Star Attraction
in the
Putnam Family Circus

In The Fourth Ring

An eight-and-one-half-pound
Twenty-two-inch
Burping Bundle Of Boy

IAN NATHANIEL PUTNAM

Premier Performance
12:25 A. M., October 12, 1971

Ian (rhymes with Aegean) Putnam is the fourth arrival in the family of Mr. and Mrs. H. Chase Putnam, Jr., North Warren, Pa.

A late bulletin on the steel hull towboat CLAIRTON moored in Ten Mile Creek, tributary of the Monongahela, indicates that she is not being used for anything. The CLAIRTON is the last surviving steam sternwheel towboat of the once-extensive Carnegie fleet and she was built in 1927. The boilers and machinery are intact. In Oct. 1964 she was sold to the Washington County (Pa.) County Commissioners and was towed from Clairton, Pa. to her present mooring.

William E. Reed was one of the two judges of the Indian Summer Festival exhibition of art, sponsored by the Marietta Art League, at Marietta College on October 9th and 10th.

Bennett Roach of the Shelby News, Shelbyville, Ky., was staying at the Hotel Lafayette in Marietta when the S&D meeting was held last Sept. 18. He wrote a column for his paper when he got back home. Excerpts:

"It was like boarding the ROBT. E. LEE. Musical notes of calliopes and river whistles echoed from electronic recordings. A slide show of old boats on a screen drew a crowd to the center of the lobby.

"Somehow and without warning we had run smack into the annual convention of the Sons and Daughters of Pioneer Rivermen.

"The S&D's are a hearty, exuberant crew, with a great love of conversation. Many young people are in the S&D movement. The old timers of the clan must feel encouraged that there is this young crop to carry on. A few real old riverboat captains were in evidence--after all there were steamboats in the 1920's and even into the 1930's.

"We wandered in on the program after dinner. An unexpected treat was the report of a Keokuk man on the raising of the BERTRAND in the Missouri River, told about in a feature article with pictures in these columns a few weeks ago. The talk centered on the importance of the BERTRAND project in showing the role of steamboats in the opening of the west, before the railroads came.

"They found boxes and boxes of curious fancy corkscrews,' he said, 'and must have expected every miner in Montana to carry one.'

"Capt. Charlie Stoll, one of the most dedicated of the S&D's, was master of ceremonies at the annual banquet and final dinner.

"Marietta is the crown jewel of the upper Ohio River, it says on the S&D program. It is a beautiful setting--a graceful bend in the river, a picturesque island in midstream, a safe mooring in the mouth of the Muskingum--no wonder the place drew flatboat adventurers and settlers, and became 'the first permanent settlement and seat of government in the Northwest Territory.'"

John Knox was the speaker at the October meeting of the Lower Muskingum Historical Society held at Beverly, O. His subject was the Knox Boat Yard.

On the back cover last issue we planted John L. Fryant "in Arlington, Va." His proper address is 6508 Dorset Drive, Alexandria, Va. 22310.



MOST TRAVELLED WOODEN STERNWHEELER: The above picture was taken by William E. (Slim) Brandt at Pike Island Locks, Ohio River, at 3:30 p.m. on Tuesday, April 29, 1969 as the LOUISE left for Florida. This sternwheeler originally was named J. A. CRESAP, built at Clarington, O. at the Mozena Bros. yard in 1923 for J. A. Cresap of Moundsville, W. Va. Her hull measured 65 by 14. Originally she had 40 hp. Some twenty years later she was sold to Crain Brothers, river contractors at Pittsburgh. In 1945 they renamed her SKIPPER, the nickname of Clifford H. Crain, younger brother of Graydon (Bub) Crain who today is associated with Pitmarine Corporation, Georgetown, Pa. In May, 1946 SKIPPER was sold to Leroy Coss, Rayland, O. who kept her moored at his landing most of the time. He hauled her out in high water, blocked her up, and in the 1960's rebuilt the hull. Back afloat, the cabin caught fire from an overheated stove pipe and thanks to the local fire department the boat survived with a badly scorched interior. Leroy Coss in his spare time (he was running a ferry at Rayland) repaired all of the damage, and shortly thereafter he died. The SKIPPER then was bought by Clyde Daily, Toronto, O., in 1967, and he berthed her at Old Lock 10, Ohio River, at Steubenville. Clyde renamed her LOUISE, and in April, 1969 sold her to Capt. Tom Corley and others who fired her up and took off for Panama City, Fla. The much-travelled boat was again sold in August, 1970 to Clyde Ryberg who hailed from--of all places--Chiska, Minn. which is on the Minnesota River. So back she came through the Intracoastal Waterway, and up the Mississippi, and up the Minnesota to her new northern home port. Last report we have had, she still is named the LOUISE. --And she is 49 years young.



These four pilothouse-on-the-roof towboats are moored at the Acme Boiler Works, Gallipolis, Ohio and two of them never again raised steam after this picture was taken. From the left: ROBERT F. BRANDT, ATLAS, RENOWN and TARIC. In the absence of a positive date we are surmising the summer of 1947.

The ROBERT F. BRANDT originally was named WALTER A. WINDSOR built at the Marietta Mfg. Co. in 1929 on a steel hull 165 by 36.1. She had Rees compound engines, 18's, 32's- 8 ft. stroke originally built for the steel hull packet S. S. BROWN in 1906. The American Barge Line bought her late in 1935 and changed her name. The BRANDT was dismantled at Jeffersonville, Ind. in 1950.

The ATLAS originally was named WM. EDENBORN, built by the American Bridge Co., Ambridge, Pa. in 1913. She had a steel hull 143 by 33.1. This four-boiler towboat had compound engines 16's-28's- 8 ft. stroke. She handled railroad transfer barges at Angola, La. until sold to the Sohio Petroleum Co. in the spring of 1942 and renamed. The Island Creek Coal Co., Huntington, W. Va., bought her in Feb. 1945 and never operated her. They sold her to American Rolling Mill Co. in the summer of 1947 who promptly dismantled her.

The RENOWN originally was named SARAH EDENBORN, built at Ambridge, Pa. and completed at Cincinnati in 1909. She also was steel hull sized 146.2 by 33.4. Had four boilers and high pressure engines 18's- 8 ft. stroke. She also was in the r.r. transfer trade at Angola, La. Sohio Petroleum bought her in 1942. In Feb. 1945 she was sold to Island Creek Coal Co. who operated her until 1949.

The TARIC originally was built for the U.S. Engineers at Jeffersonville, Ind. in 1904 with a steel hull 166 by 30. She had four boilers and high pressure engines 18's- 7 ft. stroke. Her original name was H. ST. L. COPPEE and she was in the Vicksburg District for years. Sold in 1935 to the Raymond City Transportation Co. (Kanawha River) and renamed. She towed coal until dismantled in 1947.

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The ATLAS and TARIC were retired soon after the above picture was taken. Runs in our mind that all four may still be afloat and assistance in locating them will be appreciated. The RENOWN is today the wharfboat for the BELLE OF LOUISVILLE, fixed up with modern offices and sleeping quarters, and is moored at Louisville. The Acme Boiler Works was operated by Charles L. Arthur, with his daughter Ethel in the office.

Sons and Daughters of Pioneer Rivermen

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