

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 9, No. 1

Marietta, Ohio

March, 1972



If you live around St. Louis maybe you already know about the ALICE EDNA, pictured above. We have slapped her on the front page because this steel hull steamboat with her double stages, fancy stacks, ornate railings and all, was built for pleasure. In this issue we are recalling many of the privately owned steamboats, steam yachts and even a smattering of de luxe motor driven craft which have ornamented the Mississippi System over the past century--a few longer ago than that. Our thanks to Ruth Ferris for the picture. Let us

confess we did not know the ALICE EDNA existed until Ruth shoved this photograph on our desk.

The last few years have witnessed a phenomenal upsurge in the construction of such sprightly boats, a trend we heartily applaud. Many of them display originality and creative genius, particularly those with paddlewheels (which work!) and recapturing the charm of the steamboats Grandpa loved so much. Our thought and hope is that the pleasure boats depicted in this issue may suggest a few fresh ideas to modern builders.

Our thanks to R. F. (Dick) Robinson for a clipping from the front page of his hometown paper, The Post Dispatch, Pittsburg, Calif., dated Oct. 20, 1971. The four column headline is DELTA KING PIRATED, DAMAGE SUIT ALLEGES and the story, somewhat lengthy, is carried over on page 10.

According to this account, a lawsuit was filed Oct. 19 last in the superior court at Martinez, Calif. in amount of \$700,000-plus against some 19 individuals and several firms who are alleged to have participated in the theft of the DELTA KING from her moorings at Stockton over two years ago.

The suit was filed by attorney Gary R. Rinehart of the Martinez law firm of Cox, Cummins and Rinehart, on behalf of Gene Detgen of Los Angeles, identified by the law firm as owner of the DELTA KING.

Among the defendants are the Lauritzen Towing Co. of Antioch, Calif., and C. H. Lauritzen, Jr. of that firm. The Lauritzen allegedly furnished one of the two tugs that pirated the DELTA KING from Stockton to Sacramento where it presently is moored.

Also named defendants were such illustrious personnel as Tom Horton, columnist for the Sacramento Union newspaper; attorney Geoffrey P. Wong, defeated recently in a bid to become mayor of Sacramento, and Tom Raley, owner of Raley's Supermarkets.

The group allegedly conspired in June of 1969 and "maliciously and wilfully entered into a scheme to deprive plaintiff of the DELTA KING, forming the corporation "Riverboat's Comin', Inc.," to carry out this plot.

Then, it was alleged, in July of 1969, the defendants hired tugs and towed the \$200,000 river boat to Sacramento. The suit also says the group since has used the DELTA KING for commercial purposes and asks an accounting of profits so reaped.

Further, the complaint alleges, the absence of the vessel deprived the owner of an opportunity of making money with the boat for the past two years.

The suit asks punitive damages of \$500,000, plus general damages as proved. (Attorney Clayton Clement of Cox, Cummins and Rinehart told a reporter that this would include the \$200,000 value of the steamboat, plus loss of profits, and damages.)

Some time ago Gene Detgen filed a complaint in admiralty court in the U.S. District Court, Sacramento, and the court ordered the defendants to return the boat to

Detgen.

Instead, according to Clayton Clement, the defendants filed an action in the U.S. District Court claiming ownership of the boat.

But that court, in an action entitled Riverboat's Comin', Inc. vs. Max Mortenson, Melvin Belli and Gene Detgen, dismissed the suit as being frivolous, Mr. Clement said.

The New Yorker magazine in its Nov. 13th issue ran a 12-page article called "Farewell To The ALEXANDER HAMILTON." The writer of the piece, Tony Hiss, scribbled his notes on board while steaming up the Hudson and handed them to the New Yorker per se, not bothering to tidy his text.

Sample:

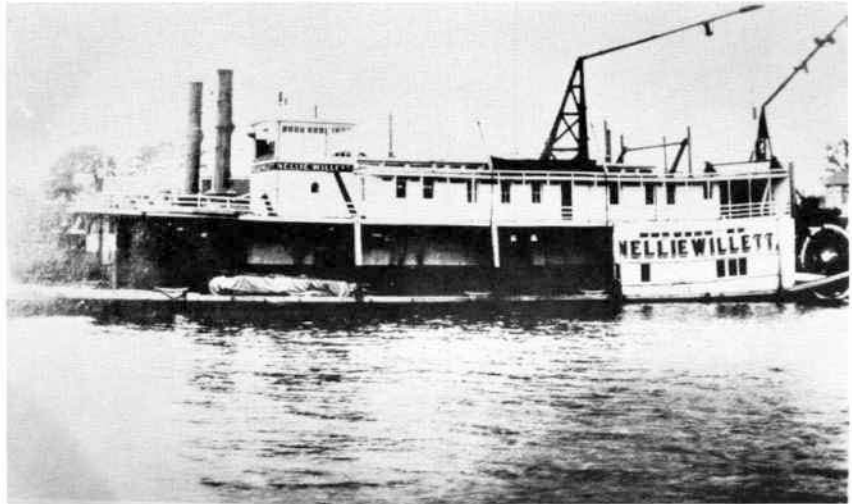
"The wake fm l of the paddle wheels is taking shape directly in fnt of us & the water is hissing quietly. We are not conscious of any sensation of motion & although Edgewater, N.J., is already proceeding fm right to left before our eyes at a pretty steady clip, there are only the gentlest of vibrations under our feet. The Hamilton treads upon this mighty river w/ dignity &

restraint & Authority."

It is an excellent story and may survive as one of the best descriptions of a Hudson River steamboat. The short-cuts in the spelling are not hard to decipher and, although against all rules of publishing, seem to add a certain immediacy. Our hunch is that author Tony Hiss sensed this effect and sold the New Yorker on taking the gamble.

The ALEXANDER HAMILTON was permanently w/drawn fm service on Labor Day, 1971. This yr a diesel boat now being blt in Fla. will replace her.

Jerry Devol sends an item from the Parkersburg (W. Va.) News dated Dec. 5, 1971 reporting that scuba divers have located what they believe to be the wreck of a steamboat on the Little Kanawha River at Elizabeth, W. Va. A boiler and some timbers were located by Sgt. R. P. Smith of the W. Va. State Police and Dewey S. Wherry, Jr. of the Mid-Ohio-Valley Scuba Diving Club. These two were seeking information as to what boat it may be. They plan to recover their findings this coming summer when the water is warmer.



Last October 30 James R. (Jim) Paisley visited at Louisville, Ky. and hunted up William H. Day, 4 Normandie Village, that city, for something of a reunion. They got to talking steamboat and it turns out that Mrs. Day is the former Nellie Willett, for whom the steamboat NELLIE WILLETT was named. Her dad, Capt. Dick Willett, built the towboat at Leavenworth, Ind. in 1904. In May, 1905, he had the boat up Salt River, Ky. to Sheperdsville to bring out two barges of staves, said to be the first boat to ascend that stream so far. The North American Dredging Co. bought the boat in August, 1912 with plans to take it to Mexico. Mrs. Day recalls that her namesake did not survive the trip across the Gulf of Mexico. She has a photograph of the boat loaded on a barge, presumably in the New Orleans area, but the wild waves were a bit too much, and she was lost in transit.



While the DELTA QUEEN makes her "memorable and nostalgic cruises to America's most colorful and historic cities" (to quote a Greene Line folder) her captain sometimes speeds himself up riding a motorcycle. Capt. Ernest Wagner was smoking a cigar while astride this two-wheel steed, and over to the right Roxy, Rita and Lloyd Ostendorf are cheering him on. Sara Beckett, who took this picture, says that Ernie Wagner sputtered up and down the Marietta, O. levee most of the morning--this was taken last summer.

Sirs: The picture in the December issue, page 9, showing a huddle of people around the artist, Mr. Reed, is our family. Our mother is at the left, then me (Randy) and Mike, and our little brother Joe. Our Dad is looking over Mr. Reed's shoulder.

When the picture was taken we were showing Mr. Reed some of Mike's drawings. Mike is an aspiring river artist.

Randy Russell,
Box 781,
Portsmouth, Ohio 45662

=The Russell family lives at Mile 372, says Randy, below Portsmouth and down around Moore Run. The CLAIRE-E dropped in last fall for a call, the Fitchs enroute to Tennessee River. -Ed.

Sirs: Thanks to J. W. Rutter for the passenger list from the CIN-CINNATI on her 1930 cruise. The names of Capt. Phil Elsey, Capt. Tom Greene, the Howards, Capt. James Moren, Capt. Orville Noll and Capt. Donald T. Wright stand out for me.

I had some correspondence this past fall with the Howard-Tilton Library people at Tulane University about the Donald T. Wright collection of pictures and steamboat material. Part of the collection may be used for research, including the photographs, bills of lading, freight bills and advertising cards. Cataloguing is still in process. The collection is on the fourth floor of the library, open daily except Sundays, and 8 to 12 noon on Saturdays.

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

Sirs: Our daughter Jane has been officially accepted at Marietta College and will be enrolling there in September. We may even take her down by boat.

J. William Kisinger,
515 Front St.,
Brownsville, Pa. 15417

=Woody Rutter, Fred Way III and his son Bob, and this editor visited with Bill and Betty Kisinger on Nov. 20th last. Bill operates the J. W. Kisinger Funeral Home in the former residence of Frank P. Silliman. He has a notable collection of Monongahela steamboat pictures. Among his souvenirs is the iron safe from the old packet QUEEN CITY. Bill and his family reside in a modern hilltop home across from Brownsville. -Ed.

Sirs: I have just read the Dec. issue of S&D REFLECTOR and in particular the article relating to Charleston's First Annual Sternwheel Race. I enjoyed the article very much, not only because it accurately reported the event, but it brings back the excitement of that memorable race.

I wish to extend to you and all riverboat fans an invitation to come to Charleston next Labor Day Weekend to witness the second running of what I hope will become an annual event.

John G. Hutchinson,
Mayor,
Executive Department,
Charleston, West Va.

=Chairman of the 1972 event will again be Nelson Jones. -Ed.

"Sleepin' good,
Sleepin' good.
Gimme dem covers,
I wish you would.
I know you's tired
And sleepy, too,
I hates to do it
But I'se got to do,
For you must rise and shine
For dis Admiral Line."

The late Ralph Bunche, for 16 years identified with the United Nations, worked in the galley of

an Admiral Liner in his youth and remembered the above song of the 5 a.m. call boy who awakened the crew. In our excursion boat days this refrain was spoken with a soft Kentucky inflection: "Come on, Cap; rise and shine for the Streckfus Line."

Steve Hoag ran this in his column "Round and Round," Marietta Times, January 4 last:

PRE-OHIO INCOME TAX NOTES: Campus Martius Museum and the W. P. SNYDER Towboat Museum were quietly closed Sept. 7, 1971 without fanfare, said due to the State's critical financial condition. CMM was quietly reopened Nov. 9, 1971. No reason was given for reopening except the State's critical financial condition. The Rufus Putnam Home restoration, started during the summer of 1966 was quietly resumed without much fanfare due to the critical financial condition of the State of Ohio--on Nov. 10, 1971.

Sirs: In reference to the Yukon Steamboat story in the Dec. issue imagine \$500 fine for blowing a whistle! We're in worse shape than I imagined.

Richard Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

S&D REFLECTOR

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VOL. 9, NO. 1

MARIETTA, OHIO

MARCH, 1972

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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

The annual S&D meeting will be held on the week-end of Saturday, September 16, 1972. Be sure to mark the date on your calendar. It is not too soon to make reservations at the Motor Hotel Lafayette, and their phone is 614-373-5522.

WE HAVE JUST CHUCKED our old 1971 calendar which came to us compliments of Tell City Chair Co. and in its place, on the same nail, now hangs the new job for 1972, compliments of The First National Bank of Vevay, Ind. Lady Grace appropriated the fancy one from the International City Bank & Trust Company, New Orleans, and said it was too good to hang up and that's as far as we have pursued its destiny to date.

It's hard for us to throw away an old calendar with its wealth of incidental penciled notations, the date we saw the first two robins at the bird feeder (Jan. 28) and such as that. A new calendar looks so bleak all of a sudden. To get the new one started off we peeled it back to September and scribbled S&D in the square for the 16th of that month (see announcement above). Hope you do the same.

Come September S&D will be looking upon the new Ohio River Museum at Marietta (see the progress pictures of page 5). At this moment we have no positive knowledge of what exhibits will be included in it. Nor do we know for certain who will make the selections. Somebody, for sure, is going to be faced with a lot of deciding. Also within the realm of possibility we may be looking at the old pilothouse of the TELL CITY which, thanks to Woody Rutter, Jerry Sutphin and some more, has high expectations of a permanent future at Marietta.

Several times at S&D meetings officials of the Greene Line have announced plans for a replacement for the DELTA QUEEN. Heap big smoke and no

fire. Well this September the smoldering embers may flame. Overseas National Airways, which took over Greene Line on Nov. 21, 1970, has done a lot of planning. From what we gather it is 360 feet long, has lower berth capacity for 387, and that plus upper berths brings the total to 485. Estimates for construction are running between 11 and 14 million. And that's no fire: that's a conflagration.

We have asked J. W. (Woody) Rutter to serve pro tem as chairman of S&D's Board of Governors and he has accepted. This comes about due to the loss of our long-time friend Virgil E. Bennett (see below).

VIRGIL E. BENNETT

Virgil E. Bennett, who had served on S&D's Board of Governors since its inception, and as chairman of the Board since the last meeting, died in the Rochester (Pa.) General Hospital early on the morning of Tuesday, December 21, 1971. He was 80.

His illness was not of long duration. Virgil was in fine spirits when he conducted a party of friends to Georgetown, Pa. on Oct. 17 (see Dec. issue, page 50). During the early hours of Tuesday, Nov. 30 he suffered a partial paralysis at his home, alone, at 200 Beaver Street, Beaver, Pa. When the housekeeper arrived for her daily duties he gave her instructions to call an ambulance and notify the family. He was taken to the hospital at that time.

During the next several weeks he seemed to be improving and enjoyed talking with several S&D members on the telephone.

Virgil was born at Portland, Ohio, the small hamlet along the Ohio River near Ravenswood. His father, James M. Bennett, was a carpenter and had made several trips south on the larger coal towing towboats. Virgil became interested in the steamboats and in our March, 1970 issue there is an entertaining story he authored telling of his early days. He became a clerk on the Monongahela River packets, serving on the I. C. WOODWARD, COLUMBIA, and lastly on the LEROY.

He gave up the river life to become a certified public accountant, and for 47 years he had an office in the Union Trust Building, Pittsburgh, operating as Bennett & Company. Even so, he never lost his enthusiasm for the river. At one time, about 1925, acting as counselor for one of his more prosperous clients, Virgil went to Cincinnati and negotiated with Capt. Gordon C. Greene for the purchase of the Greene Line. After some deliberation Captain Greene declined to sell. On more than one occasion Virgil sought to become a stockholder in the BETSY ANN. He audited the accounts and prepared tax returns for the packet LIBERTY.

He rose to the positions of Pennsylvania deputy state treasurer and deputy auditor general. During the administration of Pennsylvania Governor Edward Martin, Virgil could have passed as his double, so much did the two look alike. Often on inspection tours of factories the workers hailed Virgil Bennett as the chief of state.

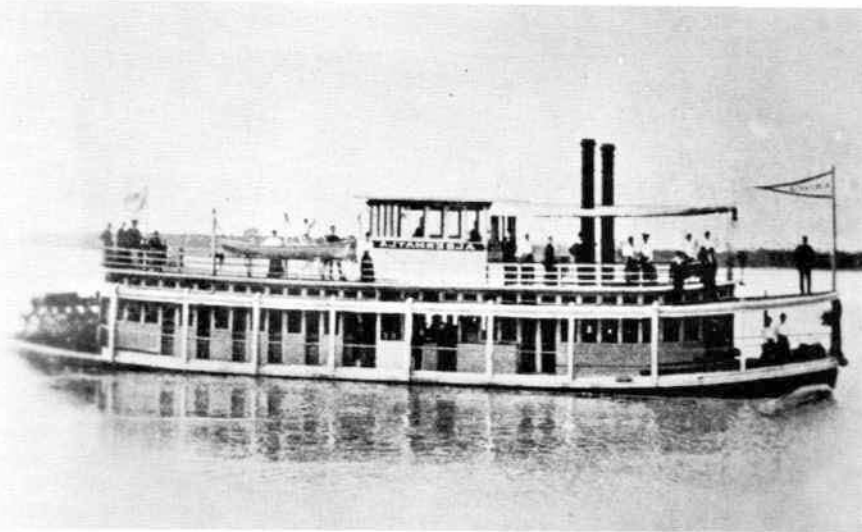
Twice married, both wives preceded him in death and Virgil is survived by a son, Paul V. Bennett of Beaver, Pa., a daughter, Mrs. Barbara Blum of New York City, five grandchildren and one great grandson. Services were held in Beaver, Pa. on December 23 and burial was in the Beaver Cemetery.



Progress Report:- These two views on this page were taken by S. Durward Hoag from the Washington Street Bridge in Marietta, O. The top one at the left shows the new Ohio River Museum (on the bank of the Muskingum) in process of construction on December 1, 1971. There will be three exhibit buildings connected by catwalks. Each structure has concrete floor and sills built high enough above the flood levels (hopefully) to assure safety of a sort. Notice the frame joists and studding approved by Ohio Historical Society as an economy measure.



This view was taken on the first of January, 1972 showing remarkable progress due to the mild and salubrious December. The three buildings are roofed and closed. The rectangular open areas in the foreground building will become picture windows where visitors may gaze down the Muskingum toward the Ohio. No date has been announced for the opening to the public. Present progress indicates that contractual work will be completed by mid-summer.



ALBERMATLA
She had twin sternwheels.

BUILT FOR FUN

The majority of yachtsmen along the Mississippi and its tributaries have store-bought'n boats and the usual marina looks like any other marina, rows and rows of white-painted motorboats, big and small. Variety in the styles and contours, yes, but they are factory-produced jobs. Hence the boat harbors at St. Louis or Cincinnati differ not at all from those at Fort Lauderdale or Miami or Toledo. When you've seen one you've seen them all.

Fortunately, to relieve the monotony, there are exceptions. Once in a while a boat-minded individual or group builds a boat for pleasure that has character. It may be the smallest one at the marina. But everybody goes to look at it.

What we propose to do here, in this brief article, is to select some of the more outstanding examples of off-beat boats, small and large, which have left indelible marks in the annals of inland boating. We have photographs of only some of them, and brief descriptions must suffice for the rest. The reader is invited to submit amplifications, corrections or other inclusions not listed here. Only boats acquired or built for private use, not primarily intended for commercial gain, are being considered.

One more observation: These selections are confined, for the most part, to boats which have disappeared from the scene---a catalogue of past achievements.

ALBERMATLA

b. St. Louis, Mo., 1902. Hull 110.8 x 20.1 x 3.4, steel. Had two gasoline engines and two stern paddlewheels. Capt. George S. Johnston owned her at St. Louis. Made trips up the Ohio River. In 1914 advertised for sale in The Waterways Journal and was sold to Capt. Jeff Hicks, Pine Bluff, Ark. who converted her to steam, renamed her RALPH HICKS (see). Jeff Hicks also ran the J. FRANK HICKS for pleasure (also see).

ALCEDO

b. Pittsburgh, Pa., 1895. 40 x 7 x 1.5. Wood hull, pipe boiler and single prop. Built and owned by R. C. Price, Pittsburgh, who used her for pleasure and also

ran charter excursions (\$20 a day bare boat). Later was sold to Capt. Frank L. Ganoe, Fayette County, Pa. and others. Cut down by ice at New Geneva, Pa., Jan. 22, 1904.

ALICE EDNA

b. St. Louis, Mo., 1898. 120 x 18 x 4.2. Cost \$20,000. Had two boilers 40" by 14'. Engines 10's -4 ft. stroke. Sternwheel. This was an elaborate pleasure packet owned by August A. Busch of the brewery firm Anheuser-Busch. In 1902 sold to Russell Gardner and rebuilt to become the ANNIE RUSSELL (see).

ALLENE

b. Pittsburgh, Pa., 1891. 59.2 x 8.4 x 3. Steel hull, steam propeller yacht. Owned by the Hostetter family (Hostetter's Bitters) and used in the Pittsburgh area. They sold her in 1899 and she was converted to gas engines, but soon changed back to steam. The last we have on her she was at Greenville, Miss. in 1906 owned by Capt. C. T. Greenwood, renamed GREYHOUND.

ANNIE RUSSELL

b. Dubuque, Iowa, 1902. 125 x 25 x 4.5. Steel hull. This was a rebuilding job, using the machinery, etc. from ALICE EDNA (see) and enlarging the hull. Owned by Russell Gardner, St. Louis. She was valued at \$20,000. About 1913 sold to Kansas City-Missouri River Navigation Co. and converted into a towboat named ADVANCE.

ARIADNE

b. Buffalo, N.Y., 1868. 34.27 tons. This was a steam propeller



ALICE EDNA
She's on our front cover.

yacht, registered at Memphis in 1876. Owners not known. She sank above Cairo in the fall of 1876 but was raised and put back in order.

BELLMAN

b. Pittsburgh, Pa., 1894. 50 x 11 x 1.7. A steam yacht. Owners not known. Registered at Pittsburgh in 1896.

BETSY-ANN

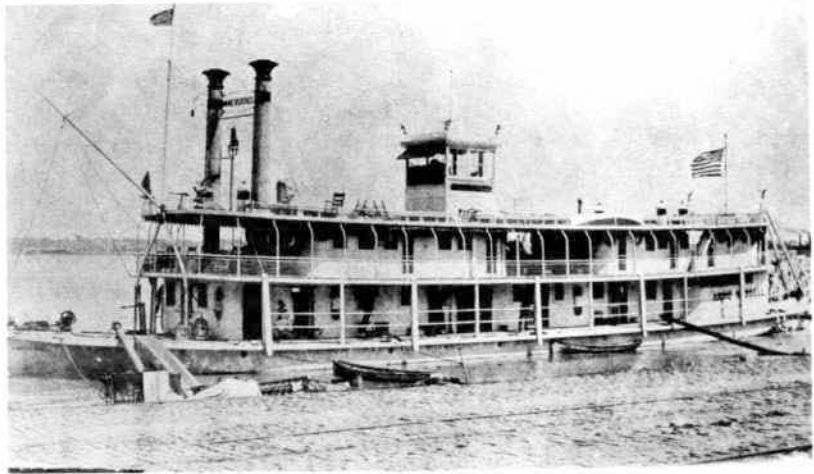
b. Clarrington, O., 1914. 64.8 x 17.3 x 1.8. A wood hull gas boat built for J. A. Cresap of Moundsville, W. Va. He sold her to three Wheeling men, Howard H. Hastings, Charles Wertzburger and Richard Donovan. They used her for pleasure, and made trips to Fish Creek Island where they had a summer camp.

BLANCHE EDMUNDSON

b. Pittsburgh c. 1891, originally named GULNARE (see). Owned by Howard Jones, Pittsburgh, and apparently named for Mrs. George Lyon Herron whose maiden name was Blanche Edmundson. Once took a houseboat in tow, went to Cincinnati, was placed in the canal, and went to Lima, O. The idea was to get to Toledo, but grass and weeds in the canal prevented. Her engineer on the voyage was Herman B. Mertz, Pittsburgh.

CO

b. Cincinnati, O., 1885. 81.6 x 15.7 x 2.7. Sternwheel steam pleasure boat, engines 9" bore by 2.5 ft. stroke. Owned by the Longworth family of Cincinnati and was used on hunting safaris to White River and elsewhere (see March '70 issue, pages 5-7). Sold to the French family and towed



ANNIE RUSSELL
Valued at \$20,000.

showboats.

CAROLINE

b. St. Louis, Mo., 1916. 61.3 x 10.5 x 3. Steam propeller yacht. Registered at Louisville, Ky., 1918. Owners not known.

CARRIE BELLE

Coming down from Warren, Pa. on a bus, March 9, 1955, your editor talked with an elderly gentleman raised in Emlenton, Pa. on the Allegheny. He remembered a stern wheel pleasure boat of this name which ran in the Emlenton-Foxburg area in the 1890s.

CHAPERON

b. Clinton, Iowa, 1904. 110 x 24 x 4.5. Steam pleasure sternwheeler owned by Garrett Lamb of C. Lamb & Sons, Clinton, Iowa. She had a single Bronson-type boiler 60" dia. by 18 ft. long.

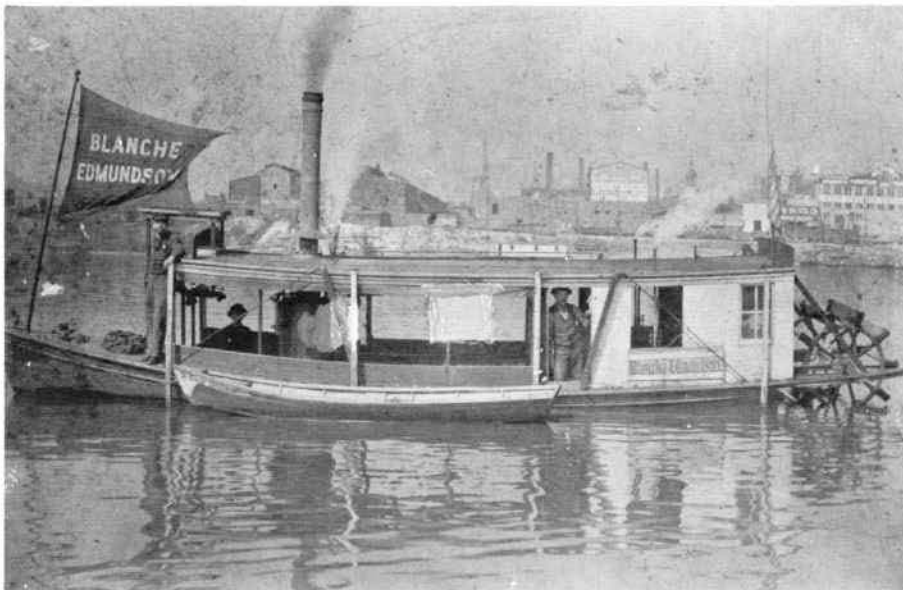
Her cost was \$21,000. She towed an excursion barge SUMMER GIRL. The Lambs also owned the WANDERER and WANDERER II, see. This boat later was sold to the Menke family and towed showboats.

CINCY

b. Jersey City, N. J. c. 1903. 38.5 x 10. A gasoline yacht. Capt. J. W. Menke and brother Ben bought her in the New York area, ran excursions in the harbor for six months, then loaded her on a flatcar and shipped her to Pittsburgh. Launched her in the Allegheny River and took her to Cincinnati. On New Year's Day, 1905 they left Cincinnati with a moving picture outfit and showed on shore at stores, schools, etc. until caught in ice at Uniontown, Ky. on March 8. They got a job as advance agents for French's NEW SENSATION showboat, and used the CINCY to get places. They sold the CINCY at New Orleans in 1908.

CHARLEY CURLIN

b. Jeffersonville, Ind., 1895. 88 x 18 x 3. Steam pleasure boat with engines 7" bore by 30". One boiler 30" dia. by 14 ft. long. Original cost was \$5,000. The gentleman who built her, Mr. Curlin, was a naturalist and taxidermist; the inventor of a patented folding decoy duck which he marketed by the thousands. It was the income of this decoy duck business which built the boat. Mr. Curlin had his own pilot's license and his family ran the boat, save for a hired engineer. Charley Curlin, for whom the boat was named, was the son of the taxidermist; he later became a medical doctor in Kentucky. The CURLIN was built at the Howard Ship Yard, and Mr. Curlin pre-



BLANCHE EDMUNDSON
Holy Toledo! She didn't make it.

sented Ed J. Howard with a golden eagle, a deer head and a great horned owl which he had stuffed. Later the CURLIN was sold to Walter G. Hougland for operation on Green River, and then was sold to Frank & Price. She was lost by fire at Caruthersville, Mo. in latter October, 1906.

D'ARTAGNAN

b. St. Louis, Mo., 1904. 84 x 10 x 5. A steam yacht with one boiler 60" dia. by 10 ft. long. Two engines 8" x 8", twin props. Owned by Rohan Bros., St. Louis.

DAVID HOSTETTER

b. Pittsburgh, Pa., 1877. 80 x 8 x 3.6. Iron hull, built by Hartup & Co. Propeller driven, steam yacht. Rated 19.37 tons. In 1892 was registered with Tampa as home port.

DEL NORTE

b. Zanesville, O., 1893. 35 x 8.2 x 4. Single prop steam yacht with a Griffith & Wedge boiler. Built by S. W. Printz, Zanesville. In the early years he ran the boat regularly on the Muskingum; then for a period of maybe 12 years or more she reposed on shore. In 1916 he rebuilt her and put in a new G&W boiler, and ran her until he died, 81, in April, 1943.

ELLEN

b. La Crosse, Wis., 1907. 145.

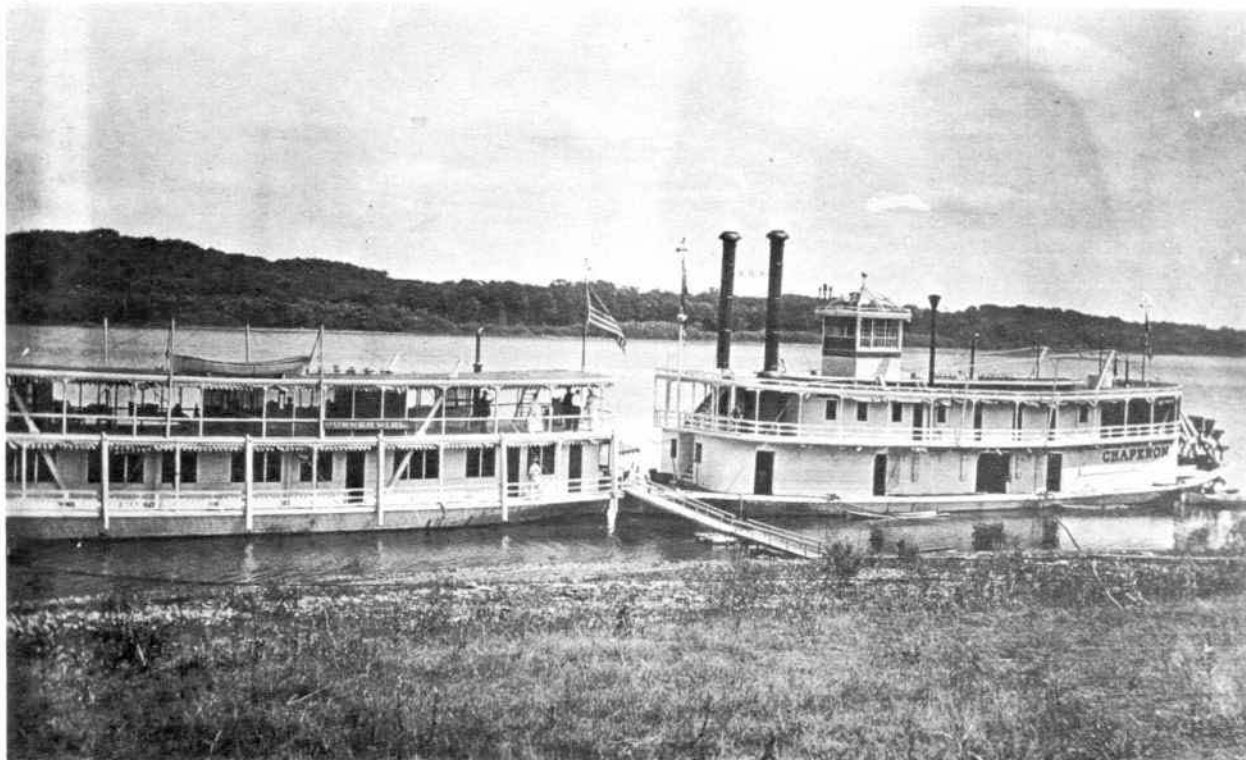


CO

Used on hunting safaris.

5 x 26 x 4.4. A steam sternwheel pleasure boat, engines 14's-6 ft. stroke. Original owner was the Sawyer Austin Lumber Co. of La Crosse. W. W. Cargill acquired the boat, great-grandfather of

Hugh McMillan who now is an officer in Cargo Carriers, Inc. of Minneapolis. The ELLEN was named for Mrs. W. W. Cargill. Austen Cargill once was bitten by a rattlesnake while he was ashore from



CHAPERON

Towing excursion barge SUMMER GIRL.

this boat near Trempealeau. The captain, Charles White, Sr., cauterized the wound with a red-hot slice bar from the furnaces. The ELLEN was used for family parties and did some part-time rafting. Later the boat was sold to the U. S. Engineers and had a lengthy career.

ENOLA

b. c. 1900. 38 x 7. Sternwheel steam pleasure boat, unregistered, owned by Capt. A. D. Elliott, St. Marys, W. Va. He once took her up Middle Island Creek which enters the Ohio River behind Middle Island at St. Marys. The creek was high and he explored some 15 miles which is the all-time record for a steamboat. Middle Island Creek in early days was called Dian River, and Capt. Elliott later operated gasoline towboats named DIAN and DIANA, both named for the creek.

EUGENE

b. Creston, W. Va., 1920. 59.2 x 9 x 2. Sternwheel gas boat, built by H. C. Depew, Creston. Later sold to Frank Geer, who in 1937 sold her to Arley W. Kisinger, Brownsville, Pa. Arley and son Bill went to Creston and got her, paying \$800. She had a 25 hp. gas engine. The Kisingers used this boat for pleasure on the Monongahela until she was accidentally backed over an obstruction at the mouth of Whitely Creek in the fall of 1941. She was leaking badly and beached



CHARLEY CURLIN
Collapsible decoy ducks built her.



DEL NORTE
Spent her career on the Muskingum.



ELLEN

The Cargill family ran her.

nearby, later raised. But that was the end of her. (See June '66 issue, page 2).

FIRE KING

b. Cincinnati, O., 1867. A small boat which would be long forgotten save that her owner Capt. Sample fired the steam boiler with kerosene. She made her trial trip at Cincinnati on August 1, 1867. Later that month Capt. Sample took off for Louisville, invited guests aboard. The FIRE KING stubbed its toe on a rock bar and had to be docked at Madison, Ind. Many natives visited the boat to see "Saroni's Patented Generator" which fired the boiler. When the boat got to Louisville with many guests as passengers a local editor observed: "If petroleum comes into general use on the river instead of coal, the occupation of 5/6 of the steamboat firemen will be gone at a sweep."

FORT PITT

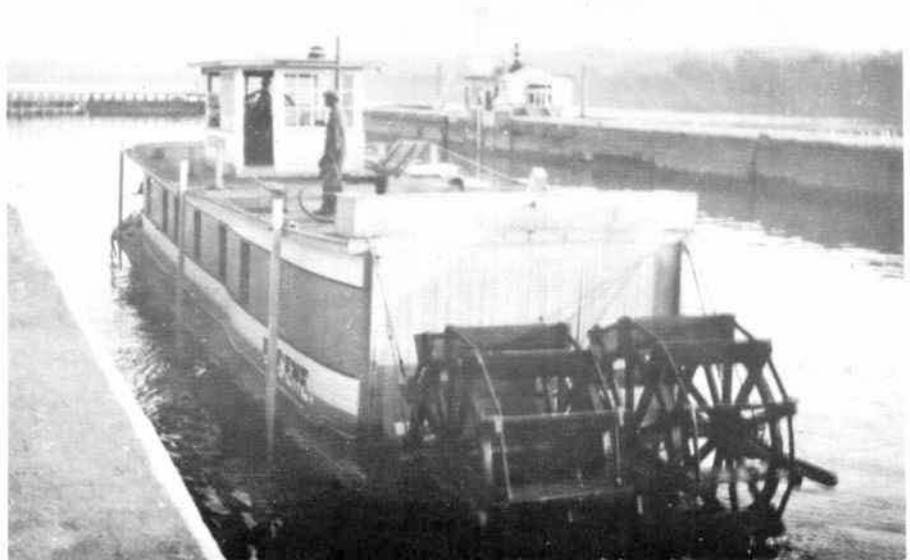
b. apparently at Pittsburgh, 1865. A side-wheel steamboat owned by Major K. M. Knapp which loaded a party aboard and started in October that year up the Allegheny for Oil City. An advertisement appeared in the Pittsburgh "Commercial" on Oct. 13, 1865: TEN CENTS REWARD:- For information concerning a steamboat called the FORT PITT, whereof K.M.K. is master, H.H.H. is clerk and W.M. is barkeeper which

started for Oil City on Thursday, the 5th inst. When last seen she was being towed by a one-horse skiff. Nothing having been heard of her for some days, it is feared that she and her crew have been sucked-in and lost in a maze of oil derricks. Any information concerning her will be thankfully received. W.W.W.

On Oct. 16 she was back at Pittsburgh and her crew submitted the following log for publication

in the "Commercial:"

Left wharf at Pittsburgh Oct. 5 at 8½ o'clock a.m. T.M.H., master; C.O.W., mate; J.S.P., pilot; M.C., engineer; J.H.W., fireman, and Jim Moore, cook. First day out stuck on Nine Mile Riffle but after vigorous efforts of all hands and the cook---some of whom appeared au naturel---she was relieved and proceeded on her way. That night she reached a point called Shirt Tail Bend and sent



EUGENE

Arley Kisinger ran her on the Monon.

the cook back to the city for stores.

Second day: After stemming Puckerty Riffle in a beautiful manner, we tied up for the purpose of hunting and fishing, and succeeded in catching a large number of bass, and killing a lot of squirrels.

Third day: We passed up through the Freeport and three other riffles, when the engineer made a narrow escape, the engine having been started while he was in the wheel-house. The chambermaid in a most heroic and self-sacrificing manner endeavored to stop the paddlewheel by taking hold of its arms, and in the effort had her shins badly scraped. At about noon we broke the starboard wheel and were forced to lay up for repairs. Hunted and fished until about Oct. 10 with excellent success, when, the repairs having been finished, we proceeded on our way.

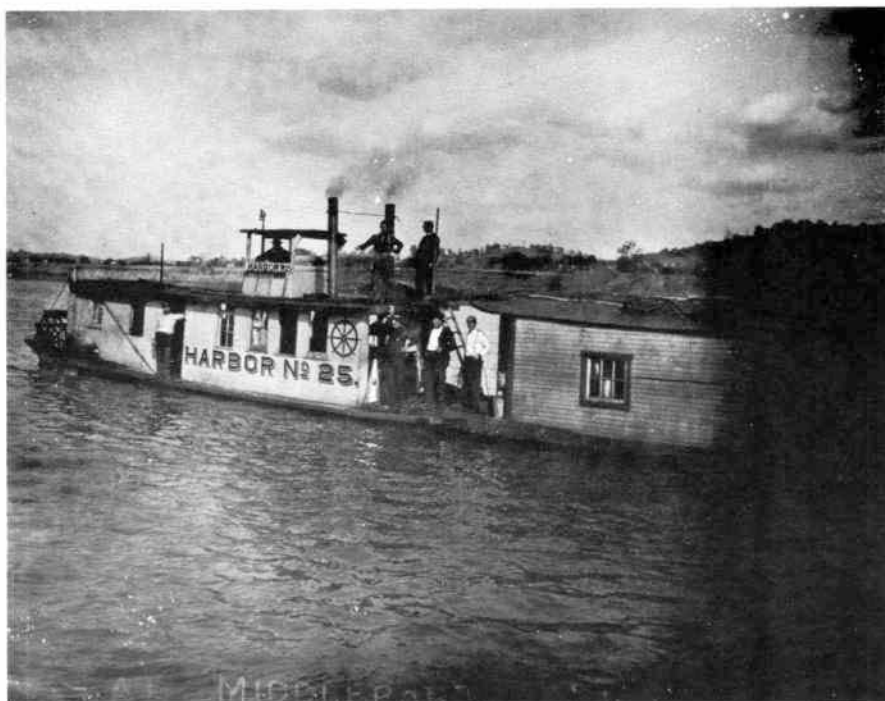
The cook having been absent during this time, all hands took turns in the kitchen. A.H.O. particularly distinguished himself by making a soup out of one red squirrel and a piece of shoe leather. The evenings were generally spent in the cabin, the party studying the history of the Four Kings.

Oct. 11: Started ahead, and after running about four miles, tied up for a hunt.

Oct. 12: In going up the riffle at the mouth of Mahoning Creek steam got down and all hands were ordered overboard with a line. A.H.O. having already wet his unmentionables by involuntary immersion, concluded to disrobe, with the exception of the garment to which his collar and cravat are fastened. Now commenced a series of groans and lofty tumbings as the FORT PITT danced a jig up over the riffle, after which she again tied up and the party devoted themselves to hunting and fishing.

Oct. 14: Started our return from near Tarentum at 8 a.m. and arrived at Pittsburgh about 10 that night. In crossing Six Mile Riffle the pilot discovered a barge across the channel, and was forced to detour over a route which was somewhat moist. Nothing daunted, he put her head to it, and after a regular heel-and-toe dance she struck deep water (12") on the lower side and came off with honors. She is now lying safe at her moorings.

The FORT PITT soon thereafter departed with "a gay and festive party" aboard for the "head springs of the Monongahela River"



HARBOR NO. 25
Cylinders the size of oyster cans.

and the river editor of the "Commercial" said, "We pity the fish and game that luxuriate in that particular section."

On Nov. 2, 1865, the FORT PITT was reported back at Pittsburgh, having ascended the Monongahela to the mouth of the Cheat River.

The river column of the "Commercial" on Nov. 17, 1865 said: "The Major and his party were heard from yesterday at New Castle, Pa. where they arrived on the FORT PITT. They had gotten out of whiskey and sent to Pittsburgh for a fresh supply. There was some talk of sending a barrel of Lager, to be used only in case the camel went dry.

This exploit took the boat down to the Beaver River and into the canal paralleling the Beaver River. The editor of the Commercial was of the opinion that this was the farthest up the canal a steamboat had ascended.

But other surprises were in store. The FORT PITT forged on to Conneaut Lake, near Meadville, Pa. and was wintered there. In latter April, 1866 she arrived back at her dock at the Fort Pitt Foundry, Pittsburgh, in command of "the veteran Capt. (Col.) James Scott." Said the river news editor of the Commercial: "It is the intention of the owners to put the boat in first class shape and then raffle her off."

FRANK LORENTZ

b. Cincinnati, O., 1875. 40 x 10 x 20". Draws 18". One vertical tubular boiler 6' long, 38" dia. with 54 2-inch flues. Up-

right steam engine with 6" dia. and 8" stroke. Engine is coupled to an air propeller at the stern, just high enough to clear the rudders. The prop is made of sheet iron 6'10" dia. with three blades. She is named for the builder. Unfortunately no other details are at hand.

GAZELLE

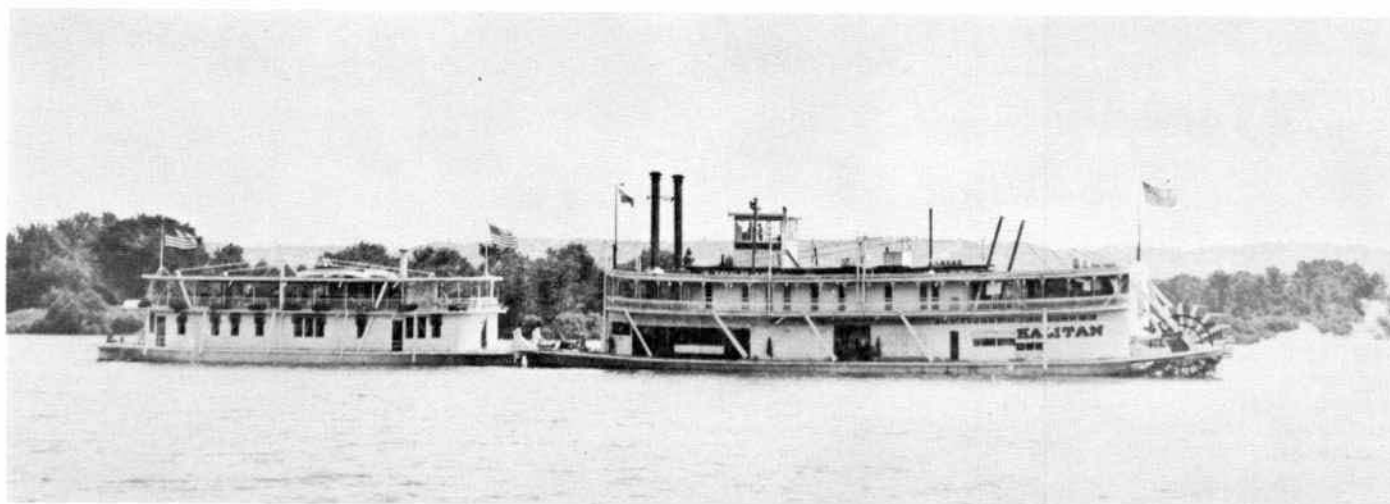
b. Nelsonville, O., 1887. 47 x 10 x 6.1. In some manner she was brought to the Ohio River at Parkersburg, owned there by Biddle Brothers. Used for private excursions and occasionally took charter trips to Blennerhassett Island. This was a steam prop yacht of graceful proportions. She later was sold to Anton Reymann, Wheeling.

GULNARE

b. Pittsburgh, Pa. about 1891 by machinist Charles Rogers, Jr. who created her complete, building hull, cabin, boiler, machinery, dynamo and wiring. He made his own patterns for the engines. No dimensions available, but she was a steam sternwheeler. The engines were 3" dia. by 12" stroke. In a year or so he sold her to Howard Jones. She was then renamed BLANCHE EDMUNDSON (see).

HARBOR NO. 25

A small steamboat owned by the Masters, Mates & Pilots Association, Harbor 25, Pittsburgh. They used her to explore the channel of the Ohio River during extreme low water periods in summer. In-



KALITAN
Towing excursion barge MARKATANA.

formation about the boat is not available. Jesse P. Hughes, who made part of such a trip on her in 1900, reports: "She had a compound engine with cylinders the size of oyster cans operating the sternwheel by sprocket chain. An upright boiler supplied the steam and she had two smokestacks which gave her a look a great dignity. The engineer fed a few lumps of coal occasionally to the little furnace as he watched the water go up and down in the glass gauge and listened to the chatter of the sprockets."

IOLANTHE

b. Mount Carmel, Ill., 1894, some 100 miles up Wabash River. 40 x 8 x 2. Registered at Evansville in 1896, described as a steam yacht. Owners not known.

ISLANDER

b. Wheeling, W. Va., 1917. 43 x 10 x 1.3. Sternwheel gas boat fitted for private excursions, owned by J. O. Schenerlein. She was usually moored at a dock near the suspension bridge on Wheeling Island.

J. FRANK HICKS

b. Grafton, Ill., 1909. 55 x 12 x 3. Steel hull. F-M gas engine, 40 hp. She had a stern paddlewheel, and cost \$5,000. Owned by Jeff Hicks, Pine Bluff, Ark. He later acquired the ALBERMATLA (see) and rebuilt her into the RALPH HICKS (see).

KABEKONA

b. Stillwater, Minn., 1907. 112.6 x 22.5 x 4. A miniature side-wheeler, steam, with Swain oscillating compound engines. For picture and details see June '71 issue, pages 23, 24. She was built for a wealthy St. Paul lumberman, Archibald Guthrie, at a

cost of \$25,000.

KALITAN

b. Rock Island, Ill., 1909. 135 x 32 x 4.5. A sternwheel, wood hull, private pleasure boat. Engines 14's- 5 ft. stroke. She was built from the former rafter C. W. COWLES. Owned and used by the Deere family, Moline, Ill. Usually faced up ahead was the fine houseboat MARKATANA. One jaunt was from Moline to New Orleans and return in 1927-1928. Was sold to J. W. Menke and later towed showboats.

KITTIE WHITLOCK

b. Rising Sun, Ind., 1910. 30 x 8. A small side-wheeler run by gas engine. Built and owned by William Whitlock, father of Kittie. J. W. Whitlock who became famed as builder and operator of speedboats was a son; he owned the HOOSIER BOY, etc.

LADY GRACE

b. Racine, O. (hull) and completed at Sewickley, Pa., 1957. 30 x 8. Wisconsin 4-cyl. gas engine, 35 hp. Sternwheel. Although there were earlier (and all smaller) editions, this LADY GRACE is better remembered. She made various trips up the Allegheny River to Warren, Pa. and above; went to Deepwater on the Kanawha; to Fairmont, W. Va. on the Monongahela. Carried the West Virginia centennial mail from Wheeling to Charleston, June 20-24, 1963. Was the first commercial boat locked both up and down at New Cumberland Locks and Dam, Ohio River, Oct. 22, 1959. Dismantled at Coraopolis, Pa. in October, 1966. Owned jointly by H. C. Putnam and F. Way, Jr.

LAURA

b. Pittsburgh, Pa., 1892. 54 x

8 x 2.5. Steam yacht. She was documented at Pittsburgh in 1896. Owner not known. In June, 1900 a boat of this name was operated on the Kanawha between Charleston and Paint Creek. A news item at the time said her hull was built at the Axton yard, Brownsville, Pa. May be the same boat.

LAURA MAY

b. Freedom, Pa., 1885. 60 x 15 x 3.5. Steam yacht. She was documented at Rochester, N.Y. in 1886, and at Milwaukee, Wis. in 1896. Owners not known.

LENA ARCHER

b. Hawesville, Ky., 1892. 45 x 9 x 4. Steam yacht. Registered at Louisville, Ky., 1896. Owners not known.

LITTLE JOKER

b. Terre Haute, Ind., 1878. 56.2 x 8.6 x 2.2. Documented at Evansville, Ind. in 1896. Owners not known. Steam yacht.

LITTLE QUEEN

b. Covington, Ky., 1880. 6.99 tons. Inspected in the Cincinnati District, 1881, 1882. Steam yacht. Owners not known.

LOLA

b. Peoria, Ill., 1895. 71 x 13.3 x 2.3. A small single deck sternwheel steamboat used for pleasure on the Illinois River. Documented at Peoria in 1903. Owners not known.

LOUISE STECHER

b. Judsonia, Ark., 1893. 45 x 8.3 x 3. A steam yacht. Owners not known.

LUCY COLES

b. Ashland, Ky., 1959. 47 x 14 (over all). A steam sternwheel pleasure boat, steel hull. The flash boiler and steam engines



LADY GRACE
She carried the U.S. Mail.

were removed in 1963 and she was given Chrysler engines. Owned by Charles E. and Roland E. Montague of Ashland.

MADGE

b. Charleston, W. Va., 1897. 65.4 x 10.5 x 3.1. A steam yacht with steel hull, tunnel stern, propeller. Built, owned and operated by Charles E. Ward of the Ward Engineering Works, Charleston. She was bought in 1903 by the U. S. Engineers, Vicksburg District. They converted her to gasoline, renamed her OUCHITA, and she was still running in 1918 and perhaps later.

MADGE II

No details at hand, other than she was built and owned by Mr. Ward, described above.

MADGE III

b. Charleston, W. Va., 1909. 86.6 x 11.4. A gasoline yacht also built and owned by Mr. Ward, described above. She had a Standard Motor Construction Co. engine, 6 cyl., driving two props in a tunnel stern. Drew 27" with fuel and load. Could sleep 12 persons. Steel hull. Mr. Ward used this boat quite a while. In the spring of 1926 he had her up the Tennessee to Florence, and then went to St. Louis. At that

time T. Brooke Price was master, and Mr. Ward was acting as the engineer. Her cost was \$22,000.

MALLARD

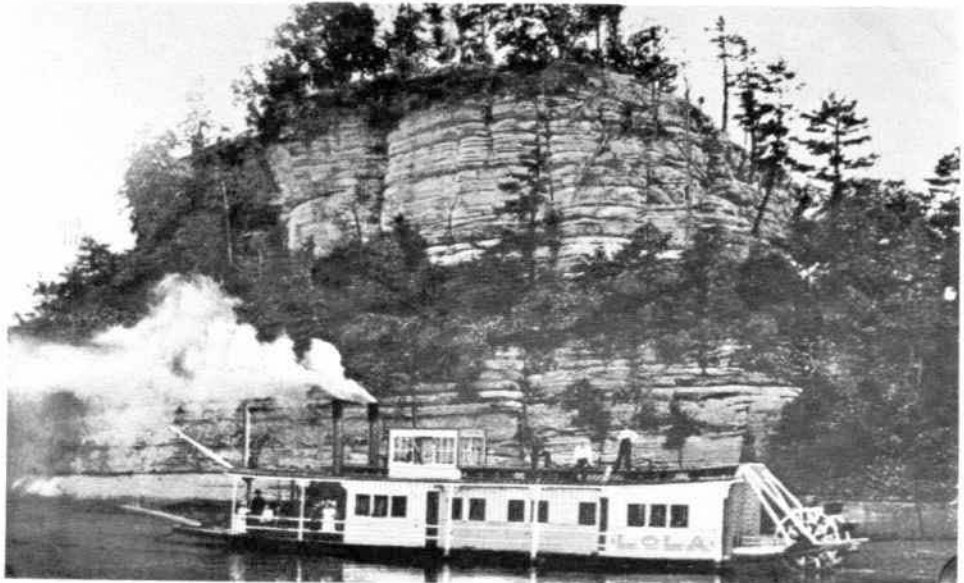
b. Terre Haute, Ind., 1887. 46 x 9.5 x 1.8. A steam yacht. Was still registered at Evansville in 1896. Owners not known.

MALLARD NO. 3

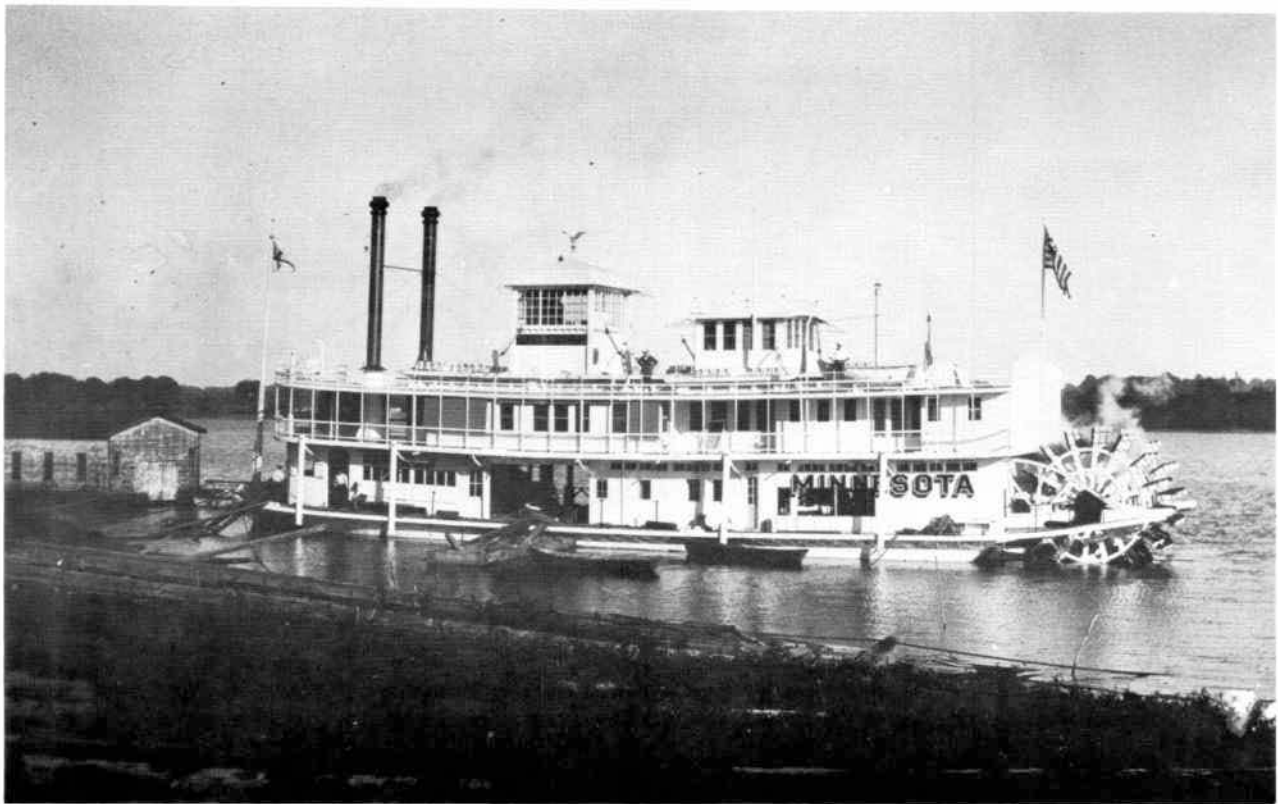
b. Terre Haute, Ind., 1893. 60 x 10 x 2. A steam yacht. This listing suggests there also was a MALLARD NO. 2, of which we have no record.

MASCOT

b. Charleston, W. Va., 1893.



LOLA
Pictured at Starved Rock.



MINNESOTA

Ed Howard persuaded the Mayos to build her.

61 x 8.1 x 3.3. A steam launch built at the Ward Engineering Co. with steel hull, propeller. She may have been built for private use, but was sold to the U. S. Engineers and used on the Kanawha River for some time. In 1918 she was at Kansas City privately owned.

MINNESOTA

b. Jeffersonville, Ind. at the Howard Yard, 1916. 136 x 30 x 5.8. Sternwheel steam pleasure boat. At the time this boat was contracted for the Drs. Mayo of Rochester, Minn. were operating the ORONOCO (see). Their original plan was to transfer the upper works and machinery over upon a new steel hull, but Ed Howard persuaded them, instead, to let him build an entire new boat for \$30,000. The MINNESOTA was the result, a handsome steamboat, and the last of such type Ed Howard built. The Mayo brothers used her, principally along the upper Mississippi until 1922, when they sold her to the U. S. Engineers. Her name was then changed to GENERAL ALLEN. After a long career in that service she was sold in 1943 to Central Barge Co. and her original name MINNESOTA was restored. They operated her briefly on Tennessee River, then converted her into a landing boat for use at Joliet, Ill. The Drs. Mayo replaced her in 1922 with a large houseboat-type pleasure

boat named NORTH STAR (see).

MINNIE WOODWARD

b. Cincinnati, O., 1871. She was new in January, 1871 and apparently her owners didn't foot the bill, and she was offered at U.S. Marshal sale on Feb. 7 that year, "a beautiful pleasure boat" to quote the account. She was steam, propeller, yacht type, and further we know not.

NELLIE BLY

A small steamboat, sternwheel, used by members of Harbor 25, Masters, Mates & Pilots Assn. for low water inspection trips in 1897 along the upper Ohio. She was replaced by the HARBOR NO. 25 (see).

NORTH STAR

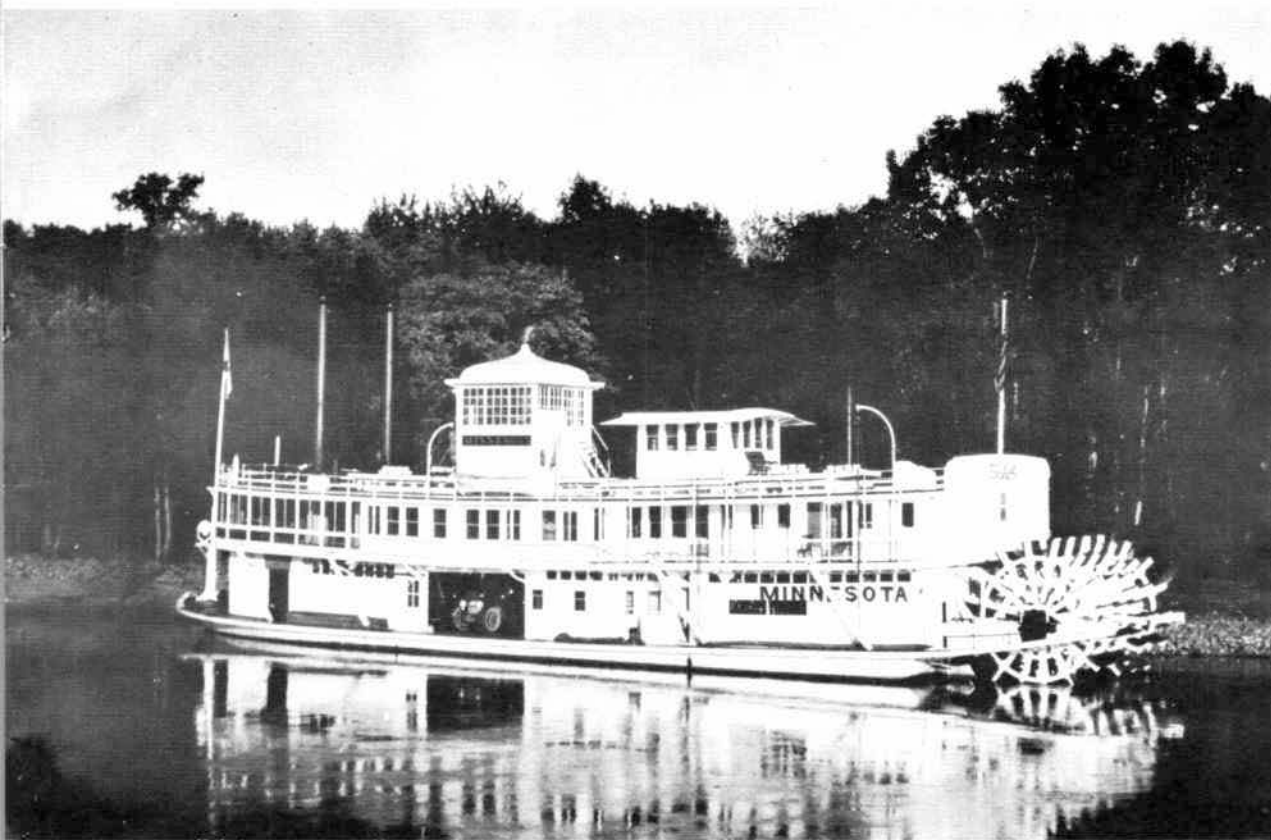
b. St. Paul, Minn., 1922. 120 x 21.8 x 6.2. Twin prop. She had two Winton 6 cyl. engines, total 400 hp. Designed by F. W. Dingle and built at the Joseph Dingle Boat Works. She was owned and operated for pleasure by Dr. W. J. Mayo, Rochester, Minn., and replaced the MINNESOTA (see). In the fall of 1938 sold to Federal Barge Lines and one of her first cruises was to Midland, Pa. on the Ohio River with General and Mrs. Thomas Q. Ashburn aboard to witness the launching of the FBL towboat HELENA. During World War II she was used for patrol service in the Gulf area based at Biloxi, Miss.

ORONOCO

b. Rock Island, Ill., 1892. 132.7 x 30.5 x 4.7. This was the first of the pleasure boats owned by Drs. Mayo of Rochester, Minn. These celebrated MD's (Charles Horace and William James Mayo) had invested in a lumber firm which went bankrupt, and their share of the assets was this steamboat, then named JOHN H. RICH (originally the E. RUTLEDGE). They converted her into a private pleasure boat, this about 1913, and called her ORONOCO. They sold her in the fall of 1917 to Capt. S. C. Edgar. Two years later she was at Greenville, Miss. as a short-trade packet. Then was sold to A. O. Kirschner, Cincinnati, who renamed her BEN FRANKLIN and converted her into a towboat. She burned in December, 1935.

PAUL JONES

A gasoline yacht, about 60 ft. long, two masts, props, electric lights, telephones. The finest around Louisville, Ky. but dead slow. Drew 5 ft. She was built in New York and was shipped by rail to Louisville and launched in the Ohio River in August, 1898 then a new boat. Her owner was Mr. Jones, a whiskey producer. Her owners shipped aboard a party of friends and that winter started off for Florida. The boat foundered in the Gulf of Mexico



MINNESOTA

The same Mayo private steamboat pictured on the last page.

This clearly shows the "passenger pilot-house" aft on the skylight.

from causes unknown, sometime between January 6-10, 1898, with a loss of eight lives. The gas tank was later found, intact.

PIASA

b. Alton, Ill., 1895. 44.4 x 6.7 x 3.3. A steel hull propeller yacht. Owners unknown.

POLLY

A glorified houseboat-type twin prop yacht of considerable size, operated in 1924 by Commodore A.

Gratz of the American Cordage Co., in St. Louis. Afterwards sold to the U. S. Engineers and renamed SHAWNEE. No other details at hand.

RALPH HICKS

Originally the ALBERMATIA (see) and converted to steam by Capt. Jeff Hicks, Pine Bluff, Ark. in 1915. He was an ardent sportsman and embarked on hunting trips to White River, etc. In the fall of

1920 made a trip Memphis to Pine Bluff with Donald T. Wright as a passenger, extensively reported later in The Waterways Journal. Jeff Hicks died following an auto accident in 1925, and the boat was sold to become a towboat and finally was dismantled at the St. Louis wharf in 1944.

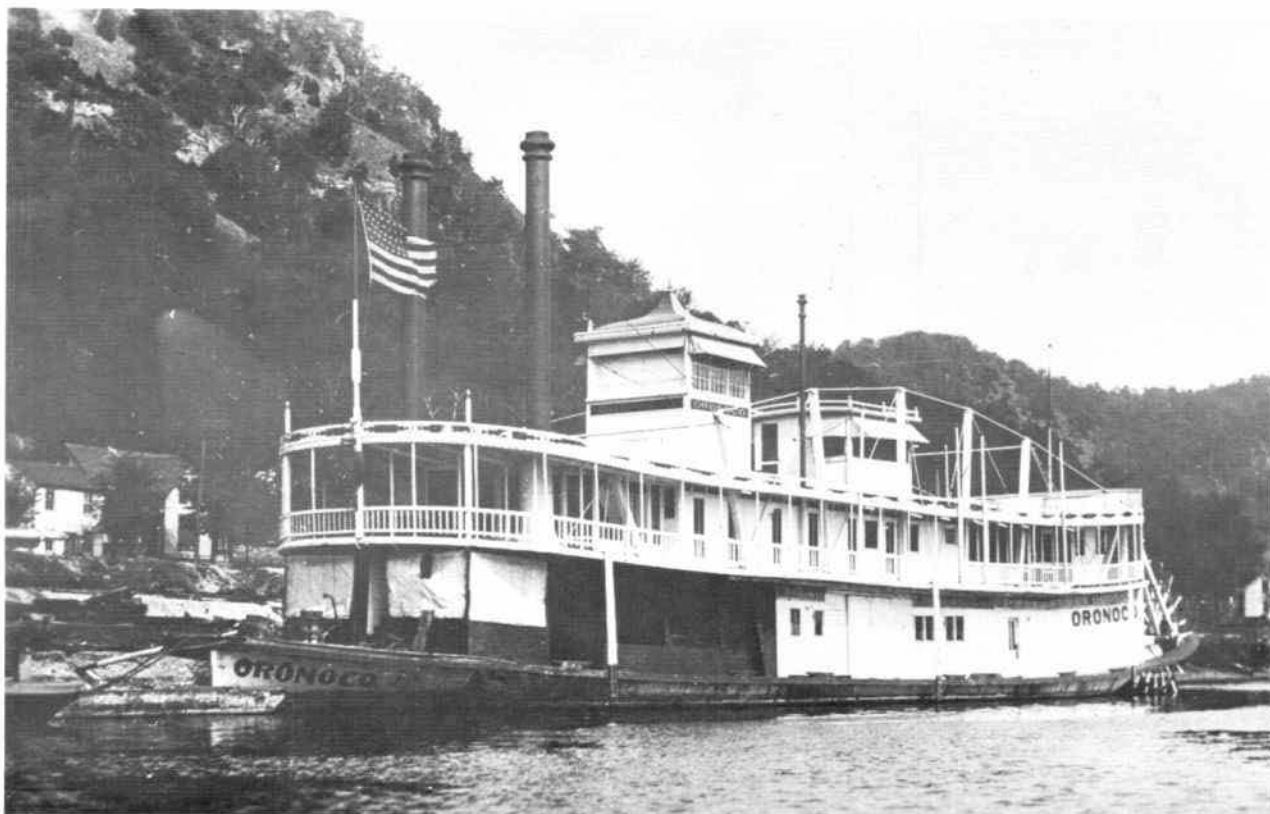
RAMBLER

b. Pittsburgh, Pa., 1891. 37 x 6.7 x 3. A handsome steam yacht

NORTH STAR

The last Mayo boat wending its way on the Upper Mississip.





ORONOCO
The first steamboat owned by the Drs. Mayo was this one.



RAMONA
She was first through the lock at Fernbank Dam.

operated for pleasure by the owners of the Large distillery on Monongahela River. Principal in the deal was Frederick Renziehausen. Later sold to Capt. Arthur Moren, Jr., Pittsburgh.

RAMONA

b. Higginsport, O., 1902. 60 x 12 x 3. A handsome sternwheel, wood hull pleasure boat whose first cost was \$6,000. The hull was built at Higginsport by Robert Taylor and Charles Redd, and the cabin was built at Cincinnati at a shipyard. Originally had a Wolverine 4 cyl. gas engine, 35 hp. Long owned and operated by Hon. Albert Bettinger of Cincinnati. She was the first boat locked through Fernbank Dam (old #37) on the Ohio, July 22, 1911. In 1912 Frank Paff, Cincinnati, became owner. He sold the boat in 1914-1915 to Pat Parrish of Dayton, Ky. who, in 1918, sold her back to Frank Paff. Paff then put on a Buffalo V8 gas engine and ran her until the end. She was beached out high on shore at the lower end of Cincinnati in the 1930's and gradually fell apart.

SAM THE SCARAMOUCHE

b. Covington, Ky., 1888. 63 x 8.5 x 1.3. A steam, sternwheel pleasure boat with one smokestack which Jesse Hughes describes as



Motor houseboat POLLY on the Upper Mississippi.

"no account." She made trips to Wheeling and Pittsburgh, and once was up Monongahela River. Owners not known. Burned at Bullitt's Bayou, near Vicksburg, Sept. 25, 1897. "Too bad," adds Cap'n Hughes, "she must have made a bad fire."

SCIMITAR II

b. Jeffersonville, Ind. at the Howard Yard, 1904. 136 x 29 x 4.

Cost \$16,650, and was originally a private yacht, a handsome wood hull, sternwheel steamboat. The scuttlebutt is that she first was owned by a wealthy St. Louis man who had a mentally-ill son. The idea was that the son's plight might be helped by getting him away from home aboard this boat. As matters turned out, the son within a year worsened, and he was committed to an institution. Thereupon the boat was sold to run on the Cumberland River in 1906 and was so engaged when she was bought by the U.S. Engineers who renamed her CONTROL. She was long considered the flagship in the Vicksburg District.

TITANIA

A small pleasure boat built at Pittsburgh which was bought by Major John D. Adams to carry the U.S. Mail on White River, Arkansas. This boat, so says our fragmentary account, towed the first coal on the Arkansas from a mine at Short Mountain Creek, 75 miles below Van Buren, to Little Rock. She was finally lost at Crystal Hill Crossing, above Little Rock. No dates available.

TOM ROSS

b. Buffalo, N.Y., 1878. 9.72 tons. A steam yacht. She was brought to Cincinnati, presumably by rail, having been bought by Capt. T. W. Disken and Capt. T. J. Meek, their first river venture together. These two gentlemen later operated the towboat REBA REEVES.

TROUBADOUR

b. Pittsburgh, Pa., 1893. 74 x 10 x 4. An iron hull steam prop yacht with ten staterooms and

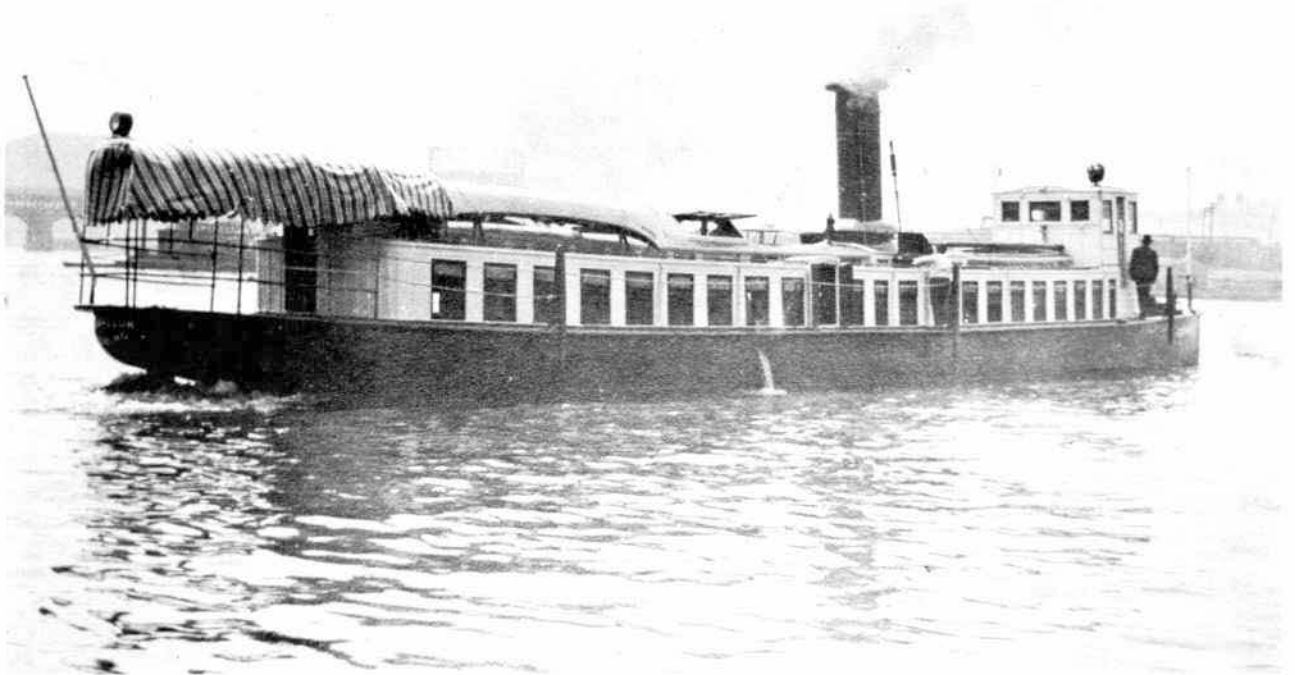


SAM THE SCARAMOUCHE
Jesse Hughes didn't think much of her looks.

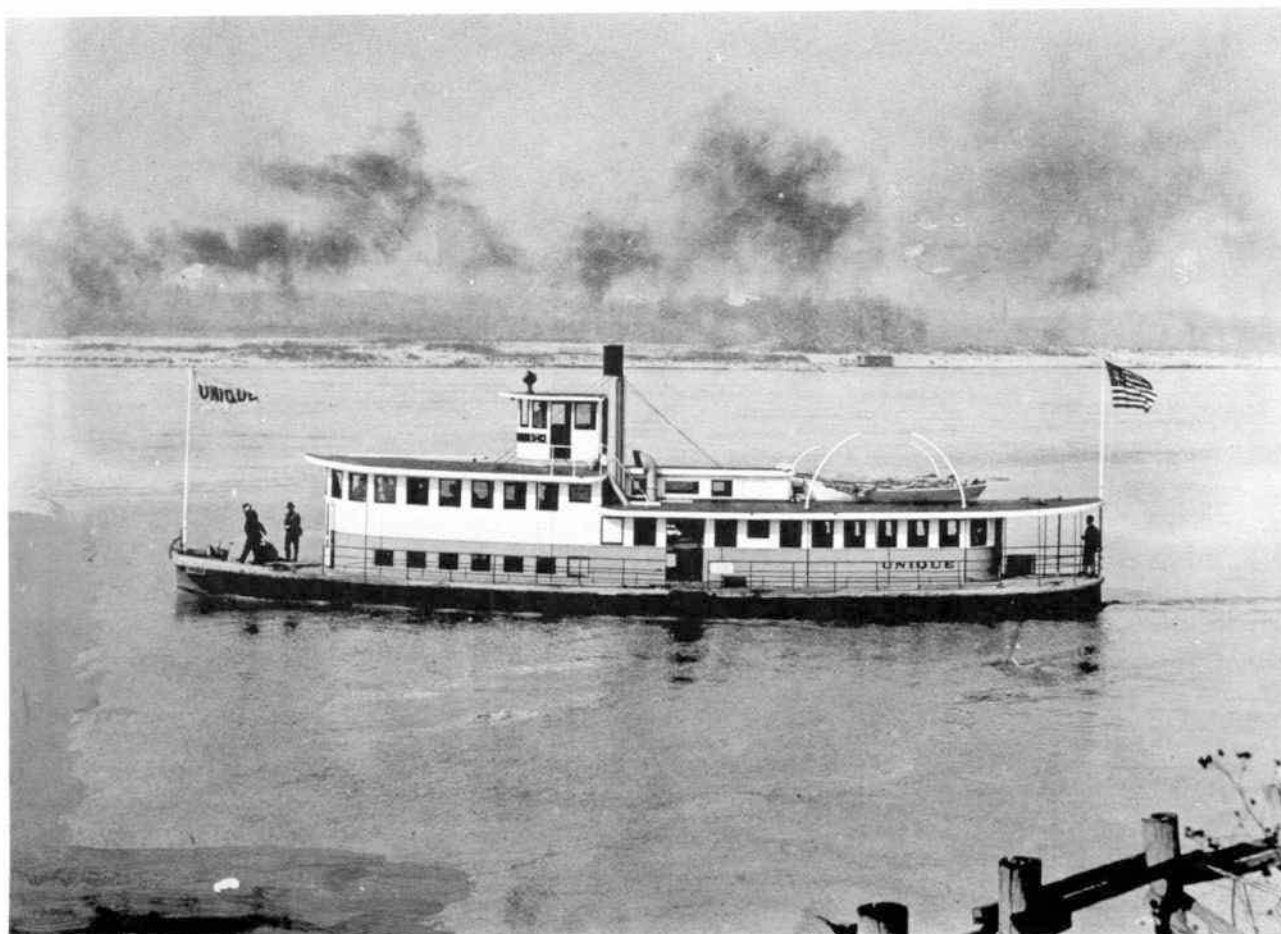


SCIMITAR II
This picture probably taken on the Illinois River.

handsomely appointed. Built and operated by Capt. Samuel S. Brown who was a noted coal operator. The boat was named for one of his race horses. After Sam Brown died his executors, W. Harry Brown and the Union Trust Co. of Pittsburgh, sold the boat on May 17, 1906 for "\$1 and other considerations" to Capt. William B. Rodgers (Sr.) who headed up the Rodgers' Sand Co. Details of the steam plant on this boat are not available, but she had a compound condensing engine, single prop. Capt. Rodgers used her for pleasure trips although seldom had her far from home. Occasionally he went with the boat to Clarington, O. to visit relatives. There is evidence that under Capt. Sam Brown's ownership the boat was navigated to New Orleans on several occasions. After Captain Rodgers died (1925) the boat remained tied in the fleet of the sand company at Pittsburgh for a long time. Finally, in Aug. 1930 she was sold to Capt. Robert J. Hasley, and a few years later was owned by the Snapp Foundry, Fairmont, W. Va., towing sand and gravel for May Bros. of that city managed by Capt. A. C. Lyons. One winter she was brought to



TROUBADOUR
Rounding to in the Allegheny at Sixth Street, Pittsburgh.



UNIQUE

Photograph taken on the Missouri near Kansas City.

Pittsburgh, moored in the Allegheny River near the Sixth Street bridge. High water beached her and she was dismantled. A note in *The Waterways Journal* dated Nov. 21, 1936 states she "now is officially abandoned after having been sunk by ice several years ago."

UNIQUE

b. Charleston, W. Va. by Ward Engineering Co., 1901. 90 x 14 x 4.3. She was originally owned by Charles Ward, then operated by steam. She had a triple compound condensing engine with cylinders 7", 10½", 16" and 10" stroke, and one water tube boiler. She was bought by the U.S. Engineers in 1904 and was in the Memphis District. Later she was sold to Walter S. Dickey, Kansas City, Mo. who used her for pleasure. In the latter 1920's sold to the Northwestern Terminals Co., at Evansville, and converted to diesel, getting a Wolverine 95 hp. engine. Her name was changed to *ETTA J.* In 1933 she was sold to Fred Smith, president of the Dixie Greyhound Bus Lines, and the Delta Transportation Co. operated her from Evansville to

Memphis, at least until 1935 when she was replaced by the *CAPITOL*. Later she was owned by Erlbacher Bros. at Cape Girardeau.

VALERIA

b. Clinton, Iowa, 1904. 130 x 25 x 4. A steam sternwheel boat built for family pleasure and owned by Mrs. Dwight Lamb of C. Lamb & Sons. Engines 12's- 6½ ft. stroke. The first voyage was to the Fair at St. Louis in the fall of 1904. Original cost was \$23,000. Later renamed *ALICE* by other owners. Burned at Arkansas City, Dec. 24, 1924.

VALLEY SCOUT

Small privately owned steamboat on the Monongahela River. She is reported arriving at Pittsburgh on August 1, 1894 with a large party of fishermen who had been camped near Lock 8. No other details at hand.

VERNON JR.

b. Manitowoc, Wis., 1902. 78 x 14.5 x 7. A propeller yacht with one water tube boiler and a triple compound engine with cylinders 8", 10", 16" with 10" stroke. She was owned by Vernon Deering and apparently was based at Moline,

Ill. Original cost was \$20,000.

VIVIAN GRAY

b. La Crosse, Wis., 1886. 33 x 6.3 x 2.9. A steam yacht, still registered at La Crosse in 1896. Owners not known.

VIXEN

b. North Bend, O., 1899. 50.5 x 9.5 x 3.7. When new her name was *J. P. TARVIN*, renamed prior to 1902. A steam yacht. Owners not known.

WANDERER

b. Clinton, Iowa, 1897. 100 x 21 x 3.6. A steam, sternwheel steamboat owned and operated by the Lamb family, Clinton, Iowa. No details at hand regarding the engines or boilers. The family also constructed a large party houseboat called *IDLER*. In October, 1898 made a trip from Clinton to New Orleans with family and guests, and proceeded on down to see the jetties. In 1906 the steamboat was sold to the Florida East Coast Railroad, which then was extending its line to Key West. She was lost in the Keys by foundering on March 24, 1909.

WANDERER II

b. Clinton, Iowa, 1906. 115 x

24 x 4.5. A steam, sternwheel replacement for the boat described above, somewhat larger, owned by the Lamb family. Her cost was \$29,000. The Lambs continued their river wanderings until 1915 when this boat was sold to the Standard Oil of Louisiana. This huge firm took good care of her until she wore out. Her documentation was surrendered on Novem-

ber 10, 1933.

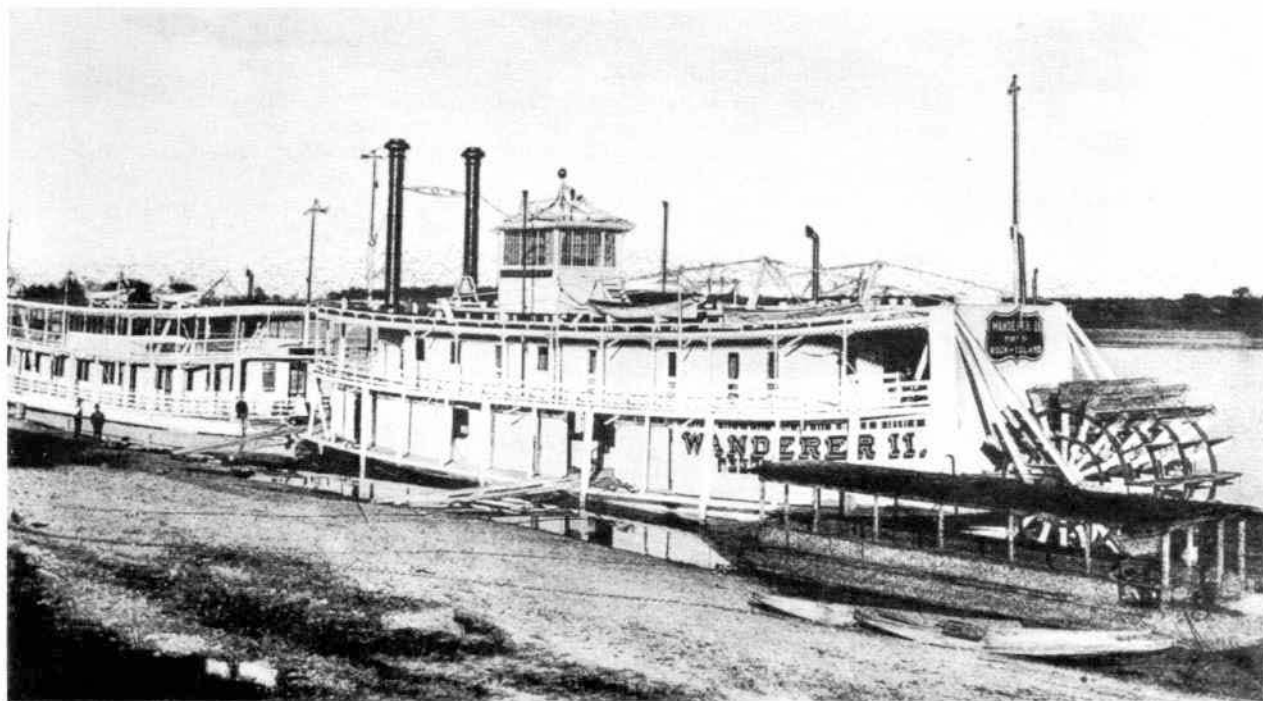
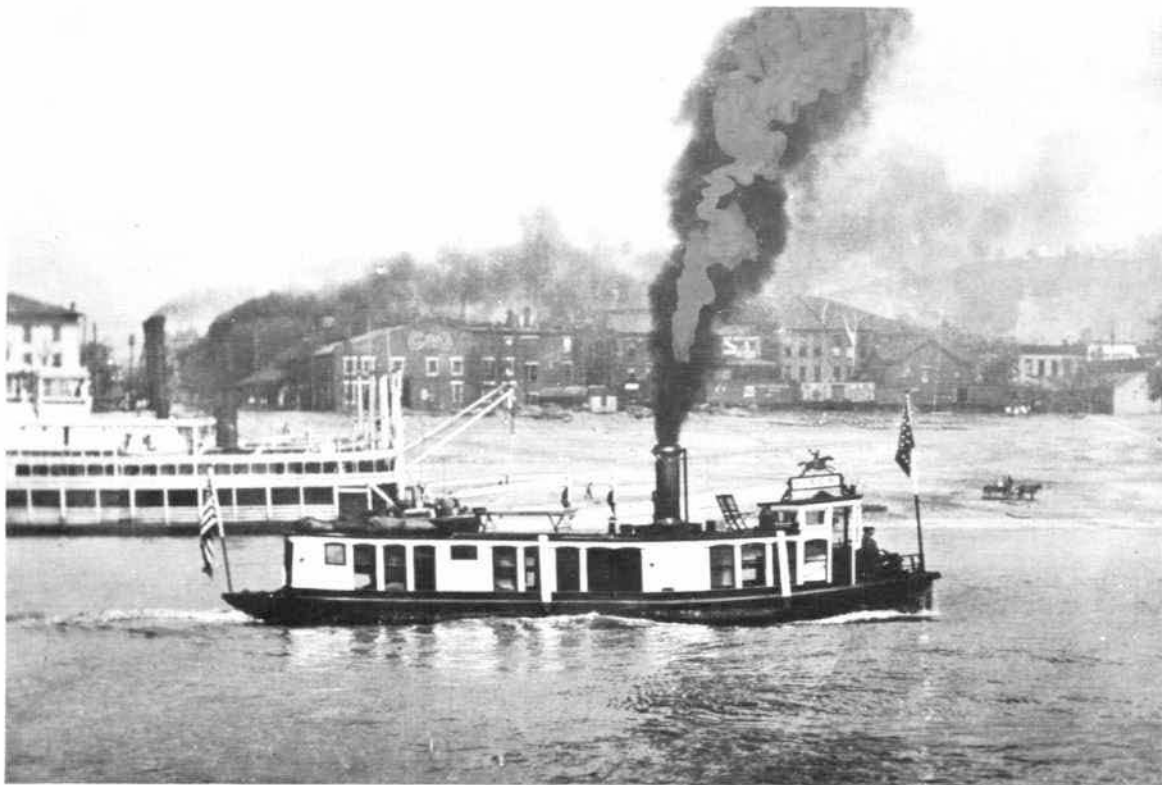
WAUNETA

b. Pittsburgh, Pa., 1901. 82 x 7.8 x 3.8. Steel hull. She was built at the machine shop of Charles Rogers (Sr.) at his shop on Water Street. She was built for Charles A. Painter and his brother George E. Painter who ran an iron mill (Painter's Mill) in

Pittsburgh's West End where the Monongahela joins the Ohio. The WAUNETA was built expressly for speed. She originally had a Roberts flash boiler powering a 2-cylinder (both 11") engine to a single prop. Later this plant was replaced with a Mozier flash boiler and a triple expansion engine. Charles Painter had long harbored the idea of running from

VIXEN

Pictured at Ironton, O., upbound on the Ohio River. In the background (left) at the wharfboat are the packets KEYSTONE STATE, on the outside, and the VIRGINIA, both owned by the Pittsburgh & Cincinnati Packet Co.



WANDERER II

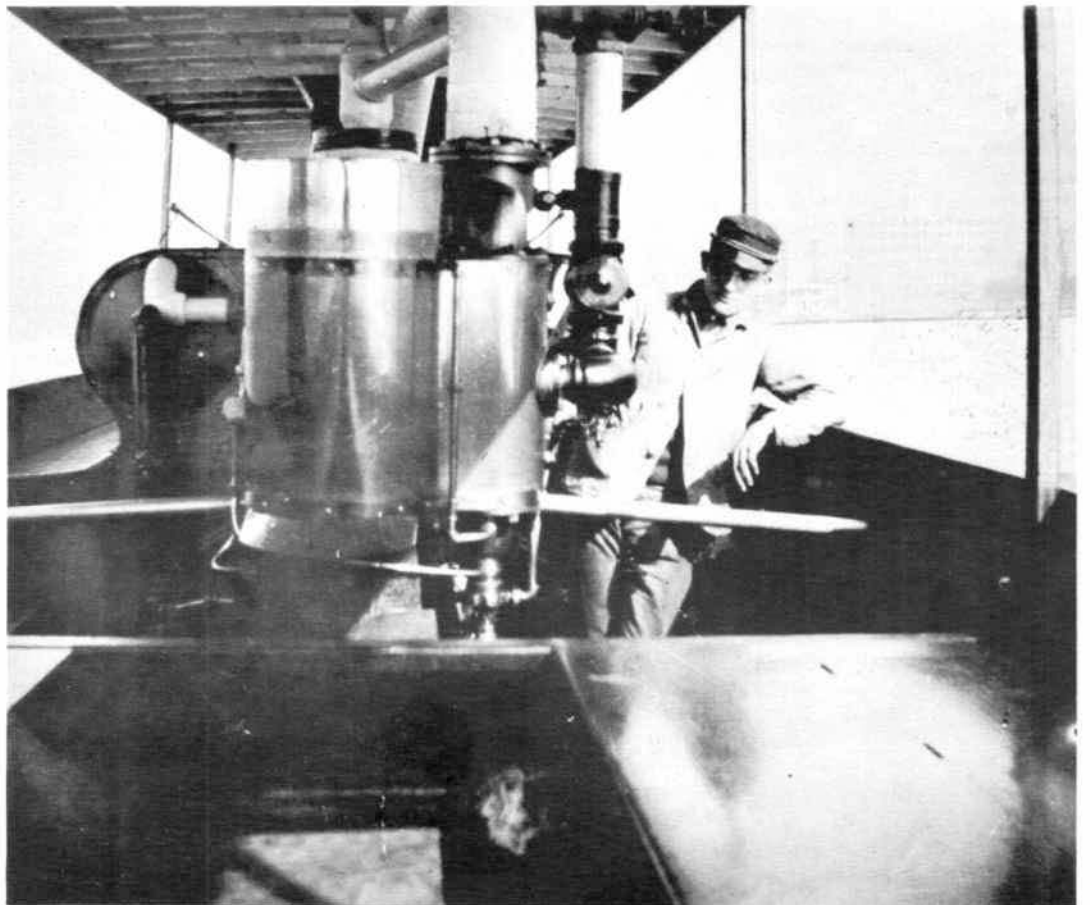
Moored at Clinton, Iowa, with pleasure barge IDLER ahead.



WAUNETA

Pictured in the Allegheny River, Pittsburgh (old Sixth St. bridge in back) the first year she ran, 1901. Later she was enclosed.

Engineer Herman B. Mertz at the throttle of the WAUNETA. She's in the Ohio River at Pittsburgh about abreast of old Painter's Mill.



Pittsburgh to Cincinnati in record time, and often had speculated on such a trip with his prior boat, the WENONAH (next listing). One March morning at 6 o'clock she took off from the James Rees & Sons shop, Pittsburgh, and on board, among others, were Capt. Warren Elsey and his son Phil. In later years we asked Phil for a few details. His reply: "Yes, I was along and at the time I was about 17 or 18, which places the date about 1907 or 1908. There was coalboat water at Pittsburgh, and we made the trip to Cincinnati, 470 miles, in daylight, and ate our supper in the Sinton Hotel. I do not believe any steamboat was built or run on the Ohio River that was nearly as fast as Painter's WAUNETA."

Too bad we do not have the log of that trip. If it was made in June (and it probably was) departing Pittsburgh at dawn and getting to Cincinnati at dusk, the time enroute could have been 15 or 16 hours, averaging 30 mph. or slightly better.

On another occasion your scribe talked with Herman B. Mertz who was engineer on the WAUNETA, and he said one day she left Pittsburgh at 10:40 a.m. and was at East Liverpool at noon, 44 miles. On another occasion, testing her capability on pool water, she made one mile in one minute 52 seconds.

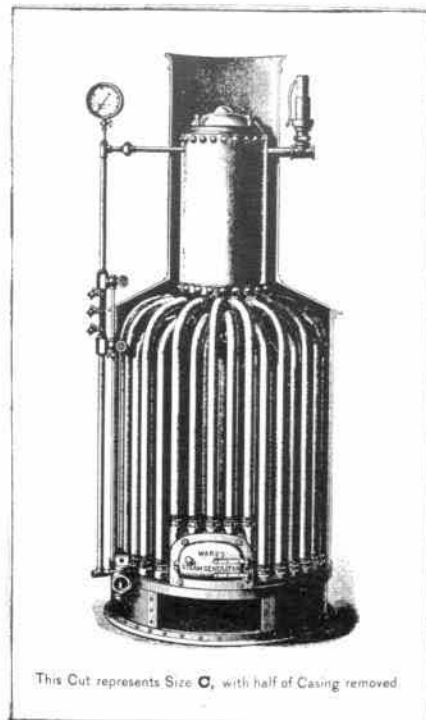
The Painter family had a large farm along the Monongahela between Locks 7 and 8 and they often went there on the WAUNETA, throwing prodigious waves enroute winning ill repute from all boatmen who had houseboats and loaded coalboats in the area.

Capt. Rush and Harry Burnside later bought the WAUNETA and had her in the Madison--Louisville trade in the fall of 1911. This did not pan out, and they sold the boat Dec. 20, 1911 in equal shares to George E. Berry, Williamstown, W. Va. and Charles E. Bailey, Sistersville, W. Va. They tried her between Pt. Pleasant and Charleston, a round trip a day on the Kanawha in 1912. In May, 1913, she tried out the trade between Johnsonville and Savannah under the auspices of St. Louis & Tennessee River Packet Co., Capt. Ed Berry, master. The Packet Company complained she was not fast enough to make the required schedule and turned her back.

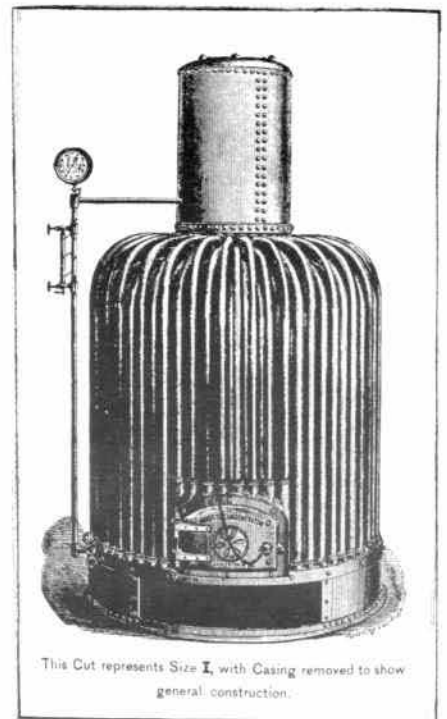
WENONAH

b. Pittsburgh, Pa., 1894. 65 x 8 x 5. Steel hull. Owned by Charles A. Painter, Pittsburgh,

who later ran the WAUNETA (see). She was sold to the U.S. Engineers, Pittsburgh, about the time the WAUNETA was built (1901). About 200 yards below Davis Island Dam, Ohio River, at 11:30 a.m., Oct. 18, 1911, she collided with the tow of the JAMES MOREN which was upbound. Turned over. Her engineer, J. W. Dickey, was drowned. The wrecked boat was recovered, and later was sold to Capt. Henry Murnane of the Memphis Dry Dock Co., this in Feb. 1913. She lay around there for several years and finally was scrapped.



This Cut represents Size C, with half of Casing removed



This Cut represents Size I, with Casing removed to show general construction.

DRAWINGS OF FLASH BOILERS
While preparing this article we have been presented with a catalogue issued by Charles Ward in 1889. This comes to us from Jerry Sutphin. We are reproducing here the two boiler drawings ap-

pearing in the booklet. Enclosed with the catalogue were testimonials written to Mr. Ward extolling the virtues of such boilers, among them one signed by George E. and Charles A. Painter, Pittsburgh, dated Nov. 7, 1888. "We take great pleasure in recommending your Boiler, which we placed on our boat last Spring," they write. "It is a very rapid steamer, free from all priming even when forced to the utmost limit, and perfectly safe and easy to manage. We saved about a ton in weight of same, and increased our speed at least two miles per hour. It is very economical with fuel, and we consider it the best yacht Boiler we know of," they conclude.

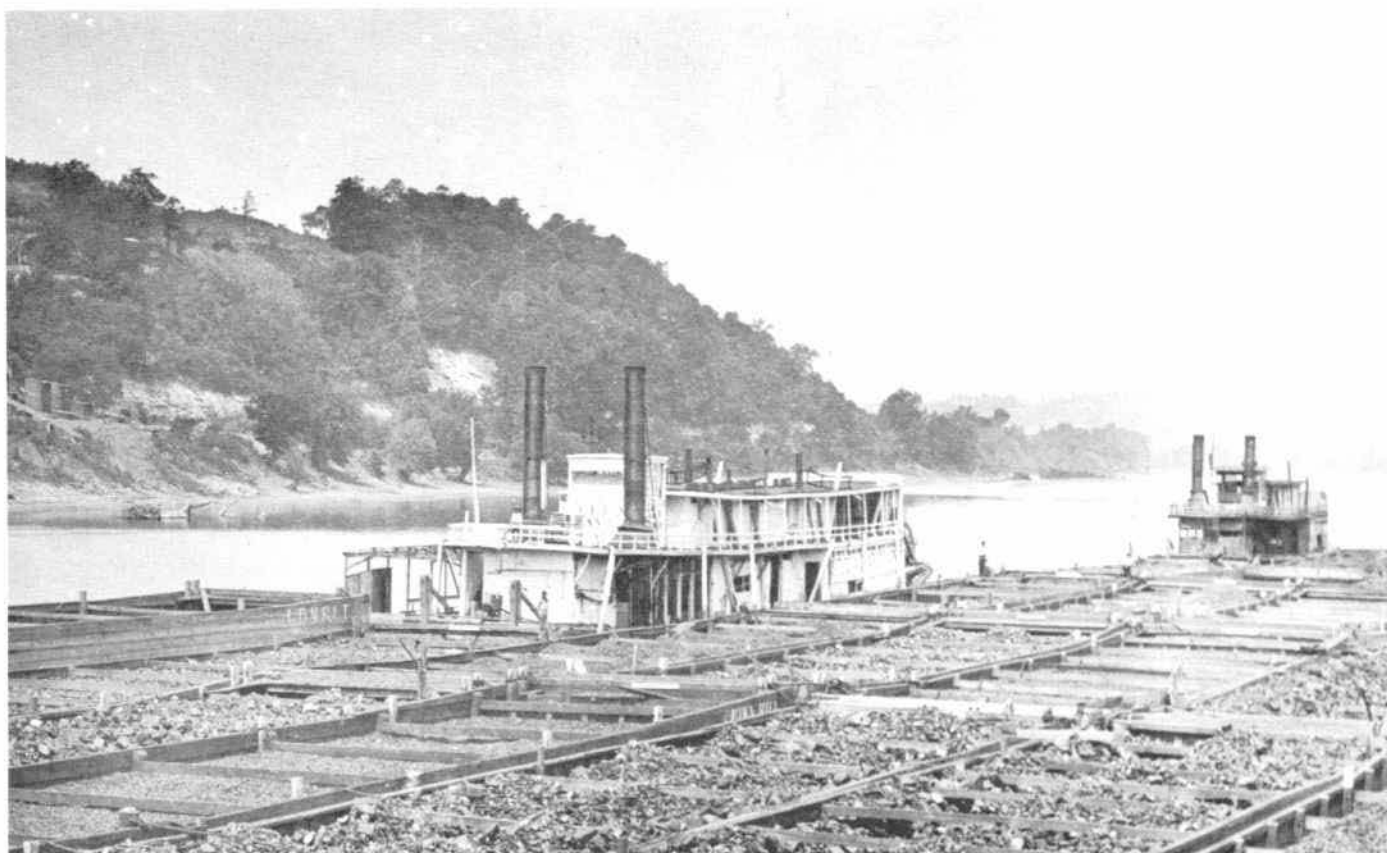
Possibly the boiler the Painter brothers extoll here was in service aboard the WENONAH, described above.

DIMENSIONS OF WARD'S LAUNCH BOILER.									
Size	Diameter in inches	Height in feet	Capacity in cu. ft.	Heating Surface in sq. ft.	Rate of Heating in sq. ft. per hour	Weight in lbs.	Weight of Steaming in lbs. per hour	Price	Remarks
A	30	30	3.14	80	25.5	450	1100	Single row tubes.	
B	36	32	4.18	100	20.4	1100	1400	Single row tubes.	
C	38	45	5.17	145	39.1	1450	1650	Double row tubes.	
D	42	34	4.8	150	22.9	1500	1700	Single row tubes.	
E	48	38	7.6	150	19.7	1750	1900	Double row tubes.	
F	48	48	7.6	200	20.3	2000	2000	Double row tubes.	
G	49 1/2	66	7.7	325	19.5	2500	2500	Four faced draft.	
H	60	64	13.6	450	33.2	4500	4500	Very useful size.	
I	72	72	21.3	575	22.3	6000	6000	Good proportions.	
J	60 X 80	86	21.6	640	29.5	7000	7000	Cylindrical, with flat sides.	

The diameter and grate area are constant.
The height and heating surface may be varied together, to meet special requirements.
In this way almost any proportions may be obtained.

The Boilers are furnished complete with Water Light, Air Pipe, Air Valve, Feed Valve, Smoke Head, Smoke Stack, Water Column with three Turncocks, Safety Valve, Gauge, Improved Pig Sift, Valve of Reg. size, and two Blast-off Valves, all complete ready to receive steam and water connections.

SHE MADE TRIPS TO OIL CITY



PICTURED ABOVE is the towboat ELLA LAYMAN (center) which is described in Serepta Kussart's book, "The Allegheny River," as follows:

"The ELLA LAYMAN, of 119 tons burden, owned by Edgar Layman, was first enrolled at the Custom House, Pittsburgh, October 28, 1872. This steamer was used in various trades. It was noted, in the spring of 1877 that 'The ELLA LAYMAN arrived from Oil City yesterday and will be the next boat to leave for Huntington with a tow of oil. The LAYMAN was the first steambot to Oil City for two years, and her appearance is said to have created no little excitement.' Captain Jack Parrish in command, the ELLA LAYMAN continued to be used transporting oil down the Ohio for the Standard Oil Company and bringing back tows of cooperage material."

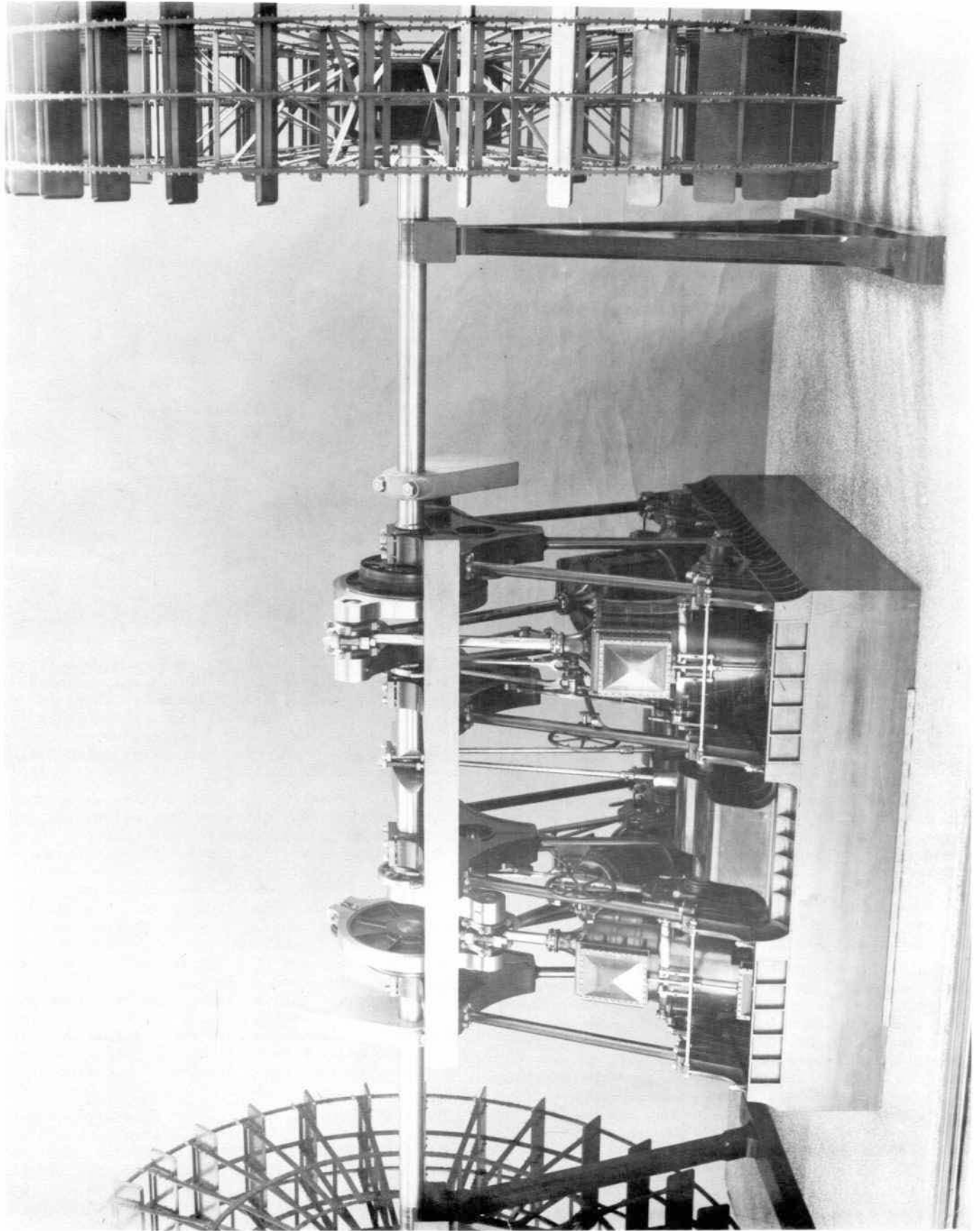
Thanks to the delvings of Russell M. Lintner we know that the ELLA LAYMAN left Pittsburgh on April 12, 1877 on this trip up the Allegheny River. On this same rise the towboat IRON CITY, Captain Warren Elsey in command, ascended above Oil City to Pithole Creek, there became stranded, and was not released until latter October. Also the VENTURE, owned by John A. Wood & Sons, went up on this rise to get new barges at Tionesta, but she stranded on a bar at the mouth of the Kiskiminetas River (Freeport, Pa.) and stayed all summer.

Capt. Jack Parrish, who made the only successful trip to the upper Allegheny in 1877, did a lot of towing for the Camden Oil Company at Parkersburg, West Va. For some years he had a towboat named J. N. CAMDEN for the principal of that concern, and both the CAMDEN and the ELLA LAYMAN were used at

various times on the Little Kanawha where Camden Oil had its refinery. Oak barrel staves loaded in flats were pushed from Parkersburg to Pittsburgh for Standard Oil. Russell Lintner discloses that the ELLA LAYMAN was noticed in the river news of May 4, 1878, arriving at Pittsburgh with 250,000 staves for Standard Oil.

Shortly thereafter the ELLA LAYMAN was bought by Colonel Robert (Bob) Carr, of Charleston, West Va., who formed the Ella Layman Towboat Company, engaged in marketing Kanawha River coal to Cincinnati and elsewhere. The picture reproduced above was taken at that time. Colonel Carr owned much property on Charleston's South Side, from Ferguson's Hollow to Ferry Branch and running back as far as Pine Grove schoolhouse. Several of the barges are stenciled CROWN HILL, the name of a settlement and coal mine just below old Lock 3, Kanawha River (left bank). No clue survives on the original print as to where this picture was made. Jerry Sutphin, who kindly furnished it, indicates that the original was marked "On the Great Kanawha River." Nor do we know the name of the small towboat appearing at the right.

The Ella Layman Towboat Co., headed by Bob Carr, came to own six towboats and 120 barges in its heyday. Colonel Carr was born in Cambridge, Ohio, and was brought by his family at an early age to Point Pleasant, W. Va. where he grew to manhood. He went to Charleston and first started on the river as a clerk on the ANNIE LAURIE. He was active in West Virginia politics, and once was president of the West Virginia Senate.



OSCILLATING ENGINES

(See picture on the opposite page)

The story of the Swain steamboats with compound oscillating engines in our June '71 issue prompted our British S&D member S. Coventry, who lives in Suffolk, England, to furnish a photograph of the machinery used on the fabulous ocean steamship GREAT EASTERN launched on January 31, 1858.

To quote Mr. Coventry: "Your description of the Swain engines really gripped my attention. Oscillating engines were common wear on our early paddlers, I believe, but I cannot for the moment recall a compound example. I forward a photo of a working model of the GREAT EASTERN engine that is in the Science Museum, London. As a boy I remember being slightly hypnotized by the stately quadrille of its motion at 10 r.p.m. The remarkable thing about this type of engine, to me, anyhow, is the fact that the hollow trunnions upon which the cylinders oscillate not only took the whole thrust of turning the wheels, but also had to have a steam-tight joint to feed the valve chests."

The GREAT EASTERN, of 18,914 gross tons, measured 692 by 82.5 feet with a draught of 30 ft., the behemoth of her time. She had six masts carrying 6,500 yards of sail; side-wheels rated 3411 hp. and propellers rated 4886 hp. Her oscillating engines were both high pressure--in fact the scheme of the compound engine was perfected while the GREAT EASTERN was in the stocks, too late to use in her vast engines. The side-wheel machinery she used was built by Messrs. Scott Russell & Co. on the Thames.

The counterbalance weights attached to the wheel shafts shown in the accompanying photograph were placed on the model to facilitate its operation; they were not on the boat. At the base of the model in the foreground is a ruler measuring 24" long.

The GREAT EASTERN was not a financial success. Her claim to fame aside from her phenomenal size was in laying the first Atlantic cable.

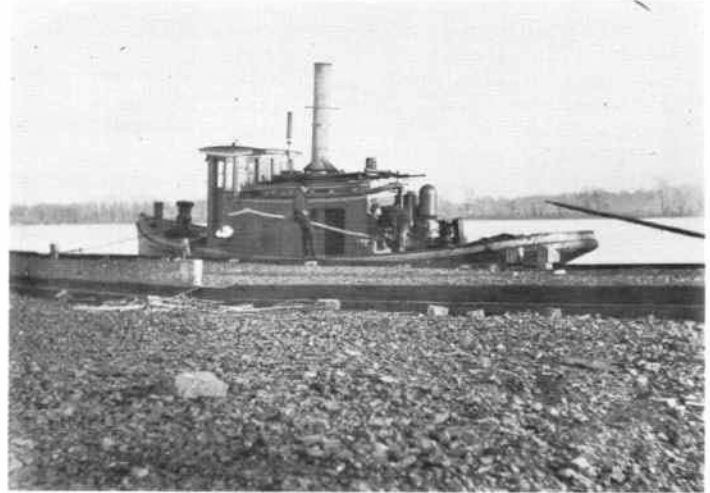
Sirs: I am writing aboard the U.S. aircraft carrier CONSTELLATION in the Gulf of Tonkin, 21 January, 1972: My Dad sent me J. Mack Gamble's book "Steamboats On the Muskingum" and the day it arrived we were in the "Riviera of the Orient," the down-grade term for Subic Bay in the Philippines. We had been to sea for 31 days, but Mack's book is so interesting I stayed on the ship two nights in a row studying the pictures and reading it. What is really great is the wealth of information found therein I DIDN'T KNOW ABOUT. Having been born in Marietta, and later having taken an avid interest in the Muskingum, I thought I was pretty knowledgeable about the history of that valley. The wealth of pictures and the "term paper" origin of the book lend authority and scholarship.

Also have my December issue of S&D REFLECTOR. On page 60 I noticed the fine picture of the DELTA QUEEN in Navy gray. That covered paddlebox even on the Ohio looks neat. The boats out West had a clean, well proportioned, and spare look that I always like.

The ISLAND QUEEN story is a beaut. Brother Willie sliding down that ballroom floor is priceless. Cornmeal on dancefloors to make them slicker has validity. From what I have been able to find out cornmeal was used in the cheaper places (I'm quoting) and dance wax was used in

the expensive joints.

C. W. Stoll on page 27 is right about Santa Rosa Island. It is indeed a long sandbar that acts as a barrier shielding Escambia Bay and Pensacola from the sea. Like other barrier bars or "keys" this one did not lend itself to permanent habitation, due to hurricanes and the like. The Spaniards had a settlement on the island in the 1500's and later moved to where Pensacola is today. Two forts guarded Escambia Bay. One is Fort Barrancas, now located on the Naval Air Station at Pensacola, and the other one (its name escapes me) is on the south tip of Santa Rosa Island. The Confeds gained control of Escambia Bay during the Civil War; both forts were shelled and sieged. The Apache chieftain Geronimo (1829-1909) was incarcerated in the fort at Santa Rosa Island after his capers out West, along with a number of Indians. Oldtimers at Pensacola told me they remembered excursion steamers running out to the island. --Dick Rutter, Lt.jg, USN.



Tugboat AID
More whistle than horsepower.

A small tug with a great big whistle was built at the Howard Yard, Jeffersonville, Ind. in 1889. She was named AID, owned by the Fulton Towing Co. One of her jobs was to pump leaky coalboats and for the purpose a large pump was mounted aft of the deckhouse. You can see it plainly in the accompanying picture, showing up like a big acorn.

The AID was conveyed in 1900 to the newly formed Monongahela River Consolidated Coal & Coke Co., Pittsburgh. The "Combine," as it was called, owned a prodigious number of steam propeller tugs ranging in horsepower from the AID's 48 to the R. W. WILMOT with 2418. An inventory taken in 1910 discloses these inclusions:

AID, 48; CORSAIR, 476; LAUREL, 152; M. DOUGHERTY, 104; MAJOR, 368; MONGAH, 837; MAUD WILMOT, 177; N. M. JONES, 454; NELLIE BROWN, 171; R. W. WILMOT, 2418; SADIE PARKER, 45; S. S. PRENTISS, 138; THOS. HEIDEL, 48; VANGUARD, 470; WASP, 29, WASH GRAY, 560; W. H. WOOD, 331; W. G. WILMOT, 863; WHITE WATER, 136.

The AID was rebuilt in 1896 and at that time had a single prop driven with a 12" by 12" upright engine, and she got her steam from a vertical 8 ft. boiler 42" dia. The Combine brought her to Pittsburgh and on June 15, 1912 she was partially burned while moored at West Elizabeth, Pa. in a fire which destroyed another tug, the WASP. The AID was rebuilt and later sold to Capt. Buck Muller, Ambridge, Pa. who used her in towing sand and gravel flats. He dismantled her about 1917.

Sirs: I very much enjoyed the S&D meeting last September, my first, and I hope to make many more. Ruth Ferris was very kind and introduced me to many celebrities, among them Bert Fenn, and now Ruth writes that Bert told you about the model of the J. M. WHITE Ralph Hitchcock of Seattle and I are building.

Ruth suggested that I send you a couple of photographs of the model as she thought you might be interested. I do so with considerable diffidence because I have seen your fine model of the WHITE at the Museum in Marietta. The one we are building is built to the same scale, 1/2-inch equals one foot.

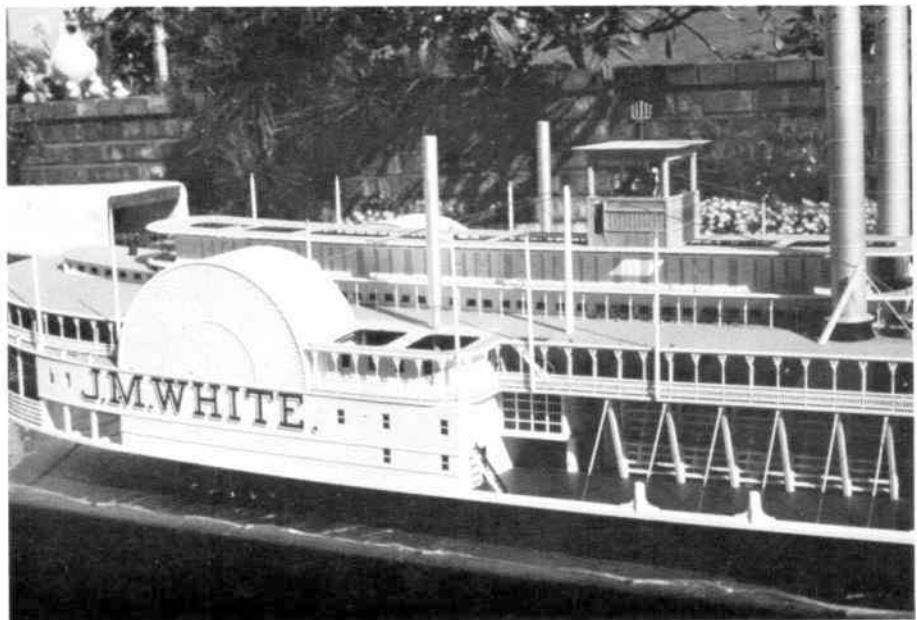
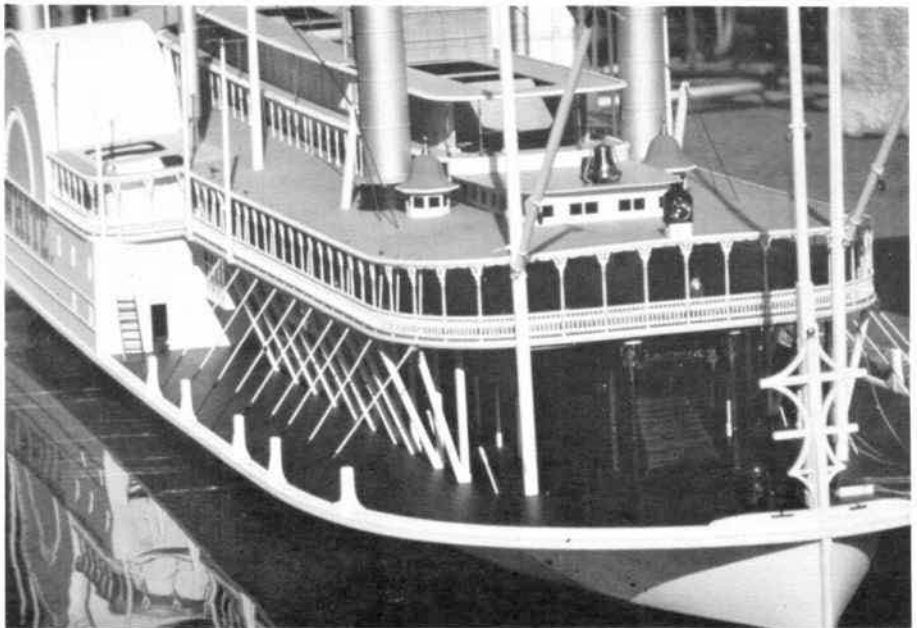
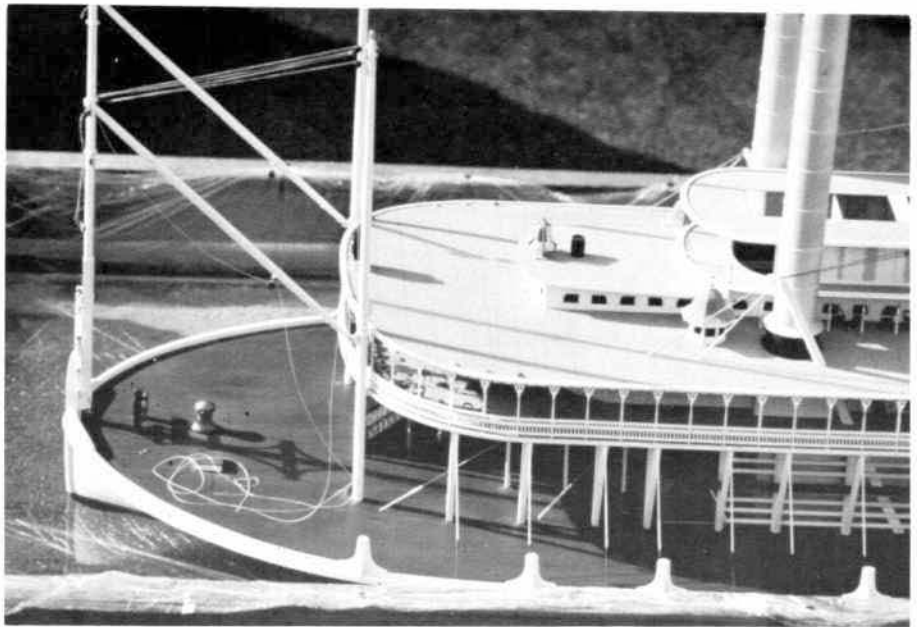
The accompanying pictures were taken last August when we were running flotation and stability tests and, as you can see, the work is completed only up to the hurricane deck. Considerable progress has been made since then and we hope to be finished sometime in the spring of '72.

The model is powered by steam and controlled by radio. The power plant was developed and checked out with the aid of a test hull as it obviously would be too risky to do this kind of work on a finished model.

Building of the model has been possible only because of the encouragement of Ruth Ferris and Alan Bates' compendium and critical comments as the work progresses. The S&D REFLECTOR has provided many useful pictures and general inspiration to Ralph Hitchcock and me. Both of us know nothing about river boats except what we have gleaned from reading the interesting stories in S&D's wonderful magazine.

John H. Leslie,
909 Sheridan Road,
Winnetka, Ill. 60093

=Several scale models of the J. M. WHITE have been built but in the words of Will S. Hays, this one is the "crowning effort." The three photographs on this page, if you squint your eyes a bit, might well have been taken in 1878 at the Howard Yard in Jeffersonville, Ind. of the real article. We are humbled at the effort put forth here, a task of no mean scope enhanced by the fact that this model will operate under her own steam power. Our fervent expectation is that Jack Leslie and his partner Ralph Hitchcock may be persuaded to bring this working model of "the pinnacle of cotton-type steamboats" to the 1972 S&D meeting and steam her on the placid waters of the Muskingum while members click photographs. -Ed.



Sirs: I started my river life in 1893 catching logs and cross ties that had broken loose from the Guyandotte River in West Virginia. I rowed out in a yawl and drove staples into the logs, towed them ashore and cared for them until the owner came along to claim them. They paid 50¢ each for the logs and 6¢ for a cross tie. Also there was some small profit gathering up empty whiskey bottles from rafts, where they had been left by the raftsmen. You could turn these in at the saloon for 2¢.

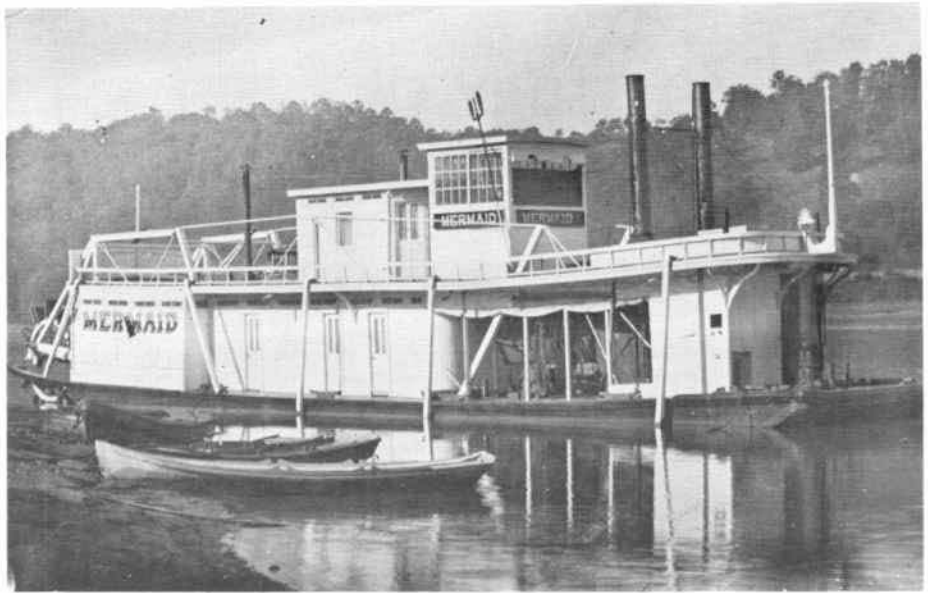
My uncle came down the river with his photograph boat in 1894 and I went with him and learned the photograph and tin-type profession. We floated to Cincinnati that season and afterwards the BOB BALLARD towed us back to New Martinsville, where we spent the winter. It was a good life. We traveled from town to town tin-typing and photographing the ladies and gents, and I suppose some of those old pictures survive even now, and maybe are considered valuable keepsakes.

My first steamboating was as deckhand on the towboat DEWING & SONS, Capt. William Henning, towing log rafts to the boatyards and mills along the Monongahela.

I shipped on the towboat SAILOR in the fall of 1900. Billy England was captain, and Morgan Henderson (Pud) was mate, and my official title was lamptrimmer. We made one short trip, and then the crew was transferred over to the towboat DAVE WOOD which was old as the hills, and she was lit up with oil lanterns and lamps, but she did have a small dynamo which made juice for a carbon-arc headlight.

They sent us to Letart Falls that winter with an empty model barge. Some boat had sunk a model barge loaded with New Orleans molasses there at Letart, and our job was to recover the barrels. We recruited local labor to do the heavy work.

Then I was shipped back to Pittsburgh and went to the J. C. RISHER, Capt. Harry Fairchild, and when she laid up my brother Jim and I shipped up on the towboat LITTLE BILL with William Stanley. That boat was famed for the part she played in taking the Pinkerton detectives to Homestead in 1892 at the time of the riots. I once talked with a river engineer who claimed he was on the LITTLE BILL at that time. According to his story, the pilot (probably Capt. William B. Rodgers, Sr.) steered the boat during the "battle" from the engine-



The MERMAID
Built by V. E. Fuller (see letter this page).

room with ropes and blocks attached to the tillers. That's where I would have been, or else down in the hull.

My brother Bill and I built a model hull on the shore at Guyandotte, W. Va. in 1903, 16 by 100 ft. using the moulds and patterns of the packet JENNIE HOWELL. That old packet dates away back into the 1870's but my grandfather, who was a ship carpenter, had kept these patterns after he built the HOWELL for Capt. A. M. Halliday.

Well, at that same time, 1903, my brother and I also built a scow bow steam towboat there at Guyandotte which we named the MERMAID. We used the old engines from the FRED STONE, 7" by 30" with rotary valves. The hull was built entirely of white pine from Michigan, and our objective was to make her light draught for low water work. As things turned out she drew 2 feet with fuel on, and that's pretty light. Her boilers were allowed 186 pounds, and when under full steam those engines sure could groan. Sometimes we wondered whether it was the engines or our old engineer doing the most groaning.

Later we took those engines out and installed poppet valve engines 9" by 44" built by Gillett & Eaton, Lake City, Minn.

The model hull we built was made into an excursion barge and we used it on the Monongahela in 1905 doing the towing with the MERMAID.

Well, the same year we built this towboat and barge I had the pleasure of riding from Pittsburgh to Cincinnati on the new side-wheel GREENLAND. The pilots, if

memory serves right, were Jesse P. Hughes and Will (Billy) Dennis. Capt. Gordon C. Greene was in charge. It was on that trip while passing Newport, O. that I remember Capt. Greene telling how he farmed there, and on the island, when a boy. He said he went cook on a produce boat one fall, floating down the river, and said that he felt just as big on that job as he did running the GREENLAND.

I last saw Captain Greene at Fountain Square in Cincinnati. I was leaving for California and wanted him to come along. He said he was too old to start out like that.

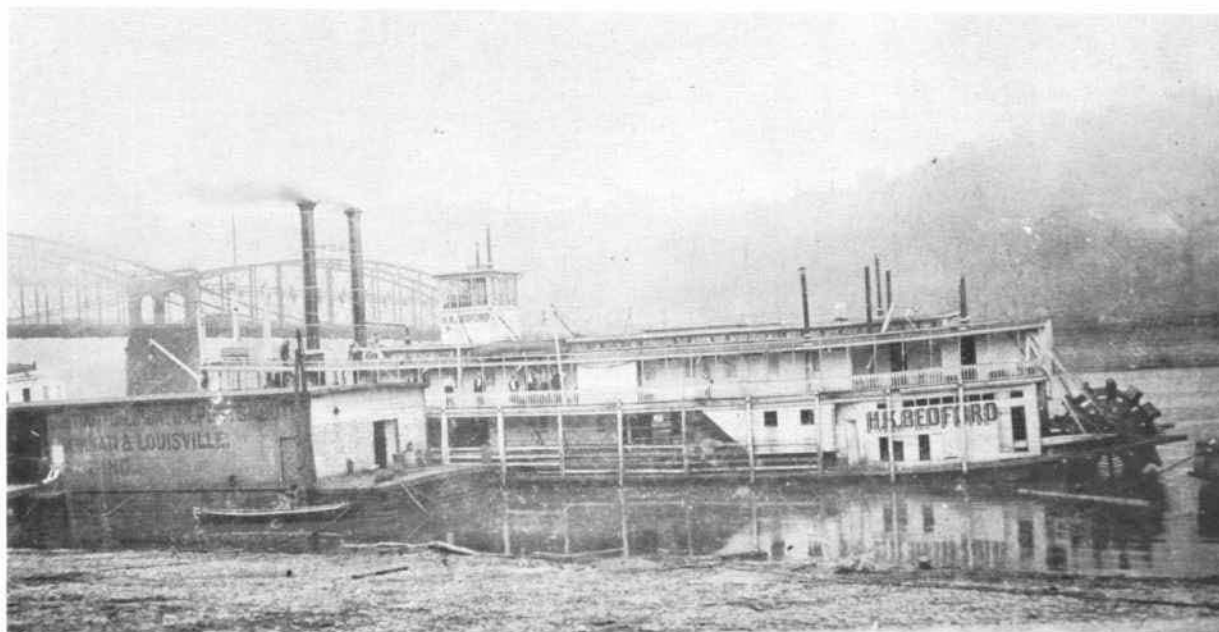
It was not my idea to write a manuscript when I started this, but my apology is that I lived on the river and nowhere else from 1894 until 1910.

V. E. Fuller,
1228 W. Fourth St.,
Chico, Calif. 95926

John A. Breynaert, president of The Steamship Historical Society of America, Inc. announced last November that the Society's library was being removed from Staten Island to a temporary home at the Calhoun M.E.B.A. Engineering School at 9 Light Street in downtown Baltimore. Reasons given for the removal were that the Staten Island facilities had become overcrowded and that the neighborhood there had deteriorated "frighteningly."

SHSA members have been requested and invited to send financial help to assist in the project, contributions to be mailed to Mrs. Alice S. Wilson, 414 Pelton Ave., Staten Island, N.Y. 10310.

STORY OF THE H. K. BEDFORD



The H. K. BEDFORD in the above picture is moored at the Patterson wharf-boat, Pittsburgh. It was taken in the 1890-1896 period and is the oldest photograph of the boat so far disclosed. Also significant is that this is the oldest known photograph of a Greene Line steamboat. Sharp-eyed observers will note the absence of ornamentation on top of the pilothouse, and also that the bracing to the wheel timbers does not extend through the roof as it did later. There is no ornamentation on the low roof rail. Her smokestacks are not hinged for lowering, and apparently never were. The Smithfield St. bridge over the Monongahela shows at the left. This view comes from an old picture album kept by Jesse P. Hughes.

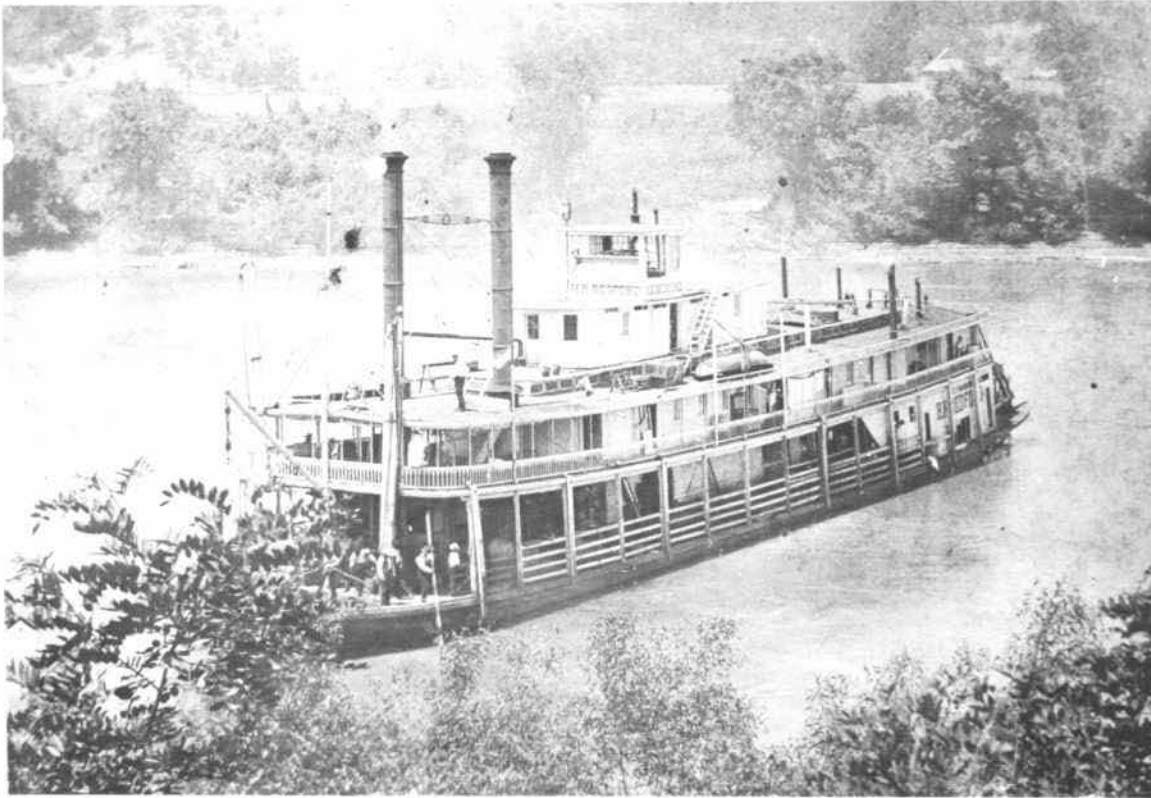
WHEN the H. K. BEDFORD first appeared on the upper Ohio River during low water, summer of 1886, her freight bills read: "Upper Cumberland Passenger Steamer H. K. BEDFORD, Alex Kendall, Supt.; A. T. Armstrong, Captain; W. W. Parmenter, Clerk." She ran in the Pittsburgh-Cincinnati trade under the auspices of the owners of the EMMA GRAHAM, just lost by sinking at Ripley Landing, W. Va. Captain Armstrong, one of the BEDFORD's owners, was master, and the purser, A. J. Slavin, was a shareholder in the GRAHAM.

The odd part, in retrospect, is that a young man of 24, Capt. Gordon C. Greene, apparently was not impressed. Maybe because of the low water he was home at Newport, O. squiring his best girl, Mary Becker. Maybe he was up in the Monongahela pools on the towboat LITTLE FRED with Capt. Henry Wilkins. But, and anyhow, the advent of the H. K. BEDFORD as an upper Ohio visitor did not penetrate the consciousness of Gordon Greene. Yet, four years later Capt. Greene journeyed all the way to Nashville, Tenn., bought the boat, and so started the series of events which produced Greene Line Steamers, Inc. of Cincinnati, O., which, as every school kid in the U.S. knows, now operates the DELTA QUEEN.

So the H. K. BEDFORD was the cause of it all.

That old boat wasn't much shucks as boats go. The Howards built her at Jeffersonville, Ind. in 1885 and a look at the records shows she cost \$5,600, which means she probably was built from the scrap lumber left over from the CITY OF NATCHEZ (\$75,000) or the CITY OF OWENSBORO (\$19,500) or the SAMUEL B. WIGGINS (\$15,067). Alex Kendall and Capt. A. T. Armstrong needed something light, economical and sturdy to run up the Cumberland from Nashville to Burnside, 325 miles, an area devoid of railroads or highways and completely dependent on the river. The Cumberland those days didn't have a dam or a lock anywhere, but had been treated to a program of "open channel" improvement. That meant boats ran in wet weather and were stuck on sandbars the rest of the time, or else were taken elsewhere during the summer months. That's how, of course, the BEDFORD came to the upper Ohio in 1886--there wasn't any water in the Cumberland.

Nobody has bothered to tell who H. K. Bedford, Esq. was, and we have just scouted Judge Douglas' "Steamboatin' On the Cumberland" which tells a good many interesting things, but not this one. Hence we assume--and maybe not so wrongly either--that Mr. Bedford helped financially, or in a business way, like those many mentors of Cumberland packets listed on page 188, B. M. Runyan,



H. K. BEDFORD pictured in the summer of 1896. The Texas had just been built. She lies in the Kanawha River at Buffalo, W. Va. stranded during extreme low water. On the roof in dark pants and white shirt is Capt. Gordon C. Greene.

John Lumsden, B. G. Wood, Nat F. Dortch, Alex Kendall, J. J. Odil, B. H. Cook, J. R. Handly, H. W. Buttorff and B. S. Rhea and son I. T. Rhea--all of whom had Cumberland boats named after them.

According to Judge Douglas a squeeze play was in progress on the upper Cumberland in 1890, and Capt. Tom Ryman, well established north of Nashville, was extending up those 325 miles to Burnside. The independent operators, the Armstrongs among them, were gravely concerned. It would be interesting to know if the H. K. BEDFORD and the MATT F. ALLEN were advertised for sale in The Waterways Journal at that time. Our guess is that they were.

Capt. Gordon C. Greene had owned no boat prior to 1890, but he was well aware that the C. W. BATCHELOR had deserted the Pittsburgh-Wheeling trade and the ABNER O'NEAL, a fixture in the local Wheeling-Steubenville trade, had been sold in March to "a North Dakota gentleman" and went away to the Missouri River. The Pittsburgh-Wheeling trade was wide open. He aimed to fill it.

One of Captain Greene's favorite stories in his later years was how he went to Nashville in the spring of 1890 to inspect the H. K. BEDFORD and the MATT F. ALLEN. These two packets were pretty much alike, with similar price tags, and the immediate problem was to make the right choice. Gordon Greene sat there on the Nashville levee squinting his eyes and sucking a toothpick, and then, typically, he fell into conversation with an unoccupied Negro roustabout.

"So you have worked on both these boats?"

"Yes, SUH, both of them."

"Which one was the best?"

"De ALLEN got class and she can whup de BEDFORD wid no signifyin'. But de BEDFORD is come'n go; she allus come'n go just d'same. An' dat's about it, Mr. Boss-man."

Gordon Greene put the cash on the barrelhead for "de come'n go" boat, the BEDFORD.

What he got was a wood hull packet on a hull 149 by 27.7, five years old, two boilers, high pressure engines. He steamed her down the Cumberland and up the Ohio. He arrived at Pittsburgh on Sunday, June 22, 1890 and landed her at the Patterson wharfboat, between Wood and Smithfield, in the Monongahela.

"How are you going to shove that puny boat up through the Trap when the water gets down?" asked S. R. Patterson amiably.

"Guess we'll double-trip 'er," said Gordon C. Greene.

The H. K. BEDFORD left Pittsburgh every Monday, Wednesday and Friday at 4 p.m. for Wheeling, and on week-ends she sometimes went through to Newport, O. The cash drawer showed a conspicuous lack of cash. Then after a year or so with no marked improvement Harmen E. (Sandy) Bevan came aboard as clerk, two years younger than Gordon, with a modicum of schooling, and with no prior river experience to hinder him. Sandy's homespun bookkeeping showed modest profits every week. Things got better.

By the time 1896 rolled around several notable events had transpired and more were due to happen. Gordon and his best girl Mary Becker had married--she was a Washington County gal from out back of Newport six years younger than he--and the H. K. BEDFORD was slated to enter the weekly trade between Pittsburgh and Charleston, W. Va.,

commencing on Friday, March 13, 1896, the day of double-hoodoo.

There was a lot of ice in January-February of 1896 and then the weather turned into spring at Marietta. The local packet T. N. BARNSDALL out of hibernation brought a goodly crowd of people to the Marietta wharfboat. Standing there watching, and glad like everybody else for the warmth of the sunshine, was Gordon Greene. A young man obviously just off the BARNSDALL spoke to him.

"Is the H. K. BEDFORD going out today?"

"Yes."

"Would the steward be needing somebody in the pantry?"

(These first warm days all young men got a dose of this steamboat-itis. Suddenly they wanted a job afloat. Practically all of them did not know a timberhead from a fantail. But this one seemed different.)

"Ain't you the young fellow that was steering on the COURIER last summer?" Gordon Greene asked.

"Yes, sir."

"Jesse P. Hughes. Right?"

"Yes, sir."

"The BEDFORD is laying over at Harmar, guess you know. Go over there and tell them I sent you. If it turns out we need somebody you have a job, otherwise not."

That noon the BEDFORD left for Pittsburgh with Jesse P. Hughes aboard, aged 19, drawing his first day's pay from the Greene family. He was signed on as pantryman. The date was February 28, 1896.

The decision to abandon the Pittsburgh-Wheeling trade, and to make the weekly run to Charleston instead, was a momentous one. Further, the Pittsburgh papers predicted that the BEDFORD would not only go to Charleston, but she would go on up the Kanawha River 27 miles farther to Coal Valley. She would depart from Pittsburgh every Friday evening, and the fact that this first departure fell on Friday 13th of March did not apparently bother Gordon Greene.

Let it be recorded that a packet was already established in that trade. The Bay Line's RUTH left Pittsburgh each Tuesday for Charleston, Capt. Ira B. Huntington, master, and Ralph Emerson Gaches, clerk. This was a small-fry packet, smaller than the BEDFORD, but she was doing so remarkably well that her owners were building a much larger replacement, to be named KANAWHA.

The BEDFORD got off to what may be termed an inauspicious start. Jim Rowley had been hired as pilot but he was unable to catch the BEDFORD at Pittsburgh and would get on down the river somewhere instead. It so happened that a towboat pilot had taken passage, going down to meet the ENTERPRISE, and he volunteered to stand watches with Gordon Greene until his boat appeared. So fine, save that the first night out, about 4 in the morning, the towboat pilot ran the BEDFORD hard aground on a fast-falling river and there was a lot of ice running. All efforts to wiggle the boat loose failed. She stayed there until about 4 that afternoon when the LIBERTY, Capt. John K. Booth, came to the rescue. Enough freight was transferred to lighten the stuck boat, and late that night she was on her way again, unharm-

ed physically.

Jim Rowley eventually came aboard, and while he was piloting the BEDFORD he had one of his unforgettable experiences. It had to do with nitroglycerin, a pale yellow innocent-looking oil that detonates at the drop of a hat. The Upper Ohio valley in 1896 was having an oil boom, with oil wells sprouting in the Sistersville--Matamoras area, and on down to St. Marys and even back of Marietta. Nitroglycerin was used to "doctor" ailing wells, lowering a charged torpedo gently down the casing into the bowels of the earth, and discharging it. The results usually were good; a well which had been listless and out of sorts took surprising interest in producing after this shot went off in its anatomy.

A nitroglycerin factory required no elaborate paraphernalia, just a stew kettle and the stuff to put in it, mainly nitric and sulphuric acids, and a paddle to stir it up with, and a man who had lost all interest in life to do the stirring. Most towns did not care for such factories, so they did business in out-of-the-way places, in a deep ravine preferably, so when it went up, as it usually did, the countryside would not suffer too much.

Such an establishment was located those days in a ravine along the Ohio at the hamlet, or near there, called Shannopin. Making this tricky gook was tricky enough, and getting it transported to destination was trickier still. The convenient, and maybe safest way, was to load the bottles in a skiff and row it. Some men actually plied this profession--rowing nitro-laden yawls. They flew a small red flag in transit.

One dark Friday night the H. K. BEDFORD was downbound, Jim Rowley on watch at the wheel, just below Georgetown, Pa. Here is how Jesse Hughes told it later:

"Suddenly there was a blinding flash of light, and a deafening roar. The skies and landscape were lighted with a creamy whiteness for a brief second. Instantly Capt. Rowley looked back. He caught a fleeting glimpse of a great orange colored flash, rising from the gravel shore a short distance behind the boat. Then again all was inky blackness. Echoes reverberated among the hills and then died away.

"Aboard the BEDFORD the doors and windows along the larboard side of the cabin had all been blown in. Pictures and license frames all fell down. In the captain's room a frame bulkhead lay in splinters over the bunk. Fortunately Captain Greene had just been called for the 11 o'clock watch and was dressed and about.

"Capt. Rowley was the one who guessed the right answer, that a nitro laden skiff had let go. We later learned that the nitro was being rowed from Shannopin to the oil fields, and that the skiff had been tied for the night at Georgetown. The man in charge had gone up the hill there and was unharmed. Then the BEDFORD came by, and her stern waves had rocked the boat.

"A cavity as large as a house was visible on the shore just below Georgetown for several years after, but in time it gradually filled up with sand and sediment and erased itself. I remember that the next summer a small flat of nitro exploded at the mouth of the Little Kanawha River at Parkersburg. Windows were broken all over the

town. The old towboat JACOB HEATHERINGTON was moored nearby and was roughed up considerably."

When Capt. Jim Rowley correctly diagnosed the explosion he undoubtedly said: "I'll wager that a skiff-load of glis-ser-ene let go." Rivermen invariably pronounced it that way.

In 1896 Gordon Greene became half-owner, and within weeks total owner of a new packet named ARGAND. He ran her in the local trade between Wheeling and Parkersburg. His good wife Mary Becker Greene had been riding the BEDFORD almost constantly since her marriage in 1890 and she stood examination for pilot, got her license, and after a time got her master's papers. So it was Capt. Mrs. Mary B. Greene, if you please, and she went aboard the ARGAND to look out for the family interests, standing a pilot's watch along with Capt. Henry Brookhart. From what we gather, Mrs. Greene did very little paw-hauling of the pilot-wheel inasmuch as Jesse Hughes also went to the ARGAND and stood Mrs. Greene's watch as she sat by, doubtlessly mending pillow slips and putting patches on bed sheets.

In this make-do family arrangement, Gordon C. Greene ran on the BEDFORD. That boat was the real money-maker. More stateroom space was needed and in the spring of 1897 a texas was built on the BEDFORD, hoisting the pilothouse higher aloft, the whole job done under way without losing a trip. Even this was not enough, and that December Gordon Greene contracted with the Parkersburg Dock Co. for a new, larger packet, which he named GREENWOOD.

The last job the H. K. BEDFORD did for the Greenses was to tow the uncompleted GREENWOOD to Portsmouth, O. to receive boilers, stacks, and to complete the machinery installation. That came about in the fall of 1898, at which time there was another important change. Capt. Mrs. Mary B. Greene became the mother of a son, Henry Wilkins Greene.

These events called for readjustments. The H. K. BEDFORD was sold to Capt. Henry Kraft and, as

parcel to the deal, Kraft also acquired rights to the ARGAND's schedule between Wheeling and Parkersburg. And so it came about that the H. K. BEDFORD, Capt. Henry Kraft, became a Wheeling-Parkersburg local in October, 1898.

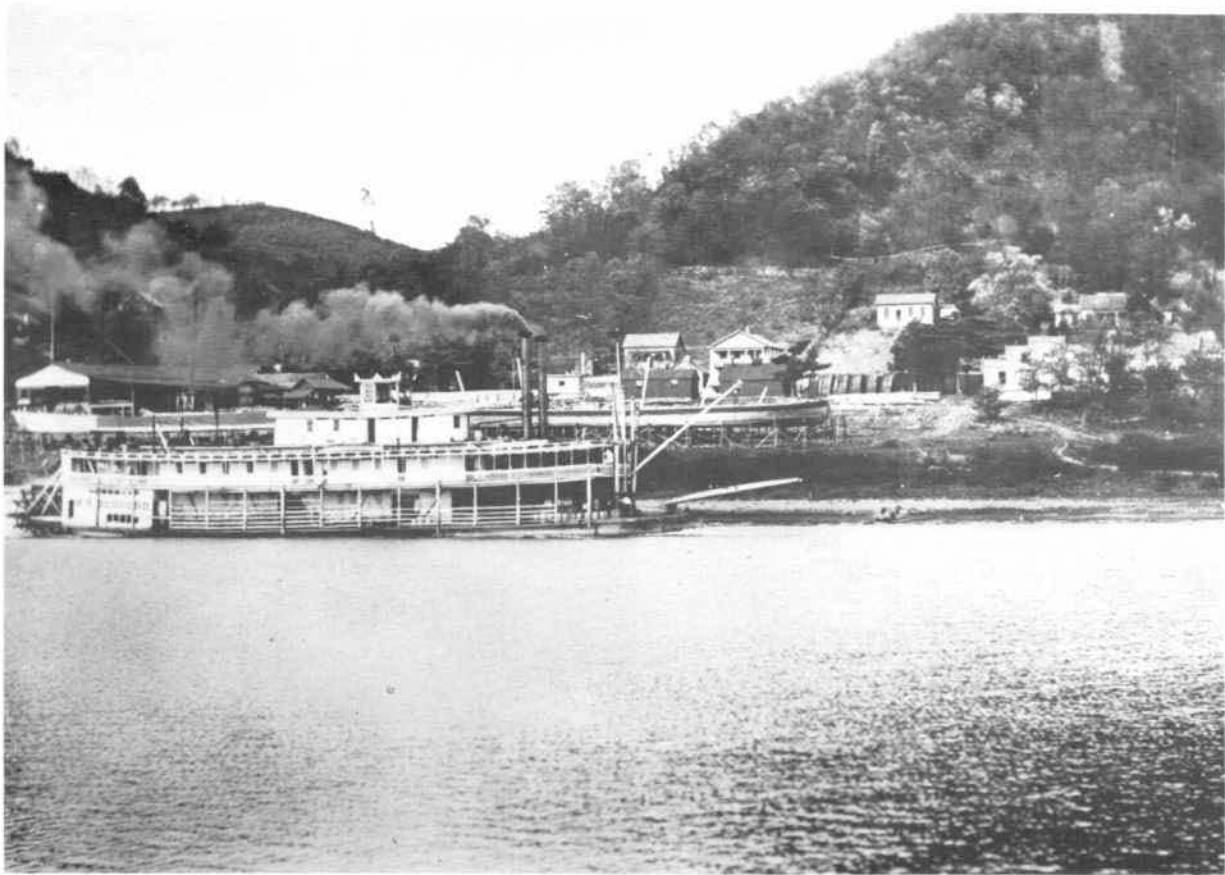
Kraft was five years older than Gordon Greene. Previously he had gone to the Cumberland River at Nashville and had bought the boat than Capt.



Capt. and Mrs. Gordon C. Greene and son Wilkins pictured on board the GREENWOOD at Parkersburg. Jesse Hughes took the photograph. Wilkins was named for Capt. Henry Wilkins who did much to assist Gordon when he was learning the river. This young lad died aged 9 and was buried at Newport, O. in July, 1907. At the time of this bereavement two more sons were on the scene, Chris, aged 5, and Tom, aged 3.



H. K. BEDFORD in the Charleston trade photographed by Thornton Barrette.



Occasionally during summer low water the H. K. BEDFORD ran under charter to the White Collar Line in upriver trades from Cincinnati. In this picture taken by Thornton Barrette she is passing the boatyard at Levanna, O. The yard was then being operated by Capt. A. J. Flesher. The packet ARGAND, mentioned in the accompanying story, was built there in 1896. Later the yard was sold to Capt. Oscar F. Barrett who called it the Barrett Mill & Lumber Co. and Louis L. Pickens was manager. This is the only photograph of this yard we have ever seen. In October, 1897 the BEDFORD ran between Louisville and Cincinnati during low water and Capt. Mrs. Mary B. Greene was master--the first and maybe the only time a woman was captain on a Mail Line packet.

Greene decided not to buy, the MATT F. ALLEN, and had been running her in this Wheeling-Parkersburg trade with some success. The ALLEN was a bit too heavy for low water work, and Kraft disposed of her by sale, and now he was happier with the BEDFORD. He removed the Texas built by Captain Greene so she wouldn't be such a wind-catcher and to lighten her up a bit.

Within a year or so, Kraft bought the BESSIE SMITH, lighter still, and placed the BEDFORD in the Pittsburgh-Parkersburg trade, two trips a week.

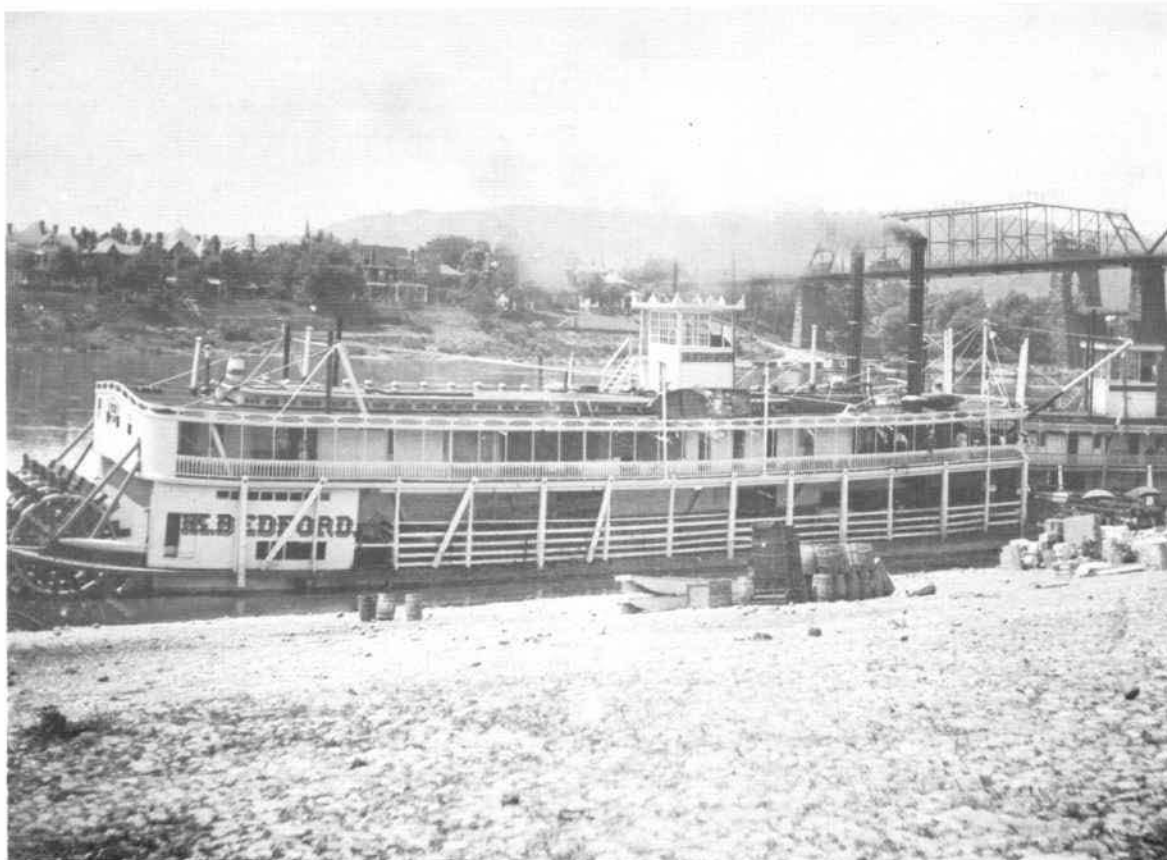
This Capt. Henry Kraft was the father of Capt. Harry Kraft whose death was reported in our December issue. Henry was not too tall, spoke his words with deliberation and with measured cadence and looked a bit like a sad sea dog. His manner of speech was often imitated in pilothouse conversations. The late Capt. Walter Booth was good at taking him off, and one of his specialties was a statement attributed to Kraft:

"Things have come to a sorry pass: I stand on the roof and issue the orders; then I must go to the deck and execute them myself."

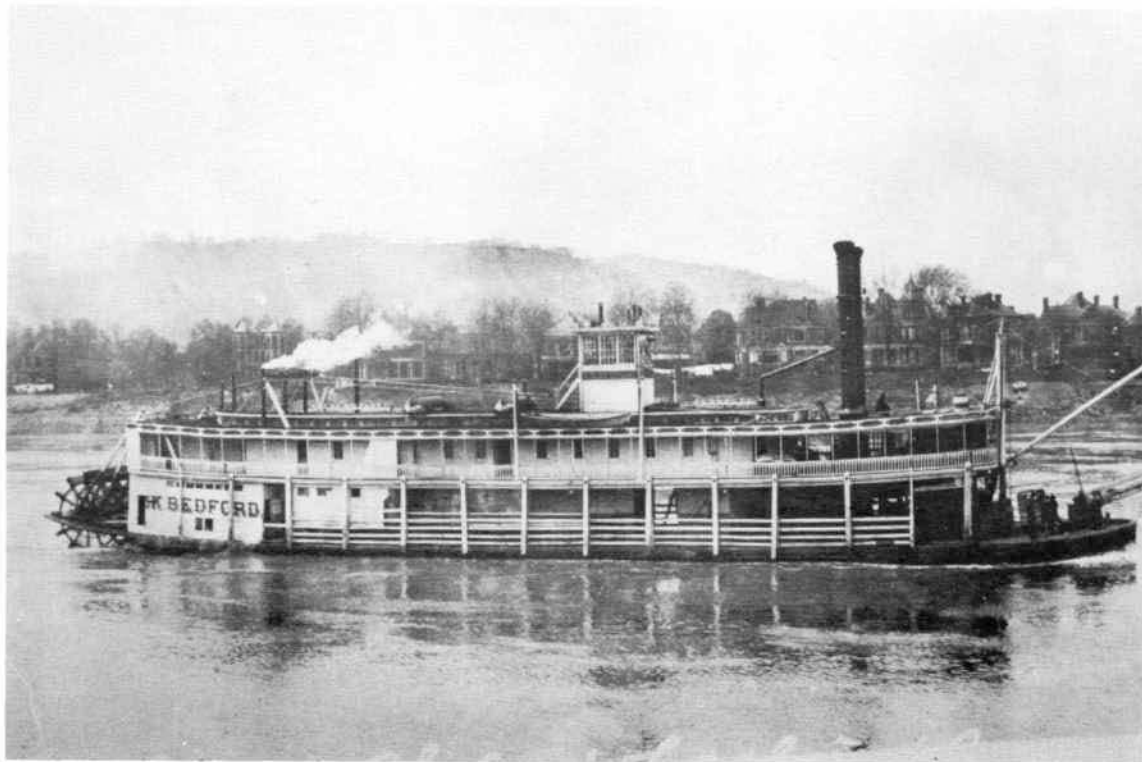
Capt. Henry Kraft lived at New Matamoras, O. and his pride and joy was his son Harry, a very



At Moundsville, W. Va., looking up the Ohio, showing the H. K. BEDFORD (right) and the JEWEL (left). Capt. Jesse P. Hughes took this from the GREENLAND in 1907.



This was taken at Wheeling, W. Va. shortly after the H. K. BEDFORD was rebuilt at Marietta in 1903. She is a handsome looking packet here. The boat showing at the right is the T. M. BAYNE during her last season in the Wheeling-Steubenville trade; on January 22, 1904 she was struck by a huge island of floating ice while moored at the foot of Washington St., Steubenville, and was lost.



This also was taken at Wheeling somewhat later than the one shown above. She's wearing different whistles in these two views. In the picture above she still has the "wildcat" style tooter which was used during the Greene ownership. In this view she has one remindful of that used on the last LIBERTY, often called the "BEN HUR" whistle, of which several duplicates were made.

capable Pittsburgh-Cincinnati pilot.

It would appear that Capt. C. Augustus (Gus) Frantz was associated with Kraft in the H. K. BEDFORD. Sometimes Kraft was on the BESSIE SMITH and Frantz on the BEDFORD. Such was the case on November 4, 1903 when the BEDFORD struck a rock at Mill Creek, just above Matamoras, and sank. The official report says the weather was foggy. The towboat HELEN WHITE was brought to the scene and assisted in the raising. The BEDFORD was rebuilt that year, almost good as new, the work done at Marietta.

All of these years in the Pittsburgh trade the BEDFORD had been doing business at the "independent" Patterson wharfboat, Pittsburgh. After the VIRGINIA stranded in the cornfield (see March '66 issue) her owner, the Pittsburgh & Cincinnati Packet Line, went through a reorganization. Alex J. Henderson, the newly appointed manager, invited Capt. Kraft to do business at the big P&C wharfboat. Advertisements were run in the newspapers in April, 1911, proclaiming the following P&C schedule:

Monday-	H. K. BEDFORD for Parkersburg
Wednesday-	VIRGINIA for Cincinnati
Thursday-	H. K. BEDFORD for Parkersburg
Saturday-	QUEEN CITY for Cincinnati and LORENA for Zanesville.

The P&C Line since the 1870's had operated as a monopoly between Pittsburgh and Cincinnati and never in all of that time had the management allowed any independent packet access to their facilities. When the H. K. BEDFORD and LORENA

were "accepted" in 1911 the plain truth was that P&C acknowledged for the first time that survival depended upon cooperation. Capt. Henry Kraft had been knighted and the H. K. BEDFORD sanctified. Both were under the protective wing of the Henderson regime with Duquesne Club status.

P&C had advertised the QUEEN CITY for a Mardi Gras trip to New Orleans in early February, 1912. Frigid weather congealed the upper Ohio. A great ice gorge formed in Grave Creek Bend at Moundsville. The QUEEN CITY and STEEL CITY (ex-VIRGINIA), the P&C flagships, were harbored in the mouth of the Kanawha. The H. K. BEDFORD was in the mouth of the Muskingum. On February 7 the river prophet Col. Theodore C. Poe predicted a general thaw and a stage of 20 feet effective February 20, and rainspout-snooping Poe was seldom wrong.

On February 19 the gorge at Moundsville was still solid, but within the week a warming trend and off-season thunderstorms unplugged the ice. P&C made a rapid change of plans; instead of sending the QUEEN CITY to New Orleans they decided to substitute the STEEL CITY which was better suited to battle running ice. Capt. Harry Kraft was delegated to bring her up from the Kanawha River to Pittsburgh at once.

And so it happened that the STEEL CITY, flying light, passed up by Marietta amid crunching ice, Capt. Harry Kraft at the pilotwheel. His venerable father, always proud of son Harry, decided that what son could do, father could do, so he ordered steam on the H. K. BEDFORD, corralled the crew, loaded cargo, and started for Pittsburgh.



The Morning After the Day Before
Wreck of the H. K. BEDFORD as photographed by H. P. Fischer.

The BEDFORD ploughed through ice and was six miles above Marietta when her seams opened up, the hull commenced to fill, and she was landed in some haste at Ralph Bean's Landing (not far above Lock 17) where she sank tilted precariously to starboard. The date was February 27, 1912.

Three days later the STEEL CITY, loaded flat with freight and thronged with passengers, enroute to New Orleans, ran slow bell past the wrecked H. K. BEDFORD. By now an examination of the stricken boat had proved beyond doubt that there was no use raising her. She was too broken and twisted. Consequently Capt. Henry Kraft had taken passage on the STEEL CITY to talk things over with son Harry. Harry, it appears, had recently taken stock in the BEDFORD--probably to help out his Dad--to the tune of about \$5,000 in hard-earned dollars. There was no insurance, and creditors had seized the wreck for what it was worth.

Whether son Harry offered moral support or not is debatable, but his father got off the STEEL CITY at Cincinnati. Capt. Henry Kraft went over to the Greene Line wharfboat and with deliberation and conviction told his woes to Capt. Gordon C. Greene, who, some years before, had transferred his operations to the Cincinnati-Kanawha River territory and had given up running boats to Pittsburgh.

The result of the conversation, and somewhat surprising, was that Capt. Gordon Greene said, "We have no work for the GREENWOOD right now, so take her up there and see if you can do any good with her--and keep me advised."

There is some sort of poetic fantasy here. The GREENWOOD was built in 1898 to replace the H. K. BEDFORD. Now the GREENWOOD in 1912 was again replacing the H. K. BEDFORD. Capt. Gordon Greene, who pinched nickels until they screamed for mercy, had an ingrained sentimental streak. On the stern bulkhead of the GREENWOOD, under her name, was painted "of Newport, O." Under this working

arrangement with Henry Kraft she'd be whistling for and landing at the old home town four times a week. Sort of like a homecoming.

And so the P&C ad in the Pittsburgh papers in April-May, 1912, showed up this way:

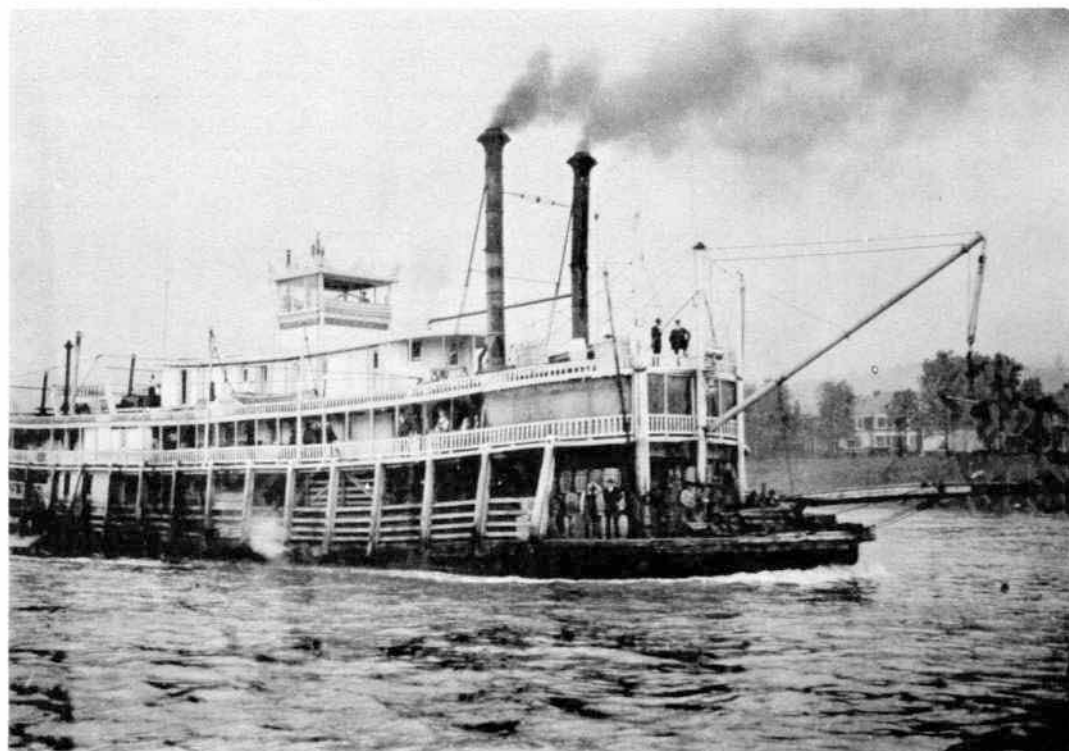
Monday-	GREENWOOD for Parkersburg
Wednesday-	STEEL CITY for Cincinnati
Thursday-	GREENWOOD for Parkersburg
Saturday-	LORENA for Zanesville.

Once in June when the GREENWOOD needed boiler work done at Parkersburg, Capt. Greene sent the GREENDALE up to pinch-hit. Then the GREENWOOD was back again. Her purser, let us record, was Fred Hoyt. The summer of 1912 was a wet one, and the GREENWOOD ran without much loss of time clear into September--and could have gone on--save that a millionaire Pittsburgher, John W. Hubbard, swooped down like a wolf on the fold and bought the P&C Line, the LORENA and others. Capt. Gordon C. Greene, highly skeptical of the outcome, ordered the GREENWOOD back to Cincinnati.

The farmer who owned the property where the H. K. BEDFORD sank, Ralph Bean, bought the wreck from the creditors. He stripped off some of the cabin for use about his place, and two years later, in the summer of 1914, the U. S. Engineers removed the hull. One of the BEDFORD's wooden life floats for years after hung on the wharfboat at Parkersburg. How it got there we never did hear. The roof bell went to a church in Belaire, O., and was marked LOUIS A. SHERLEY - 1876 although the story of how the BEDFORD acquired it has apparently not been recorded. The River Museum at Marietta has the red and green signal lanterns which hung on her stacks. Also displayed there is one of the pilothouse nameboards. Sandy Bevan, who had clerked her for six years, had acquired and saved these things.

It's odd, come to think of it, that nobody has any idea who H. K. Bedford, Esq. was.

The GREENWOOD landing at Wheeling. A peculiarity of this picture is that she is wearing the so-called ST. LAWRENCE whistle, first news to us that she ever blew it. Note how the forecastle is warped out of shape, usually brought on by constant overloading of heavy freight on the head. Our thanks to Cmdr. E. J. Cuinby for the negative from which this picture is made.



Soon after preparing the story about privately owned pleasure boats for this issue another one cropped up. John L. Fryant sent us a stat of "Marine Engineering" dated September, 1903. Contained therein is an illustrated article about the FORTUNA--one we had entirely neglected.

The FORTUNA was built in 1902 at the Marine Iron Works in Chicago with an all-steel hull 103 ft. long by 23 ft. wide, powered with an 8 by 8 ft. upright Roberts boiler supplying steam to a set of cross-compound condensing engines 9" dia. and 20" dia. by 42" stroke.

Her owner was John W. Parmelee, of whom we know very little, save that he paid \$25,000 for this handsome sternwheeler, and he had a yen for hunting and exploring. One of the features of the FORTUNA was a 'dog room' hard aft under the tillers. Says the editor of Marine Engineering: "For a hunting boat to be complete there must be a place for dogs; by referring to the plan it will be seen that there is a 'dog room' at the after end of the engine-room."

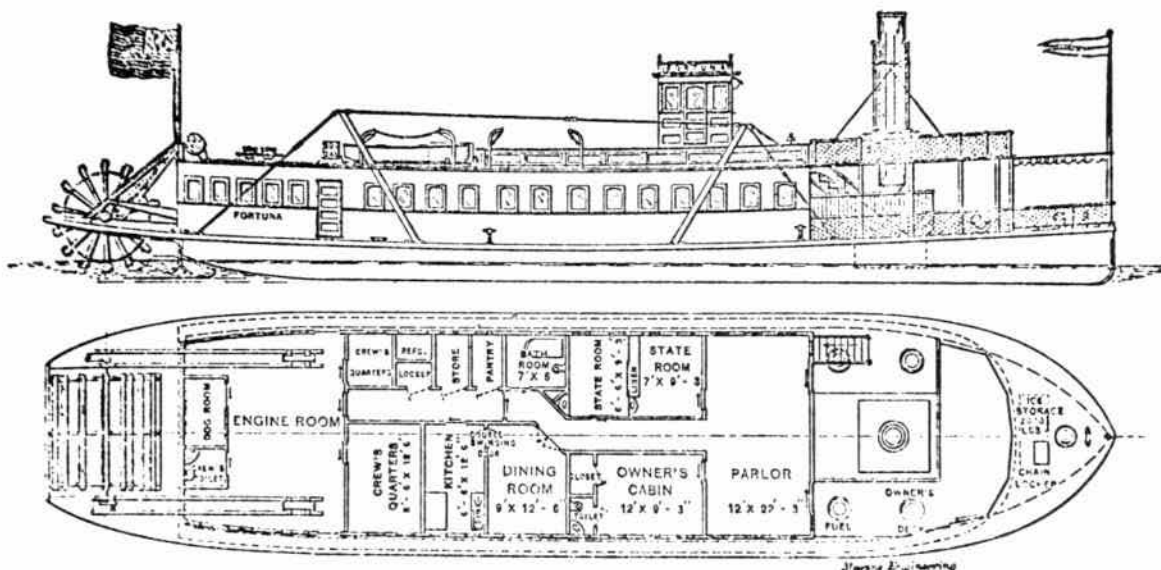
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FORTUNA

Chicago--Green Bay--New Orleans--Mobile

Her paddlewheel was built on a hex shaft 4 3/4" dia. The wheel was 13 ft. dia. and the bucket planks were 12'9" long. She had three flanges, each fitted for 14 arms. The bucket planks were made in two sections; the upper half was U-bolted on the forward side, and the lower half was U-bolted on the after side of the arm. Each section was 8 1/2" wide and they overlapped 1 1/2" so the width of the face was 15 1/2". Under full steam pressure (225 psi.) she made 25 rpm and could make 11 1/2 mph.



DECK PLAN AND ELEVATION OF A SPORTSMAN'S YACHT FOR SERVICE ON WESTERN RIVERS.

This cabin plan is particularly interesting. Note the skylight which arched from the parlor back to and including the diningroom; then, due to an ell in the hallway, terminated. The parlor is described in Marine Engineering as a "large and airy room finished in bird's-eye maple." The owner's stateroom on the port side and one of the two guestrooms on the starboard side were finished in mahogany. The hallway, diningroom and second stateroom were finished in oak. The passageway back to the engine room was 42" wide. The galley was wainscoted and had a tile floor. The bathroom opposite the diningroom, on the port side, was finished in bird's-eye maple, wainscoted, and had vitreous tiling. Mr. Rogan says that in addition to the places enumerated herein, the FORTUNA also visited Beaumont, Texas.

It so happens that one of the workmen engaged in building the FORTUNA was James A. Rogan, Sr. who in later years became president of the Calumet Shipyard and Dry Dock Co. which built, while he was in charge, towboats for the Ashland Oil & Refining Co., among them the JIM MARTIN, ASHLAND, TRI-STATE and PAUL BLAZER. Mr. Rogan wrote a letter to The Waterways Journal recounting the details of the FORTUNA which was published some years ago. He said this: "The overall length of the FORTUNA, 119.9 ft., necessitated a circuitous voyage to get her to the Mississippi River. She was taken up Lake Michigan to Green Bay, Wis. and thence via the Fox and Wisconsin Rivers to the Mississippi. Between Green Bay and the Mississippi River there were many delays. One bridge had to be completely removed and there were long waits at others."

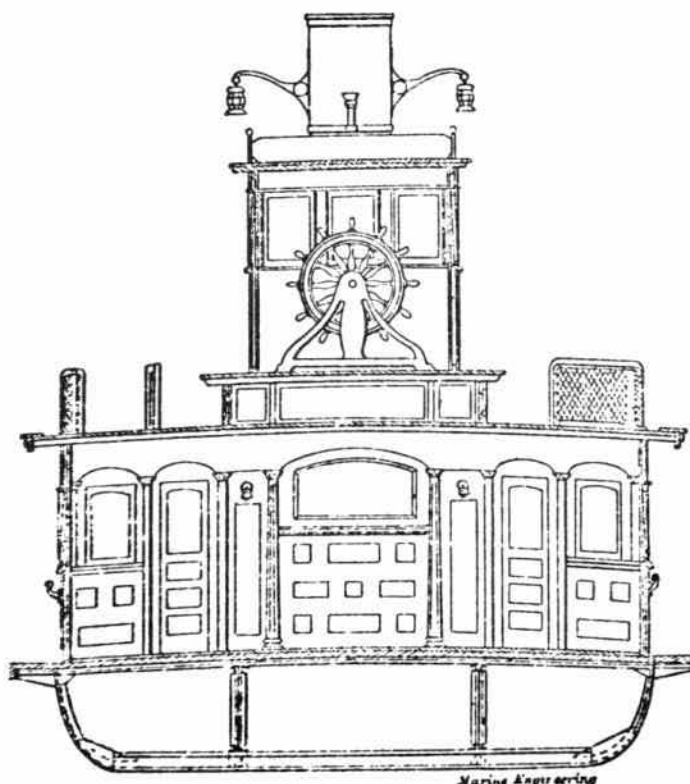
The Marine Engineering article recounts that in the summer of 1903 "the owner cruised the Northern rivers and lakes" and was slated to go to New Orleans and then to Mobile.

"This type of boat is particularly desirable for a yacht," says Marine Engineering. "The choicest part of the craft, that amidships, is given over to the owner, while the engines and the boiler are at the ends. In the steam yacht, as with other steam vessels of the ordinary type, this arrangement, as is well known, is reversed, and the owner must content himself with cabins at the ends of the vessel or in the deck house above."

That the FORTUNA went to Mobile there is no doubt at all; she was there when a particularly severe hurricane hit that area in the fall of 1906. The cabin was damaged to the extent of \$1,000. In 1907 she was sold, and departed Mobile for Jamestown, Virginia and there we lose the thread. It would be interesting, if anyone knows, to learn whether FORTUNA safely got around Key West and up the Atlantic Coast to her destination.

Sirs: Our Canadian neighbors in Yukon Territory are preserving a flock of old sternwheel steamboats. Included in the list are the KENO, KLONDIKE, TUTSHI, CASCA and WHITE HORSE.

The sternwheel KLONDIKE is now beached on South Whiskey Flats, a short distance downstream from the railroad station at White Horse. A large plot of ground



MIDSHIP SECTION OF THE FORTUNA.

Extreme width of FORTUNA was 26.6 ft. She had an electric light plant driven by a steam engine with a 4" by 4" cylinder. The dynamo (DC) handled 60 lights rated 16 candlepower each and one 1,000 candlepower searchlight. For boiler feed she carried two 1,000 gallon tanks, and also had three 192 gal. tanks--one for sanitary water and the other two for drinking water. She burned coal in her boiler and the bunkers were in the hold with capacity for 17 tons. Mr. Rogan, with access to Marine Iron Works records, says she was built with cross-compound machinery. However, Marine Engineering says a year later she had high pressure 9" cylinders on both sides and makes no mention of a condenser.

was donated by the proprietors of the railroad, White Pass & Yukon Route, for this purpose. N. B. Harvey is superintendent of Canadian National Historic Sites, and ample acreage is available to berth other boats they hope to procure.

The KLONDIKE is quite a boat. She was built at the White Pass Shipyard in 1936 on a wooden hull 235 by 42, drawing 3 to 4½ feet, with deadweight capacity of 300 tons. Originally she was a freight steamer, but in 1950 she acquired staterooms and a dining saloon.

Farther upstream on the Yukon and closer to the White Horse rr. station are the WHITE HORSE and CASCA. They have been hauled out on the bank in full view of the depot. Passengers enroute to

Skagway on the rr. may view the TUTSHI, high-&-dry at Carcross. The KENO, like the KLONDIKE, has been hauled out and restored, and reposes at Dawson City.

The natives of the Yukon and Tanana have a special fondness for the old steamboats. The first arrival in early summer after months of isolation brought welcome news, mail and supplies. The Alaskan rivers still carry a considerable commerce but modern highways have robbed the thrill and excitement of the stately steamboat, once the principal connection with the outside world.

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

The 217.6-foot super-duper U.S. towboat MISSISSIPPI visited at Pittsburgh for the first time on Saturday, Oct. 2nd last. On board were some 30 guests invited by Col. E. C. West, Pittsburgh District Engineer. The party boarded at the Emsworth locks.

The original plan was to take the mighty MISSISSIPPI (3760 hp.) up the Monongahela to Elizabeth, Pa. but she was found too high to duck the low bridges. After a slow turn-around at the junction of the three rivers, and an excellent view of Pittsburgh's new skyline, the big craft proceeded down the Ohio and disembarked her guests at the Montgomery locks at 2:30 p.m.

The MISSISSIPPI is some pump-kin. She has stateroom accommodations for 34 guests and 36 crew and her cabin floor area can and was turned into a conference hall complete with projection screen, chairs and so on. What took our eye was the spaciousness of the pilothouse. Capt. A. D. Russell, who commands, says that on one occasion 110 were in it, somewhat

compressed.

Captain Russell assumed command of the MISSISSIPPI following the untimely death of Capt. David Cook in the spring of '62. The boat is attached to the Memphis District. Assisting in the pilothouse were Capt. Harry A. Hamilton and Jack Vanzant. On the bulkheads of the diningroom are colored pictures of the former steam sternwheel boats named MISSISSIPPI in U.S. service, dating back to 1882. None of these ever visited Pittsburgh, so this was something of an occasion.

Our invitation originated from Dale K. Williams of the U.S. Engineer office, Pittsburgh, to whom our thanks. One of the distinguished guests was William E. Reed, our Pittsburgh steamboat artist. Another was congressman James Fulton who became celebrated when he bought the abandoned piers of the Wabash RR. bridge in the Monongahela for no good reason ever apparent. A shocking aftermath was Jim Fulton's death four days after his MISSISSIPPI cruise, of a heart attack, in

Washington, D.C.

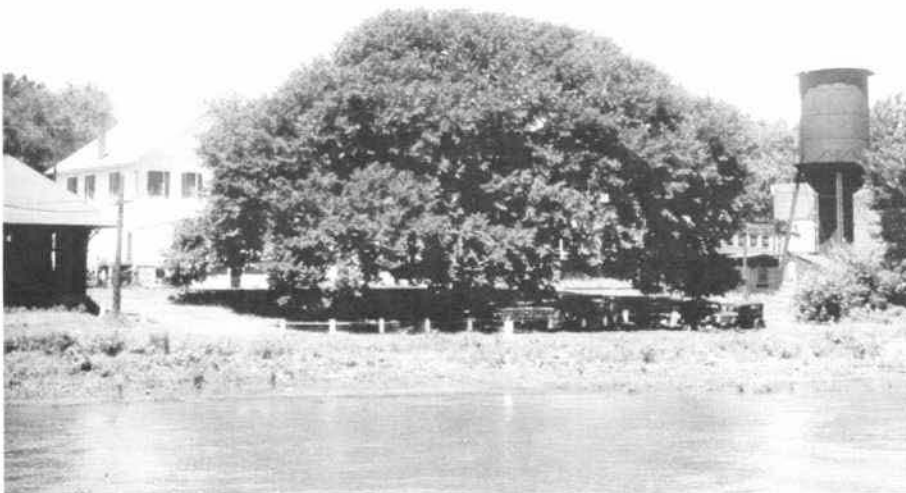
Your editor also acknowledges with thanks an invitation from Col. Kenneth E. McIntyre, Huntington District Engineer, for a continuation of the trip. Other matters prevented our acceptance.

As an historical postscript let us say that the MISSISSIPPI is provided throughout with electric clocks, the first we ever saw on a river boat. Captain Russell has them checked every morning. They frequently lose a minute or so, especially at night when the headlights are used. The one in the pilothouse is a good ol' tick-tick affair with a key right handy.

Capt. W. C. Dugan sends a clipping from the "50 Year Ago" column of the Maysville (Ky.) Ledger-Independent dated Jan. 5, 1972. The "Big Shake Up" at Maysville is reviewed. Twenty-seven thousand pounds of powder exploded at 2 a.m., Sunday, Aug. 14, 1854. "The steamer HURON which was laying at the wharf was considerably damaged by falling stones, some of which were of large size," says the account.

Collins' History of Kentucky says this of it: "On Sunday at 2 a.m. 1,100 kegs of gunpowder in a magazine on a hillside at the edge of Maysville exploded with terrific effect; over 4,000 people within a mile; many hair-breadth escapes; a few injured, one dangerously, none fatally; one woman ill at home died of fright. Thirteen houses demolished; all other houses within two miles more or less damaged. Brick walls badly sprung, windows and doors blown in and shattered, and window glass broken. Loss and damage \$50,000. The explosion was heard at Poplar Plains 22 miles away; on a steamboat 42 miles up the Ohio; at Hillsboro, O., 40 miles away. At Orangeburg, 7 miles away, chinaware was shaken from tables and windows broken. At Helena, 12 miles, a Negro was thrown out of bed. The whole body of the Ohio River was urged toward the Ohio shore, rising suddenly on that shore several feet. The Maysville Cotton Mills had 1,600 lights of glass broken. A stone weighing 102 pounds was projected across the river into Aberdeen. A reward of \$1,500 was offered for the perpetrators, without success."

The steamer HURON which suffered a rainstorm of rock through her tarpaper roof was a small-fry packet built at Christler's Landing, Pa., 1851. She was stern-wheel, of 168 tons.



The Green Tree, a rock elm along the shore of the Mississippi at Le Claire, Iowa, is pictured above. William E. Reed made the print from the collection of Ben Gilbert. What we are wondering is whether the tree is still there? Last news we heard of it dates about 1960, at which time it was flourishing. Some called it the "Boatmen's Hotel," and in 1912 it was elected to the Hall of Fame for Trees at Washington, D.C., the largest rock elm of record. It had a spread of 110 feet, was 65 feet high, and the trunk a few feet above base was about 19 feet circumference. There was a monument under its spread (may still be) erected by Col. J. D. Barnes in 1924 honoring his boyhood schoolmate William F. Cody, better remembered as Buffalo Bill, who was born in that area. Also we recall a Civil War cannon there at the tree aimed rather menacingly toward the steamboat channel. Will someone update us, please?

McHarry's Tomb is a prominent landmark high aloft on an Indiana bluff facing the Ohio River just below Beeler's Landing Light, some 14 miles below McAlpine Locks.

Capt. Frank McHarry occupied this rather bizarre structure of stone, cut in the face of the cliff, presumably from the date of his funeral in 1857 until his remains were removed to Louisville's Cave Hill Cemetery.

Nobody is certain about the incentive which prompted McHarry to have his remains interred in such style. Not only was his casket a cliff-hanger but Dame Rumor got a story started that McHarry was placed there in an upright position. Why? Well, for years he had operated ferryboats between Portland and New Albany (one was named FRANK McHARRY) and, so the saying goes, he made a few enemies. He wanted to stand aloft and cuss them.

There is no physical evidence that there was any provision for an upright burial place within the tomb. That much is fact.

The date when McHarry was removed from his hillside perch has been a moot question for years. Recently Kelly Cocanougher, with the Louisville "Times," researched records of Cave Hill Cemetery and finds that when Mrs. McHarry died in 1888 a family lot was established. The record card also has upon it a written notation, a date, April 25, 1905.

The funeral director in charge of the transfer was E. C. Seabrook, Sr., father of Paul, Corrie, Jr. and of the late Earl Seabrook. Paul recalls that his father often said that the transfer was made "around the turn of the century." The presumption now is that April 25, 1905 well may be the date when Capt. Frank McHarry was traded into his present resting place.

These details got an airing on board the BELLE OF LOUISVILLE as she made her final 1971 excursion last Oct. 24th. Paul Seabrook was aboard, as was Kelly Cocanougher. The final trip was run from Cox Park to McHarry's Tomb and Sugar Grove.

The hillside tomb is now deserted. But it is still plainly visible from the river. The Indiana hill there was aglow with fall foliage as the BELLE passed down to turn between Twelve Mile Point and Fishtown.

Sirs: I saw the HOLLYWOOD showboat sunk as shown in the Sept. issue. She was in Clarks River at Paducah. The ice was gone when

I saw her but the pitiful pile of stuff (looked like iron beds) was still on the bank. It was not a good sight to see for a guy who always loved showboats.

Charles B. Vinson,
Box 83,
Beaver Dam, Ky. 42320

=This about clinches the matter. C. W. Stoll also saw the wrecked showboat HOLLYWOOD in Clarks River near Paducah. We figured from the photograph she was in a tributary of the lower Ohio, judging by mistletoe and cypress. -Ed.

Sirs: I hope it will be made very clear what material is to go into the new Ohio River Museum at Marietta. Will the exhibits include some of the material now in the Inland Rivers Library at Cincinnati? What's the news about the River Museum at Wellsville, Ohio?

Vida W. Sharp,
(Mrs. Selwyn J.)
3931 E. Piccadilly, Apt. 1,
Phoenix, Ariz. 85018

=The Ohio Historical Society has not decided the details of what exhibits will be placed in the Ohio River Museum now under construction at Marietta. Inasmuch as the prime intent is to present a graphic story of river traffic, we assume the choices will be keyed to that purpose. The exhibit space will be much less both as to floor and wall areas than presently occupied in the Campus Martius Museum. Hence in the new set-up visitors wishing "the river story" in capsule form may zip through the new buildings learning much in zip time. Those addicts preferring to browse at leisure may continue wandering at random through Campus Martius. No, there is no plan to include material from the Inland Rivers Library in the Ohio River Museum. The River Museum at Wellsville is closed. Some of the exhibits have been returned to the owners. There still is hope that a new quarters will become available there. -Ed.

The biggest river fire since the burning of the ALICE DEAN by Morgan's Raiders happened at Brandenburg, Ky. on Oct. 26 when tows of the AETNA-LOUISVILLE and the MARTHA MAY collided. Two barges of alcohol exploded on impact. The toll keeper on the Matthew Wells bridge was knocked down by the force of the explosion. No other injuries were reported.

J. Franklin Brown, 1308 North Parkway, Midland, Mich. 48640 has our thanks for pencil sketches of the DELTA QUEEN, ISLAND QUEEN #2, TOM GREENE and QUEEN CITY.

The dispute between the states of Kentucky and Ohio over the proper boundary line along the Ohio River has been before the Supreme Court of the U.S. for the past 5½ years. The dispute was brought before the Court in March of 1966. Question: Does Kentucky own across the river (including all islands) to the Ohio side's shoreline? The State of Ohio recently filed papers with the Court to amend its original complaint, defining the border as an arbitrary line down the middle of the river.

Kentucky says Ohio's action is "legally baseless." Kentucky has insisted on the right to license motorboats moored on the Ohio side, and to collect taxes from liquor establishments and from docks and marinas across the river also. Now Kentucky is proposing to control fishing licenses issued to Ohio residents as well.

The Supreme Court has this argument "under study."



Capt. and Mrs. Pat Mason
Pictured at their home in Fort Lauderdale, Fla. in April, 1971. Capt. Pat long was pilot on the CHRIS GREENE when she ran in the Louisville-Cincinnati trade. The picture was taken by Capt. William S. Pollock.

"I've heard Dudley talk about stuffing his pipe full of kinnikinic," Brad agreed.

"That's right," Mr. Gething smiled with growing enthusiasm. "You know, of course, that what most folks around here refer to as kinnikinic isn't that at all. It's really the shredded inner bark of the flowering dogwood which a lot of people call red willow. Kinnikinic is actually a little plant, as you know. It's what covers that particularly green hillside right above town, see? It's all over the slopes at the head of Bull Creek, too."

"Oh, so that's what it is," Brad said.

"That's right," Mr. Gething nodded. "Real kinnikinic was used so much as a tobacco substitute, around the Ohio River for instance, that whenever someone crammed any sort of wild leaves or bark into his pipe, he automatically thought of the mixture as kinnikinic."

The above intelligence has been gleaned from "At Home In the Woods," a book by Vena and Bradford Angier who roughed it in the Peace River, B.C., near Hudson Hope. This business about kinnikinic prompted a search in our Webster's, and, sure enough, the word is there, defined as a mixture "commonly of dried sumac leaves and bark, formerly smoked by certain American Indians." So fine. We went back to Zadok Cramer's "Navigator" in which the creek entering the Ohio River below Portsmouth, O. is spelled Conoconnique. When R. R. Jones prepared his famed book "The Ohio River" he also spelled it same as Cramer did. But of late the U.S. Engineers, Huntington District, have taken to spelling it Kinnicnack.

So now this euphoric word handed down to us by the Algonquian is spelled four ways:

Kinnikinick	(Webster)
Kinnikinic	(Webster)
Conoconnique	(Cramer)
Kinnicnack	(U.S.E.)

We've grown up to call it "Kinney" as most pilots do call it, and the spelling is ours.

Sirs: I read the story in the December issue about Maysville and Con Phister with great interest.

However, I would like to point out that while the ferryboat LAURANCE was a very fine boat as ferryboats go (or went) she was neither the best nor the last in the ferry trade between Maysville

and Aberdeen.

The best was the KIWANIS with a steel hull 140 by 29 with 10's- 6 ft. stroke engines. The bridge was opened in 1930 or 1931 rather than in 1926 as the article said.

The KIWANIS and RELIEF operated just before that, and they did a big business, especially during tobacco market.

After the bridge opened, the RELIEF went to Augusta, Ky. where she served many years. The KIWANIS went in the Cincinnati-Louisville trade opposite the TOM GREENE in 1932 after having her one boiler replaced by two at Gallipolis. Then in 1933 she was put in the Huntington trade replacing the CHRIS GREENE.

The last packet to handle any freight at Maysville was the EVERGREENE (ex-KIWANIS) on December 17, 1938. Will Donald was the agent and I was clerk on the EVERGREENE.

John Donaldson,
Blue Grass Barge Co.,
Route 1,
Nicholasville, Ky. 40356

=Righto. The LAURANCE burned at Maysville in the fall of 1930 and her wreck was rebuilt at Manchester, O. into the COL. W. S. TAYLOR which ferried at Ripley until condemned in November, 1942. She was laid up at Manchester after that, and sank to the roof May 29, 1943. -Ed.

We were favored with a visit in early January from Ludwig H. Manning, Box 108, Chardon, Ohio. He is contemplating building a rather large passenger sternwheeler along the Upper Ohio.

Sirs: Three weeks ago the chief engineer and I were standing in the engineroom of the BELLE OF LOUISVILLE and looked up to see the Coney Island Company's old wharfboat being towed down for a new home in southern waters. We could read CONEY ISLAND WHARFBOAT in faded black letters on the side.

Roddy Hammett,
Willow Island, W. Va. 26190

=This happened in November, 1971. After the ISLAND QUEEN (2nd) burned at Pittsburgh in 1947 the wharfboat was sold to Fred W. Stille, Jr. who had it moored for some years about nine miles below Cincinnati. This steel wharfboat was built in 1925 at Midland, Pa. on a hull 245 by 45. The new owner is Rose Barge Line, who are using it in the New Orleans area at a landing. -Ed.

Along about 1906-1912 a pilot on the Yukon River decided to draw a channel map, all on one piece of paper. When he had put in all of the wriggles from the mouth up to Dall River, about two-thirds of the navigable length of the stream, his chart was 75 feet long. Maybe there's where he ran out of paper.

Recently this panoramic map has been placed in the Rasmuson Library of the University of Alaska at Fairbanks. A microfilm was made of it, and interested persons may view it. In addition to towns, settlements, islands, reefs and sandbars, the map marks where there were wood piles for steamboat fuel, cabins and gravesites. One wrecked steamboat is identified, the LEAH, showing how she hit the rocks in 1906.

Nobody seems to remember the identity of the pilot who made the lengthy chart.



This scene is plunk in the middle of the Ohio River and the horse-drawn sleds are hauling these people from Madison, Ind. across to Milton, Ky. Alene Stottlebower used this as her 1971 Christmas card. She says it was taken in December, 1917.

Sirs: Suffice to say, I DID cook a couple of meals in the kitchen of the sternwheel towboat MARJORIE (Dec. '71 issue, page 3). I cut pork chops from the biggest, fattest hog I ever saw and put them in the biggest skillet I ever used. Who peeled the potatoes? That was the biggest batch of potatoes I ever fried. My regards to Capt. L. W. Plumlee.

John W. (Sandbar) Zenn,
271 Pine Road,
Pittsburgh, Pa. 15237

=The pearl diver who peeled the spuds was Fred D. (Bud) Morrison. Another unforgettable incident of that 1941 trip down the Cumberland was the spectacular display of northern lights, bright enough at times to read portions of the newspaper we picked up at Clarksville, Tenn. This happened the night of Sept. 18-19, 1941. Jack Zenn and I were parked on a sandbar opposite Canton and saw it all. Later we learned that the crew of the GORDON C. GREENE, upbound at Baton Rouge, saw the same display. This must have been one of the most striking aurora borealis shows of the century. -Ed.

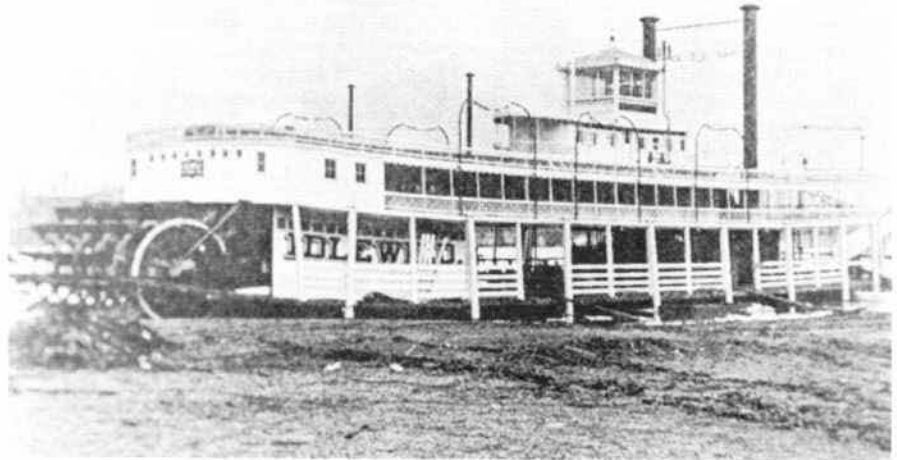
"Kitten On the Keys" successfully played on the piano separates the men from the boys. It was written by a native of Peru, Ill., Edward E. (Zez) Confrey, who began piano lessons almost before he could talk. He played for a time aboard the Swain packets out of Peoria. Later he had his own orchestra, and once played in Paul Whiteman's Band. He composed over 100 songs, some of them still popular, like "Dizzy Fingers" and "Stumbling."

Zez Confrey died in a hospital at Lakewood, N. J., 76, on Tuesday, November 23, 1971.

Sirs: I think my biggest thrill was riding for a couple of days on the local towboat FULTON, and a real good boat she was. We dropped coal through the Louisville-Portland Canal two at a time and made up five tows which left on a March rise in about 36 hours.

The SPRAGUE was at the White City Combine landing; the HARRY BROWN was at the Kentucky shore about where the dike used to be; the DUQUESNE and the JOS. B. WILLIAMS were making up tows at the foot of the island.

I had a chance to meet some of those famous old Combine pilots, all congregated in the pilothouse



John L. Fryant sends us the above picture and wonders if it is perhaps the earliest view of the IDLEWILD (the present BELLE OF LOUISVILLE). Yes, it is. It appears to have been taken at Duquesne Way, Pittsburgh, in the Allegheny River, at the shops of the builder, James Rees & Sons Company. She was not in this completed stage until December, 1914, having been launched October 18. She left the Rees shop on Saturday, Jan. 9, 1915 on her delivery trip to Memphis, running single crew. This editor saw her as she passed Edgeworth, Pa. (Mile 13) by pure luck. The pilot on watch, whoever he was, blew a whistle salute for Wash Gibb, then 85, who knew many boat people. This incident confirms, to this writer at least, that today's BELLE OF LOUISVILLE is blowing the same whistle she first had in 1915. The first night out, the IDLEWILD laid over at Wheeling. We never did learn who piloted her to Cincinnati, but H. Stewart Conner came aboard at that place and took her to Memphis.

The IDLEWILD was the last packet-style steamboat built by the Rees firm at their shop. Usually they subcontracted such large boats to other yards (S. S. BROWN hull was built under such arrangement at American Bridge Co. in 1906). Rees built various steel hull packets for foreign service, complete, at their Pittsburgh works. The HIDALGO went to Mexico in 1904, and she was the fourth one Rees had sent there. In 1907 the CLARA RAMOS designed to carry coffee and fruits, was built and sent to Central America. The last steamboats built at the Rees shop were the Carnegie Steel towboats W. H. CLINGERMAN (the present W. P. SNYDER, JR.) and HOMESTEAD. Later Rees subcontracted with Howard Ship Yards in building the towboat LA BELLE in 1921.

of the WILLIAMS. They were having a big talk when the Combine manager appeared. Then things really began to happen. The WILLIAMS was backing away before we could get to the head of the tow.

They then dropped the FINLEY headed downstream to the foot of the island and we made up another tow. John Hottell was there to stand his first watches in the FINLEY's pilothouse handling a large southern loaded coal tow, 28 boats and 2 barges. This was in the early spring of 1913. Tom Martin was his partner.

Nowdays when I get on some of

these new boats and mention the J. B. FINLEY these modern youngsters look at me like I was the Ancient Mariner.

Paul W. Seabrook,
1119 East Market St.,
New Albany, Ind. 47150

The George S. Kausler, Ltd. insurance firm in New Orleans sent an attractive picture of the side-wheel CINCINNATI to their friends last Christmas-time. The print used is the same one which appeared on the cover of S&D REFLECTOR, issue of March, 1970.

Sirs: I am sorry to say that a section of the article on page 2 of the Sept. '71 issue pertaining to the DELTA KING was in error. The beautiful curved skylights and tapestries are NOT on her. They were removed at the Fulton Ship Yard, Antioch, Calif. before the KING went to Kittimat, B.C. Also our group does NOT have a president. A chairman serves for a one-year term. I carry the title of secretary-treasurer and my husband Ed has been unanimously proclaimed by the board to be the Captain of the DELTA KING.

The engines are gone, paddle-wheel gone, all light fixtures, all bathrooms (save two tubs), staircase to pilothouse gone, staircase from bow to salon deck gone, lifeboats, davits, all furniture, carpets gone; a great deal of the walnut, mahogany and oak panels, etc. etc. gutted. All of the staterooms on the salon deck are gone--from the dining-room area to the stern--torn out.

Bea Morgan,
(Mrs. Captain Ed)
Suite 501,
717 K Street,
Sacramento, Calif. 95814

=Mrs. C. E. Fredericks of the Fulton Ship Yard, Antioch, Calif. has created a greenhouse of great beauty using the stained glass domes taken from the KING's cabin. Gabriel Chengery, following a trip to Antioch, brought back color slides showing this, with Angeline Fulton Fredericks standing in the foreground. Wow! -Ed.

The E. I. du Pont de Nemours & Co. purchased Blennerhassett Island in the Ohio River in 1966. They have four water wells built on the island to supply their Washington Bottom plant nearby. Since the completion of Belleville Locks and Dam the lower end of Blennerhassett commenced to cave. The Du Ponts have just completed a rip-rap project 2,100 ft. long on the channel side to stabilize the shoreline.

Sirs: The last run the GORDON C. GREENE made was from St. Louis to Cincinnati. I wasn't aboard for the occasion. But I rode her on the trip just prior to that, up the Tennessee.

My wife, Frances, her father and my son, Phillip, went down to the St. Louis levee to meet the GORDON at 5:30 p.m., September 17 1951, twenty years ago. No boat! We waited. About 6 p.m. word came that the boat was delayed and we would board buses to go

upriver to meet her. The GORDON had bagged her boilers somewhere upriver and we learned later she had also suffered foredeck damage when striking a lock wall.

Before the buses came our baggage was picked up for us at the Eagle Boat Store where we had stashed it earlier, courtesy of Capt. Buck Leyhe. The buses took us to Alton where we were fed sumptuously. You would have thought that crowd assembled at the St. Louis wharfboat would have been sour and glum because of the delay. Not so. The folks took it as a lark and the singing of old-time tunes on the trip northbound indicated a happy spirit. After Alton we continued on up to Clarksville, Mo. and there was the GORDON tied up below town---88 miles above St. Louis. There we were, some 112 people walking from the buses through the damp river bottom weeds toward the boat glowing in the dark about midnight. We were soon under way and gathered in the main cabin for coffee, sandwiches and fruit.

Early next morning we stopped to fuel at Wood River, went to St. Louis, stored the boat and took off--nearly a day late. Enroute to Cairo we met the converted former seagoing TOM M. GIRDLER being towed to the Great Lakes by a DPC propeller steam towboat. We made good time up the Ohio and the Tennessee for we arrived in Chattanooga only six or seven hours behind schedule. However, friends who were to meet us had given up, so we spent another night on board, disembarking the next morning, Sept. 22. Ours was a one way trip, a wonderful four days for \$66 apiece.

Capt. H. N. (Doc) Carr was master; Peter Antrainer, mate; Harry A. Woodruff and William Bush, Mississippi pilots; Paul and Harris Underwood, Tennessee pilots; William A. Thorp, chief, assisted by James C. Thacker and Charles A. Tracy; J. Burk and C. L. Bennett, firemen; Robert H. McCann, purser; Mabel Bartenhagen, social hostess; Bob Beets, Glen Burchett and Arthur Lundlack, orchestra; Tillie Schneider, concession; Aloysius Gambeck, bartender.

Looking over the passenger list we note several boat fans; Harry Biebush, Ethel Pfeiffer, Sally Schrieber, Mrs. Louis J. Schrieber and Sid Webber.

We especially enjoyed having aboard Greene Line's St. Louis agent, Roy L. Barkhau. He had been so helpful before the trip making arrangements. In retrospect, did he make this trip be-

cause he knew this was to be the last voyage of the GORDON C. GREENE? (We didn't).

Earl F. Olson,
Box 37,
Norris, Tenn. 37828

=The TOM M. GIRDLER mentioned in Earl's letter was named for the controversial Tom Girdler who was raised at Jeffersonville, Ind., a schoolmate of the late James E. Howard. Tom came to Pittsburgh in 1902 and entered the steel business. When B. F. Jones, Jr. died he was made president of the Jones & Laughlin Steel Corp. early in 1928. On the day of the stock market crash in Oct. 1929, he left J&L and joined up with Cyrus Eaton in Cleveland. During Girdler's brief J&L presidency he occupied a mansion in Sewickley, Pa. on Academy Avenue. Later he wrote, or had written for him, an autobiography titled "Boot Straps" which won no prizes. -Ed.

Mrs. Lucie B. Kraps, McConnellsville, O., recently celebrated her ninety-first birthday. Her father was Christian F. Siler who was prominent along the Muskingum River. In 1897 a new packet was built for the daily McConnellsville-Zanesville trade with the expectation it was to be named LUCIE SILER. But Oh! Lucie was doomed to disappointment.

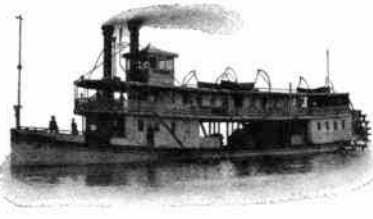
A dandy upright piano was being marketed those days called the "Valley Gem." These piano people offered to provide one of their finest models (cabinet grand, double veneered, seven and one-third octaves, double roll fall board, full swing music desk) if Capt. Newton Price would change his mind and call the new boat for the piano, VALLEY GEM.

Which he did.

Ben Hayes, a columnist with the Citizen-Journal, Columbus, O., recently told this story in his column. He ended up asking: "Whatever happened to the piano?"

So happens we have a very clear recollection of the piano in the ladies' cabin of the VALLEY GEM. It had survived the hard knocks of two decades of river life when we first met the instrument, but still was playable. Nor was it ordained to last long. That very winter the VALLEY GEM was crushed and sunk in ice as she lay along the shore of the Monongahela River at Brownsville, Pa. Not much was saved.

Little Rock, Ark., so much in the river news these days, was the birthplace of the late Gen. Douglas MacArthur, 1880.



STEAMER "CLERIMOND"
Derrick Boat "LITTLE VICK"

OPEN AND COVERED BARGES TO HIRE

STEPHEN GREEN, Pres. and Treas.

B. M. GREEN, Sec'y.

Kentucky & Indiana Packet Company, Inc.

NEW ALBANY, INDIANA

CUMB. PHONE 94 HOME 1246

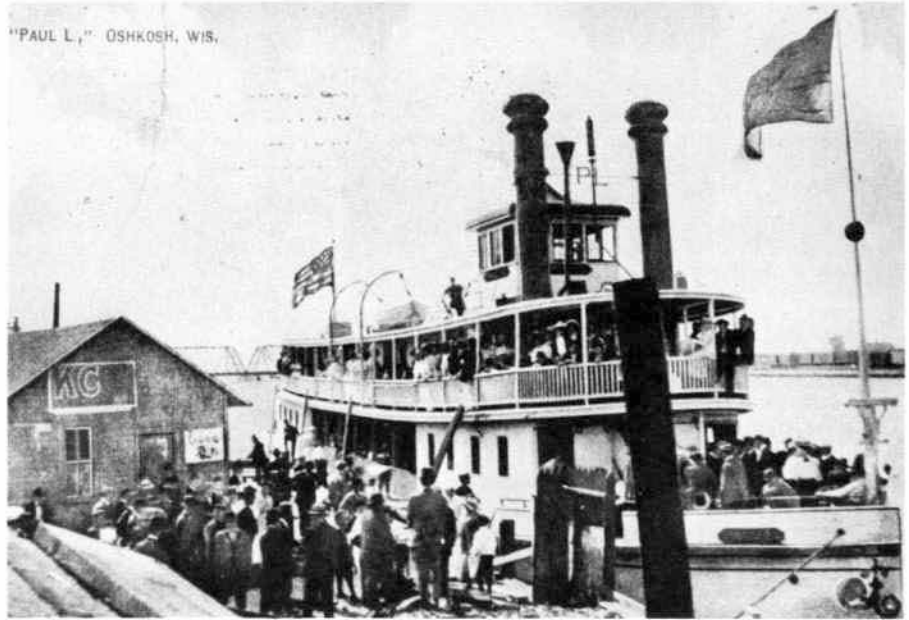
TOWING OF ALL DESCRIPTIONS

LOADING AND TOWING OF SAW LOGS, CROSS TIES AND

HEAVY FREIGHT A SPECIALTY

The above ad was run in The Waterways Journal, issue of April 19, 1919. It's always been a puzzle to us. The rather exotic steamboat pictured in the cut is captioned STEAMER "CLERIMOND" but we know darn well it wasn't. Who was Steve Green trying to kid? Why did he do it? In 1919 we had in our album a good post card view of the CLERIMOND taken at Wheeling, and she was an orthodox towboat.

Well, now, these 53 years later a picture pops up (shown at the right) and we'll leave it to the reader to do some amateur detective work. Our conclusion is that these two pictures are one and the same boat. But the mystery is compounded. The PAUL L. is moored at Oshkosh by gosh up in Wisconsin on Lake Winnebago. So what's that got to do with Steve Green at New Albany, Ind.? Paul Seabrook, respondez s'il vous plait.



The PAUL L. at Oshkosh (see article at left).

Sirs: Please accept my application for membership in S&D. I have no claim to fame with respect to our rivers but I am the grandson of Capt. Thomas Stevenson Calhoon (Aug. 15, 1834--April 3, 1910) of Georgetown, Pa., and the great-grandson of Capt. John Calhoon (Aug. 25, 1809--May 7, 1846) whose home was on a farm near Georgetown in Greene Township, Beaver County, Pa.

I am merely a retired general surgeon, member of the senior surgical staff of the Western Pennsylvania Hospital of Pittsburgh, Pa.

John Calhoon Ewing, M.D.,
410 Sulgrave Road,
Chatham Village,
Pittsburgh, Pa. 15211

PS: My middle name is not my mother's name of Calhoon but my grandmother's name which was Calhoun, another family, not river.

=This is the Calhoon family which produced also Capt. Richard Calhoon (1795--Dec. 3, 1873); Capt. James Hutchinson Calhoon (1813--

July 25, 1849) whose daughter married Malin Ewing, a riverman, son of Jacob Ewing, another riverman; Capt. Richard Calhoon (1814--Sept. 25, 1895); Capt. George C. Calhoon (1820--May 28, 1850); Capt. Thomas Dawson Calhoon (1822--May 31, 1860) who married Mary Ann Trimble, sister of Capt's. William R., James Hervey and John A. Trimble; Capt. Joseph Mc Calhoon (1823--April 21, 1855) who married Parthenia Parr of the Parr and Ebert river families; Mary Jane Calhoon who married Capt. Jackman Taylor Stockdale; Elizabeth Hutchinson Calhoon who married Capt. Andrew Hague Parr. All these people lived in or near Georgetown, Pa. Capt. Thomas S. Calhoon, grandfather of Dr. Ewing, has been mentioned in S&D REFLECTOR many times in connection with the operations of the Pittsburgh & Cincinnati Packet Line steamers KATIE STOCKDALE, KEYSTONE STATE, VIRGINIA and others. -Ed.

The death of M. Vance Higbee, reported in the January 15 issue

of The Waterways Journal, came as a shock to his many friends. He had been associated with the insurance firm, George S. Kausler, Ltd., New Orleans, since 1910 and although officially retired in 1962 he continued as a consultant with the firm. Vance was a third generation riverman. His granddaddy and father ran steamboats and barge lines. Vance for a time was clerk on the packet ST. JAMES and never lost his initial enthusiasm for packets and the people who ran them.

Vance Higbee died at his home in Metairie, La. on December 29, 1971, aged 82. He was buried in the Metairie Cemetery.

Coming events cast their shadows before. C. W. Stoll advises that the Steamship Historical Society of America has firmed plans to hold their annual spring meeting, 1973, at Louisville, Ky. "There will be an official trip aboard the BELLE OF LOUISVILLE on Saturday afternoon, June 23, 1973 followed by a banquet," writes C.W.

Worthy of note is the fact that C.W. is one of the 15-member Board of Directors of SHSA, the only board member from the western rivers.



The new pleasure sternwheeler ROBIN D has attracted much attention along the Kanawha and Ohio rivers. Nelson Jones recounts some details of the boat's creation. "Mr. P. A. Denny got in his car one November day in 1970 and drove to the White Bros. landing on the Kanawha at old Lock 6," says Nelson. "He went aboard the old W. C. WHITE, picked up a wrecking bar, pried off a hatch cover, got down in the hull and started looking. He bought her on the spot. On December 1st he had the old boat towed to Port Amherst where she was stripped clean (see above picture kindly supplied by Bill Barr). From there she was towed to Pt. Pleasant Marine and received practically a whole new hull. Back then to Port Amherst she went for a completely new superstructure. The job took some nine months to do."

Nelson Jones then expresses what many have thought: "Mr. Denny is a fine man who should receive lots of credit for his difficult work." See page 31 in Dec. '71 issue for a handsome picture of the completed ROBIN D.

Thomas G. Addison, librarian, has distributed the 1970-1971 Annual Report of the Inland Rivers Library, a section of the Public Library of Cincinnati and Hamilton County (Ohio). Mrs. Leon Ash has presented much of value from the collection of her late husband; scrapbooks, photo albums and blueprints.

Too late for inclusion in the report is the news that J. Mack Gamble has directed that his entire stock of books, photographs, magazines, freight bills and many related items are to go to the Inland Rivers Library. J. W. (Woody) Rutter and his son Fred undertook the removal of this material from J. Mack's hillside home near Clarington, O. this past winter. Until it is inventoried no one will be able to appreciate fully the scope of this gift (except Woody and Fred who labored a full day getting it stowed in a truck). Mack has collected since 1918, and judging from the sheer bulk of his accumulation, he never threw anything away. The value and worth of this generosity on the part of J. Mack Gamble is beyond immediate estimation. Without a doubt it constitutes the greatest single gift of river memorabilia to the Inland Rivers Library.

Capt. Jesse P. Hughes recalls in this issue (see on page 30) a nitroglycerine explosion on the Ohio River at Georgetown, Pa. He also remembers a similar blast which once rocked Parkersburg, W. Va. (see pages 30, 31).

These observations by Jesse P. Hughes have proved timely. On Friday afternoon, January 8 last, the diesel towboat MARTIN was downbound at Parkersburg when two empty gasoline barges in her tow let go. Two crew members were killed and 11 others required hospital treatment. Sections of the barges sailed aloft and were wrapped in the superstructure of the Parkersburg-Belpre highway bridge. The B&O-C&O railroad bridge was heavily damaged and the cross ties were set afire. Both bridges were closed pending repairs. Windows and plate glass storefronts were demolished both in Parkersburg and in Belpre, O.

The calamity reminded 74-year old James M. Gandee of Marietta that he was in Parkersburg when the blast of nitroglycerine let go that Capt. Jesse Hughes tells about.

"We lived along the river at that time about where the ferry NINA PADEN crossed. I was sitting in my father's lap and he was reading the funnies to me. A flatboat flying a red flag pulled in at the ice house just above the railroad bridge. It was a hot summer day and my Dad observed that the one-man-crew had decided to 'ice up' his cargo of

nitroglycerine.

"When the blast went off it pulled us off our porch, six feet high, and out into the yard. The docks on the Little Kanawha were demolished and the force of that blast blew the wharfboat out on the bank. Stables were leveled, the entire waterfront on the Ohio was damaged and streets were littered with glass.

"Lots of windows were boarded up for a long time," Gandee recalled, "and the Catholic Church in Parkersburg lost its new glass made in Italy."

Geraldine Muscari, reporter for the Parkersburg News, contacted Father Leo Lydon of the St. Xavier Church and asked him if the gasoline barge blast had ruined his windows again. He said that only one glass was broken, one of the few left following the blast of the nitro flatboat.

Calvin R. Bulman, Henrietta, N. Y., inquires whether S&S has plans afoot for a "Whistle Blow" this summer. The answer is no. Adam R. Kelly, editor of the Sistersville (W. Va.) Star News, advises us that Union Carbide's manager at the Long Reach, W. Va. plant has extended invitation if S&D would care to hold another such session. However, due to the upcoming "Sternwheel Race" scheduled at Charleston, W. Va. (see page 3) S&D has concluded to forego a Whistle Blow in '72.

Sirs: The matter at hand this morning concerns the delightful article on Maysville and Con M. Phister in the Dec. '71 issue. When I (eagerly) read it, I looked puzzled when I read that the bridge at Maysville had been built in 1926. What, I thought to myself, was the KIWANIS doing up there in 1930 and 1931?

Then Capt. John L. Donaldson assailed me at the Louisville Propeller Club's Christmas party and wondered why the KIWANIS had not been awarded the crown as the finest Maysville ferryboat.

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

=See John Donaldson's letter on another page in this issue. Yes, the Maysville--Aberdeen highway bridge was opened to traffic in 1931, not in 1926. One thing we know for certain---S&D're read this magazine. An admonition to future historians: No article by this editor shall be accepted at face; read comments and corrections in the next two or three succeeding issues; by that time you will have absorbed a fairly accurate estimation of the facts. -Ed.

Jim Paisley, our Wheeling S&D friend, phoned us one January afternoon with what appears to be another chapter in the story of the BERTRAND. When the wreck of that packet was excavated several years ago, near Omaha, Neb., her machinery was missing.

Jim's disclosure has to do with the origin of those missing engines. A book titled "Principio to Wheeling" by Earl Chapin May was published by Harper & Brothers, 1945. On page 159 is this bit of information:

"Wheeling's river traffic developed many legendary figures. There was a Captain A. J. Sweeney, of the North Wheeling shipyards, who built a steamboat bearing his name, for Captain George Hill of St. Louis, and which finished her long career on the Cumberland River by colliding with a pier at Nashville. Although they raised her machinery, brought it back to Wheeling and installed it on the BERTRAUT (sic), that boat sank in the Missouri River and became a total loss."

Earl Chapin May was possibly doing the best he knew how with the scant data at his elbow. The A. J. SWEENEY was built at Wheeling in 1863, 244 tons, stern-wheel, and wended her way up the Cumberland River with 7,000 sacks of corn and 28 horses bound for Nashville, this in early March, 1864. A couple of days later the SALLIE LIST, Capt. S. W. Ornstedt, arrived at Evansville with the news that the A. J. SWEENEY had hit a bridge pier at Clarksville, up the Cumberland, and was instantly sunk, and then the cabin caught fire and burned.

Later that summer the wreck was successfully raised and towed back to the Sweeney shop at Wheeling. Russell Lintner alerts us of an item in a Pittsburgh newspaper dated July, 1864, telling of this, and adding that plans were afoot to build it up again.

This makes sense. The A. J. SWEENEY was but one year old with new hull and machinery. So, if Earl Chapin May is right in a few particulars, this machinery went into the BERTRAND.

Nobody yet has discovered who ransacked the BERTRAND after she sank on the Missouri in 1865.

We have been favored with a copy of "River Drift," edited by James V. Swift and published by The Waterways Journal. This is the third Drift to appear, and our felicitations to all concern-

ed. It has 32 pages of text and pictures done on a high grade ivory paper, the printing done in brown. The magazine is enclosed in a special cover (which adds four more pages) and the packet JOE FOWLER occupies the whole of the outside--front and back.

Well, the old JOE FOWLER looks pretty slick in this blow-up picture, one we've not seen before, idling at shore with everybody well aware that the photographer is at work out there on the bank. Jim doesn't tell who took it, or where, or when. Likely he didn't know. Who does know? Nobody, probably.

The center spread features a drawing of the Rice & Dore Water Carnival touring the Upper Mississippi in the summer of 1915, an ill-starred venture for all concerned. The promoters "borrowed" the CITY OF PARKERSBURG to do the shoving of some 12 decked wooden barges outfitted with a ferris wheel, a merry-go-round, and assorted side shows. That fall when the packet limped back to the Ohio River from whence she had come, she looked like the veteran of a Civil War skirmish.

Jim says, "We suppose this great river carnival was only a dream." It was more than that; a bad dream come true.

Jim Swift has access to bound volumes of The Waterways Journal dating back four-score years from which he dredges interesting items. The three issues of his River Drift are priced \$2 the copy.

Mode Art Pictures, Inc., Pittsburgh, decided following a careful survey of available tapes that they did not have enough new sounds to justify a third record.

William Greenwood and his wife Hazel of Greenwood Farm, Newport, O., visited in Florida this past winter. Bill called on Mr. and Mrs. Horace P. Lyle at Daytona Beach on Jan. 16.

Frank P. Silliman, board chairman of Hillman Barge & Construction Co., Pittsburgh, is having a scale model of the towboat J. H. HILLMAN built. The contract went to Visual Industrial Products, Inc., Indianola, Pa. Frank Silliman was chief engineer on that "hot number" and for a year or so his second engineer was Branson Epler.

DELTA QUEEN'S 1972 SAILING SCHEDULE

CRUISE NO.	CRUISE DATES	PORTS (ORIGINATIONS & DESTINATIONS)	SAILING DAY & TIME	STEAM-BOAT DAYS	FARES PER PERSON — Includes: Berth, Meals, Entertainment & Steamboat Passage				
					C	B	A	AA	AAA
1.	Feb. 3-Feb. 9	New Orleans to Memphis (one way)	Thu., Noon	6	\$192	\$216	\$ 270	\$ 300	\$ 336
2.	Feb. 9-Feb. 21	Memphis to New Orleans (round trip)	Wed., Mid.	12	\$372	\$432	\$ 540	\$ 588	\$ 672
3.	Feb. 21-Feb. 24	Memphis to Little Rock (one way)	Mon., 9 PM	3	\$108	\$126	\$ 150	\$ 174	\$ 195
4.	Feb. 25-Feb. 27	Little Rock Weekend (round trip)	Fri., 6 PM	2	\$ 82	\$ 90	\$ 108	\$ 124	\$ 136
5.	Feb. 28-Mar. 3	Little Rock to New Orleans (one way)	Mon., Noon	4	\$144	\$168	\$ 200	\$ 232	\$ 260
6.	Mar. 3-Mar. 5	New Orleans Weekend (round trip)	Fri., 6 PM	2	\$ 82	\$ 90	\$ 108	\$ 124	\$ 136
7.	Mar. 5-Mar. 10	New Orleans to Memphis (one way)	Sun., 9 PM	5	\$160	\$180	\$ 225	\$ 250	\$ 280
8.	Mar. 11-Mar. 12	Memphis Weekend (round trip)	Sat., Noon	1	\$ 41	\$ 45	\$ 54	\$ 62	\$ 68
9.	Mar. 12-Mar. 16	Memphis to New Orleans (one way)	Sun., 9 PM	4	\$144	\$168	\$ 200	\$ 232	\$ 260
10.	Mar. 17-Mar. 19	New Orleans Weekend (round trip)	Fri., 6 PM	2	\$ 82	\$ 90	\$ 108	\$ 124	\$ 136
11.	Mar. 19-Mar. 24	New Orleans to Memphis (one way)	Sun., 9 PM	5	Chartered by Nat'l Trust For Hist. Preservation				
12.	Mar. 25-Mar. 31	Memphis to Chattanooga (one way)	Sat., Noon	6	\$192	\$216	\$ 270	\$ 300	\$ 336
13.	Mar. 31-Apr. 3	Chattanooga to Muscle Shoals (one way)	Fri., 6 PM	3	\$126	\$147	\$ 177	\$ 204	\$ 228
14.	Apr. 3-Apr. 7	Muscle Shoals to Nashville (one way)	Mon., 3 PM	4	\$148	\$168	\$ 212	\$ 232	\$ 264
15.	Apr. 7-Apr. 9	Nashville Weekend (round trip)	Fri., 6 PM	2	\$ 96	\$106	\$ 126	\$ 146	\$ 160
16.	Apr. 9-Apr. 14	Nashville to St. Louis (one way)	Sun., 9 PM	5	Chartered by Nat'l Trust For Hist. Preservation				
17.	Apr. 14-Apr. 15	St. Louis Weekend (round trip)	Fri., 6 PM	2	\$ 96	\$106	\$ 126	\$ 146	\$ 160
18.	Apr. 16-Apr. 24	St. Louis to New Orleans (one way)	Sun., 9 PM	8	\$336	\$392	\$ 472	\$ 544	\$ 608
19.	Apr. 24-May 5	New Orleans to Cincinnati (one way)	Mon., 3 PM	11	\$407	\$462	\$ 583	\$ 638	\$ 726
20.	May 5-May 7	Cincinnati to Louisville (Derby) (round trip)	Fri., 6 PM	2	\$120	\$140	\$ 170	\$ 200	\$ 220
21.	May 8-May 27	Cincinnati to New Orleans (round trip)	Mon., Noon	19	\$703	\$798	\$1007	\$1102	\$1254
22.	May 27-May 30	Cincinnati Weekend (round trip)	Sun., 6 PM	3	\$144	\$159	\$ 189	\$ 219	\$ 240
23.	May 30-June 1	Cincinnati to Louisville (round trip)	Tues., 6 PM	2	Chartered by Live Steam Magazine				
24.	June 2-June 10	Cincinnati to New Orleans (one way)	Sat., 9 AM	9	Chartered by Rotary Dist. # 709, Int'l Youth Exch.				
25.	June 10-June 16	New Orleans to Vicksburg (round trip)	Sat., 6 PM	6	\$222	\$252	\$ 318	\$ 348	\$ 396
26.	June 16-June 27	New Orleans to Cincinnati (one way)	Sat., 9 AM	11	Chartered by Rotary Dist. # 709, Int'l Youth Exch.				
27.	June 28-July 5	Cincinnati to Kentucky Lake (round trip)	Wed., Noon	7	\$294	\$343	\$ 413	\$ 476	\$ 532
28.	July 5-July 14	Cincinnati to Starved Rock (one way)	Wed., 6 PM	9	\$333	\$378	\$ 477	\$ 522	\$ 594
29.	July 14-July 16	Peoria Weekend (round trip)	Fri., 6 PM	2	\$ 96	\$106	\$ 126	\$ 146	\$ 160
30.	July 16-July 18	Peoria to St. Louis (one way)	Sun., 9 PM	2	\$ 84	\$ 98	\$ 118	\$ 136	\$ 152
31.	July 18-July 21	St. Louis to Quad Cities (round trip)	Tues., 6 PM	3	\$126	\$147	\$ 177	\$ 204	\$ 228
32.	July 21-July 23	St. Louis Weekend (round trip)	Fri., 6 PM	2	\$ 96	\$106	\$ 126	\$ 146	\$ 160
33.	July 23-July 28	St. Louis to Cincinnati (one way)	Sun., 6 PM	5	\$185	\$210	\$ 265	\$ 290	\$ 330
34.	July 28-July 30	Cincinnati Weekend (round trip)	Fri., 6 PM	2	\$ 96	\$106	\$ 126	\$ 146	\$ 160
35.	July 30-Aug. 6	Cincinnati to Kentucky Lake (round trip)	Sun., 9 PM	7	\$294	\$343	\$ 413	\$ 476	\$ 532
36.	Aug. 7-Aug. 15	Cincinnati to Pittsburgh (round trip)	Mon., Noon	8	\$336	\$392	\$ 472	\$ 544	\$ 608
37.	Aug. 16-Aug. 23	Cincinnati to Kentucky Lake (round trip)	Wed., Noon	7	\$294	\$343	\$ 413	\$ 476	\$ 532
38.	Aug. 24-Aug. 31	Cincinnati to Kentucky Lake (round trip)	Thu., Noon	7	\$294	\$343	\$ 413	\$ 476	\$ 532
39.	Sept. 1-Sept. 4	Cincinnati Labor Day Weekend (round trip)	Fri., 6 PM	3	\$144	\$159	\$ 189	\$ 219	\$ 240
40.	Sept. 5-Sept. 24	Cincinnati to New Orleans (round trip)	Tues., Noon	19	\$703	\$798	\$1007	\$1102	\$1254
41.	Sept. 25-Oct. 5	Cincinnati to St. Paul (one way)	Mon., Noon	10	\$370	\$420	\$ 530	\$ 580	\$ 660
42.	Oct. 6-Oct. 9	St. Paul Weekend (round trip)	Fri., 6 PM	3	\$144	\$159	\$ 189	\$ 219	\$ 240
43.	Oct. 9-Oct. 20	St. Paul to St. Louis (round trip)	Mon., 9 PM	11	\$407	\$462	\$ 583	\$ 638	\$ 726
44.	Oct. 20-Oct. 23	St. Paul Weekend (round trip)	Fri., 6 PM	3	\$144	\$159	\$ 189	\$ 219	\$ 240
45.	Oct. 23-Oct. 28	St. Paul to St. Louis (one way)	Mon., 9 PM	5	\$210	\$245	\$ 295	\$ 340	\$ 380
46.	Oct. 28-Oct. 29	St. Louis Weekend (round trip)	Sat., 6 PM	1	\$ 48	\$ 53	\$ 63	\$ 73	\$ 80
47.	Oct. 30-Nov. 14	St. Louis to New Orleans (round trip)	Mon., Noon	15	\$555	\$ 630	\$ 795	\$ 870	\$ 990
48.	Nov. 15-Nov. 22	St. Louis to Kentucky Lake (round trip)	Wed., Noon	7	\$259	\$294	\$ 371	\$ 406	\$ 462
49.	Nov. 22-Nov. 30	St. Louis to New Orleans (one way)	Wed., 9 PM	8	\$296	\$336	\$ 424	\$ 464	\$ 528



Ceramic Steamboat Mural in Cincinnati's Union Terminal
Photographed in December, 1970 by Jim Blum using a Leica III-F, 135 mm., f11.
(See remarks on the following page.)

CINCINNATI UNION TERMINAL
1973 will be a year of deadlines.

(see picture opposite)

So here we are in 1972. We've been reading a piece in Saturday Review by David Butwin, a young man we met this spring aboard the DELTA QUEEN. Dave updates us on the Cincinnati Union Terminal. "Now only the eastbound George Washington leaves for Washington and Newport News and the westbound James Whitcomb Riley runs to Chicago," he reports. He concludes on this ominous note:

"Yet the depot costs \$1,200,000 a year to operate, half of which Amtrack must expend. In addition, trains lose thirty minutes backing in or circling around to enter the old station. Amtrack is hopeful that Cincinnati and the state of Ohio will be successful in a bid to build a small, modern terminal. St. Louis, Kansas City, and Jacksonville, Florida, are also costing Amtrack precious millions for the maintenance of outdated buildings."

1933, 43, 53, 63, 72. Hardly forty years. The Cincinnati Union Terminal is probably good for nothing. The mental vision of the wrecker's ball shattering countless thousands of bits of colored tile is...well...

The Cincinnati Union Terminal was depression-born, opened to railroad passenger traffic in 1933. Built in massive, vaulting style, it may be likened to the Modern Airport built before airports were invented; on the edge of the downtown district, too remote for walking distance; teeming with taxis, buses and private cars. During its optimum some 100 trains were handled daily. There were restaurants, barber shop, and a moving picture theater.

Biggest surprise to the river world were the "steamboat murals" of gigantic dimension, a mosaic of tiny tiles in the rotunda. Jim Blum's picture shows a section of this with the ISLAND QUEEN (2nd) depicted at the top. Capt. Tom Greene whisked us there in 1933, bubbling with excitement. His namesake packet TOM GREENE, the name plainly readable, was defied in a railroad depot. If the bewhiskered riverman in the picture's foreground would step out of the way for a moment you'd get a better look.

Amtrack, like the DELTA QUEEN, is facing a deadline in 1973. It has until then to prove that passenger trains are worth saving. Cincinnati has a major stake in the outcome. The Union Terminal won't be worth much without Amtrack and the DQ, like the passenger pigeon (the last one died in the Cincinnati Zoo), is also a Cincinnati-based link of the past and future.

STEAMBOATS ON THE MUSKINGUM, the new clothbound and attractively illustrated book by J. Mack Gamble, is available at Campus Martius Museum, or by writing Capt. Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143. Priced \$8.50 the copy, and we pay the mailing costs.

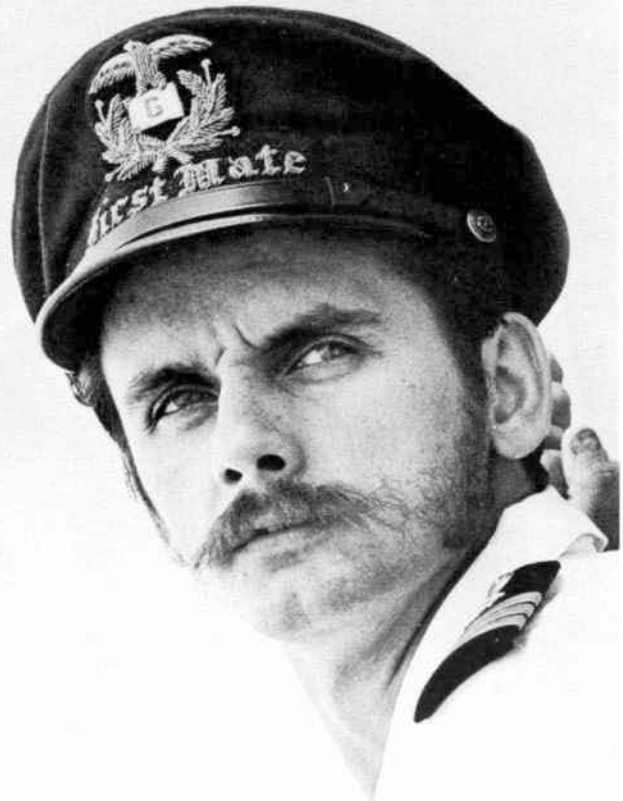
SECOND AND LAST CALL: Professionally clothbound book editions of the first five years (20 issues) of S&D REFLECTOR are now available. They start with Vol. 1, No. 1, dated March, 1964, and include all issues in mint condition through Vol. 5, No. 4, dated December, 1968.

These contain THE ONLY COMPLETE SETS available of these Volumes 1-5. Since making announcement in the last issue we have but eight books left. First come first served at \$75 each, one to a customer, and we pay the mailing costs.

Similar clothbound editions of Volumes 6-8, commencing with the March, 1969 issue and terminating with the December, 1971 issue, twelve in all, may be had for \$40 each, one to a customer, and we pay the mailing costs.

You may order both for \$110.

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



Capt. Donald J. Sanders

Don Sanders, who started boating on the AVALON at the age of 15, and who has been with the DELTA QUEEN since 1965, was awarded his U.S. Coast Guard license as master and pilot this past January. He and his wife Joyce live at 1041 Russell Street in Covington, Ky. It was Don Sanders, we may remark, who took the notable color photograph of the BELLE OF LOUISVILLE used as our front page in the past December issue.

Another raise of grade we are happy to report is that of Robert (Roddy) Hammett of the BELLE OF LOUISVILLE. He now is a first class pilot. His home is at Willow Island, West Va. One of the first boats Roddy piloted, and we'll bet it was THE first, was the LADY GRACE in 1963, pictured on page 13 of this issue.



Aye, mates, a shocking scene.

The towboat HOMESTEAD is being scrapped at the Coal Valley, Pa. marine ways of the United States Steel Corporation. This happened some years ago after all efforts to rescue her had failed.

The HOMESTEAD was more than an ordinary towboat. She became celebrated at Pittsburgh in 1949 when a staged race was run with a worthy contender, the WM. LARIMER JONES of the Jones & Laughlin Steel Corporation. Tens of thousands of spectators saw the photo finish at the Smithfield Street bridge, the HOMESTEAD winning by an eyelash.

In 1950 another race was staged. The HOMESTEAD vied with the J&L's TITAN, resulting in a clear win for the HOMESTEAD. A third staged race in 1951, again the HOMESTEAD vs. the WM. LARIMER JONES, was declared a tie.

Pittsburghers had never had so much fun on the river. These boat races were to become an annual event. A fourth one was arranged in 1952 but had to be called off because of a steel strike...and, too...there was a growing resentment against the pall of smoke belched from the contestants. A new and beautiful city of Pittsburgh was being born and smoke was a dirty word.

Our S&D board member John W. Zenn headed up a "Save the HOMESTEAD" drive with the objective of bringing the old steamboat into the city as a keepsake of the good ol' steamboat days. For a while the prospects were encouraging. Many persons of prominence got into the act, lending their good wishes. School kids sent in dimes and quarters. But nobody wanted the burdens of per-

petual care and cost of upkeep.

And so...the picture above. Workers tore the boat apart in hunks and sections. We are indebted to Dan Owen for the photograph.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, OHIO 43110



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