

S&D REFLECTOR

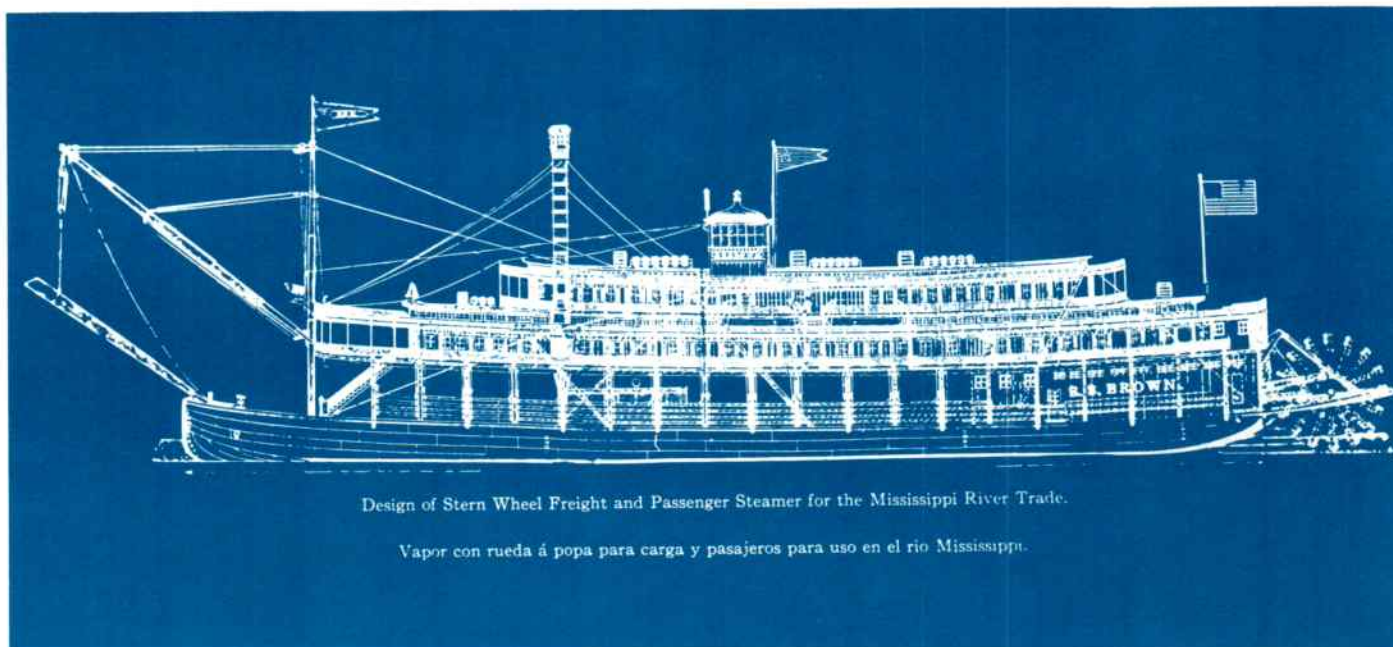
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 9, No. 2

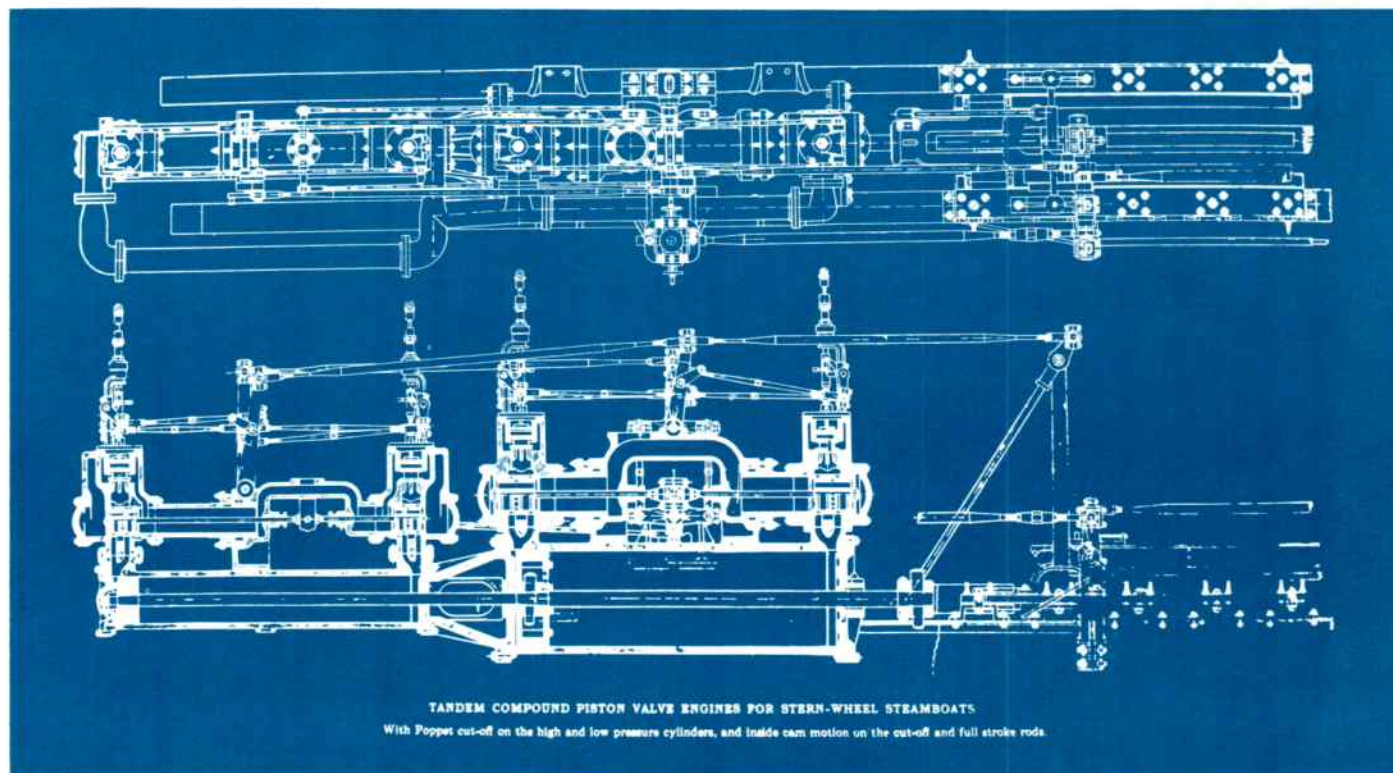
Marietta, Ohio

June, 1972



Design of Stern Wheel Freight and Passenger Steamer for the Mississippi River Trade.

Vapor con rueda á popa para carga y pasajeros para uso en el rio Mississippi.



TANDEM COMPOUND PISTON VALVE ENGINES FOR STERN-WHEEL STEAMBOATS

With Poppet cut-off on the high and low pressure cylinders, and inside cam motion on the cut-off and full stroke rods.

Original drawings of S. S. BROWN and her engines (see page 23).

DEPT. OF FULLER EXPLANATION

The following legal advertisement appeared in the Monongahela (Pa.) "Daily Herald" on March 28, 1972, and our thanks to Regis C. Gamble for sending it.

LEGAL NOTICE OF SALE
OF DISABLED STERN WHEEL
PADDLE RIVERBOAT

A legal notice of intent to all who may be interested.

Take notice that the Washington County Commissioners, on behalf of Washington County, hereby publishes and advertises publicly their intent to sell to the highest bidder the Steamboat CLAIRTON, a sternwheel paddle vessel, presently owned by Washington County, and will give to said bidder a bill of sale for the same subject to the conditions hereinafter set forth in this notice.

The Steamboat CLAIRTON is presently disabled and not operable. It has been certified to be useful for salvage or historical value. The County Commissioners do not certify that said vessel can be operated or put in operable condition satisfactory to the legal and licensing authorities. The CLAIRTON may be seen at its berth on Ten Mile Creek near the place where Ten Mile Creek runs into the Monongahela River in Washington County, Pennsylvania, approximately one hundred yards south of Engle's Marina on Ten Mile Creek, near the Ten Mile Yaught (sic) Club.

The County will accept sealed bids on or before 4:00 p.m. on Wednesday, April 5, 1972. The sealed bids are to be delivered or mailed to the Office of the Washington County Controller in the Court House in Washington, Pennsylvania, and the outside of the envelope is to be plainly marked "Bid on CLAIRTON." The bids will be opened by the Controller or his deputy at the regular meeting of the Washington County Commissioners at 11:00 a.m. on Thursday, April 6, 1972.

Bidders are advised that the CLAIRTON is presently the subject of litigation in the United States District Court for the Western District of Pennsylvania, Civil Action No. 69-1302. Bidders are referred to the pleadings at said number in said court for the details of said litigation. At the present time the amount of \$28,000 is claimed as a lien against said CLAIRTON. The litigation is founded upon a theory in assumpsit and another theory of a maritime lien.

Washington County has refused to pay said claim and has denied any obligation of either a contractual or quasi contractual nature, and has further denied that the Steamboat CLAIRTON is a "vessel" to which a maritime lien may attach. Any bidder whose bid is accepted is hereby notified that he will be purchasing the vessel subject to the claim against it and a prospective purchaser shall take the vessel subject to the claim set forth which shall be secured by appropriate mortgage documents.

Any prospective purchaser, by making his bid, shall also agree to the removal of the Steamboat CLAIRTON from its berth on Ten Mile Creek prior to April 15, 1972. No bid will be accepted or opened unless it is in the possession of the Controller of Washington County on or before 4:00 p.m. on Wednesday, April 5, 1972.

This advertisement is being made pursuant to and in accordance with a court order signed by the District Judge of the United States District Court for the Western District of Pennsylvania. Any further information regarding the same may be had by an examination of the relevant papers in said court at Civil Action No. 69-1302.

The Washington County Commissioners reserve the right to accept or reject any bid deemed by them not to be in accord with the provisions of the court order recited aforesaid, or within the provisions of the motion pursuant to which said court order was made.

MICHAEL R. FLYNN
FRANK JONES, JR.
EDWARD M. PALUSO
ATTEST:
J. V. MURPHY, Chief Clerk
MARCH 27, 1972.

And, you may reasonably ask, what happened? The answer doesn't take long to relate. Nothing. No bids were received.

Sirs: About your story of Capt. Stephen Green in the March '71 issue, I can't figure how that cut of the PAUL L. was used in his advertisement in The Waterways Journal. No, it's not the CLERIMOND, and to that I can certify.

Capt. Stephen Green in his early days worked for the Louisville & Evansville Packet Co. as master-pilot of the BELLEVUE, and then he organized his own company and got the CLERIMOND in 1909. I well remember the boat's first arrival at New Albany. Capt. Green entered into a contract with the Kosmos Portland Cement Co. to tow rock from King's Landing up to their plant at Kosmosdale, and the CLERIMOND was used in this work. Capt. W. Scott Paris was pilot on her most of the time, an old L&E packet man, one of the pilots on the MORNING STAR on her first trip. I spent many week-ends and parts of several summers on the CLERIMOND.

Then Capt. Green got a one-deck, one-boiler towboat named NETTIE GRANT which did most of the log work. Sometimes on week-ends the CLERIMOND would bring in several barges of logs to New Albany or Louisville, then go back to her rock towing on Mondays.

I'll say this: Capt. Green was a perfect gentleman; he neither smoked, drank nor swore, and he was highly respected. He had a son, James Stewart Green, graduate of Purdue, who was with the U.S. Engineers. He was with them on the Upper Mississippi at Winona, and when the Louisville Dam 41 was rebuilt he was chief inspector. He died on that job, quite young, of a heart attack.

The CLERIMOND was sold to become the KOSMOSDALE, and still later was the MARGARET HALL, then owned by T. J. Hall in Cincinnati. I do not know what became of the NETTIE GRANT.

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



The CLERIMOND (see letter above) was built at Wabasha, Minn. in 1901, originally named GAZELLE. She was brought to Wheeling in 1904, handling a transfer barge for the B&O. She upset on Feb. 12, 1905, and after rebuilding was renamed CLERIMOND for the daughter of Mr. Mendel. This picture was taken at the time. Capt. Stephen Green bought the boat in June, 1909 on equal shares with C. M. Dugan, Jr. Eventually, as the MARGARET HALL, she towed the showboat COTTON BLOSSOM (built on the hull of the towboat INLAND) and sank at Owens Island, Paducah, on Aug. 7, 1941 where she was scrapped.

Sirs: I have noted your comments about bringing our new model of the J. M. WHITE (Mar. '72 issue, page 26) to this year's annual meeting of S&D. We will be delighted to do so. I had wondered whether the members would be interested in the model and had decided that it would not be appropriate for me to say anything about it. Your suggestion, therefore, is very welcome, and I would like to share the model and Ralph Hitchcock's workmanship with others.

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

=Bring your cameras, gang. Imagine taking photographs in 1972 of the J. M. WHITE with steam up and under way. -Ed.

Sirs: On page 19 of the Dec. '71 issue there is a picture of the first ISLAND QUEEN which you dated as taken "about 1899." This same view appears in Kraemer's "Picturesque Cincinnati," published on September 6, 1898.

Gary H. Imwalle,
5656 Beechmont Ave.,
Cincinnati, Ohio 45230

We were honored with a visit from Dr. Leland R. Johnson on Saturday, March 25 last. His current project is writing comprehensive histories of several of the U. S. Engineer Districts, specifically those of Louisville, Huntington and Pittsburgh. He has completed the Nashville District which includes much of the work done by the Corps on the Tennessee before TVA took over. This one is scheduled for publication this fall. Dr. Johnson is a graduate of Vanderbilt University, Nashville, and he and his family reside at Hermitage, Tenn. We predict a good job coming up here---Dr. Johnson was raised along the lower Ohio and talks of old-time U.S. Engineers and the work they accomplished with surprising ease.

Sirs: Do you have a photograph of the Rice & Dore Floating Circus? I remember Ralph telling me that he and Mr. Rice organized a girl's baseball team with the idea of taking them to Japan for exhibition games there. But due to an earthquake at the time they did not get there.

Also I am most anxious to find a photograph of the WATER LILY showboat.

Louise Emerson,
(Mrs. Ralph W.)
1500 N. Kedzie Ave.,
Chicago, Ill. 60651

=If any reader can oblige, send prints of one or both of above and we'll make copy negs and return your originals. We'll see to it, also, that Mrs. Emerson is provided with prints. -Ed.

Sirs: The "Green Tree" (see March issue, page 38) in Le Claire, Iowa was a victim of the Dutch Elm disease and was cut down in 1964. A section was sliced from the trunk and is on exhibit where the tree once grew. The area where the tree grew is now a park and a public boat launch.

The park no longer has the Civil War cannon, but does have two World War II anti-aircraft guns.

The major point of interest now is the steamer LONE STAR which is permanently drydocked and open for public display. Also they have the Buffalo Bill Museum (which has a nice display of Cody memorabilia) plus an interesting collection of Rapids pilots' and river artifacts.

Enclosed is a picture of the front door of my house.

Dudley A. Stevenson,
211 Forest Road,
Davenport, Iowa 52803



The Stevenson's Front Door
(see letter above)

Sometimes news reporters wax poetic. Here's how Kelly Cocanougher tells about the new sanitary conveniences on the BELLE OF LOUISVILLE: "Having never been equipped with a sewage system of any kind, she has just tinkled in the river when she had to go. On Saturday nights, when there are 700 or 800 persons dancing and drinking, that is often."

But now she has 11 new shiny white commodes equipped with chemical treatment in the base, and flushing into holding tanks to be emptied later.

Ludwig H. Manning of Chardon, O. has made great progress with the construction of a steel hull for his new sternwheel pleasure boat. He is building it under the bridge along the Ohio shore just below the old Lock 10 premises, Steubenville, Ohio.

Dale Flick has engaged passage aboard the Norwegian--Caribbean liner SONG OF NORWAY for an eight day cruise to the Caribbean this month of June.



The SPRINGER's Roof Bell
(see letter below)

Sirs: Here is a picture of the roof bell used on the side-wheeler R. R. SPRINGER. I took this at Loveland, O. a few days ago where the bell reposes at the local fire house. The markings on it give the manufacturer as Van Duzen and Tift, Cincinnati. The inscription reads:

STEAMER REUBEN SPRINGER
CAPT. H. U. HART 1879

The bell is in good shape, highly polished, and that's one reason it was difficult to make the lettering stand out plainly in a picture.

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

=We conjecture that the original intent of Captain Hart was to name his side-wheeler REUBEN SPRINGER, but was persuaded to alter it to the initials R. R. Thanks to Larry Walker for the picture. See Sept. '71 issue, page 28 for a photo and description of the boat. -Ed.

Sirs: The RAMONA shown in the March issue has always been a favorite of mine--perhaps because her original owner, Albert Bettinger, was a native of Tell City. He was an uncle of Earl Bettinger. Albert Bettinger brought the RAMONA to Tell City a number of times and many older people here remember her (before my time).

According to the List of Merchant Vessels, 1904, she came out new as a steamboat. It was Pfaff who made a motor vessel of her, so I've always heard.

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

=The picture of RAMONA, page 16 in the March issue, is known to have been taken in July, 1911 from the deck of the KANAWHA. Ergo, she then was owned by Albert Bettinger and looks to us like she's a stink-pot. We covet the idea that she originally was steam and will aid and abet disclosures to prove the point. -Ed.

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June, 1972

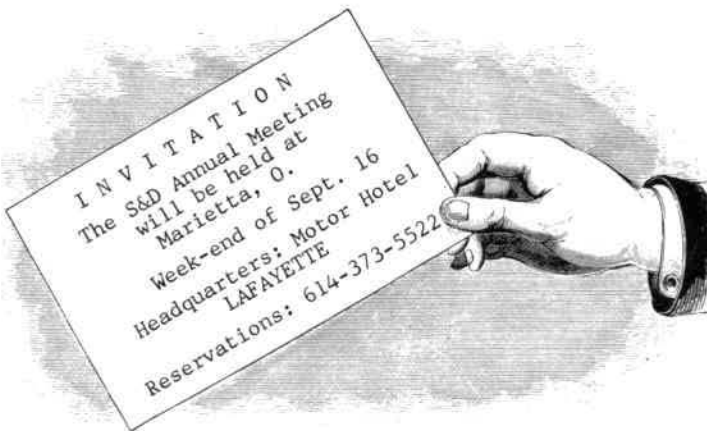
Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa., printed at Marietta, O., and mailed at Canal Winchester, O. Membership in S&D entitles each \$7 member to one copy per issue. Application to join should be accompanied with a check for \$7 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$7; if you and wife join send \$8; if you and wife and one child enroll send \$9, etc. Remit to:

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of back issues or of the current issue (save some out of stock) are available from the editor at \$1.75 each. Address:

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



Bob Burtnett alerts us of the forthcoming race scheduled between the JULIA BELLE SWAIN and the DELTA QUEEN at Peoria, Ill. on Friday, July 14. He says Mrs. Julia Belle Swain Shelton will be an honored guest aboard her namesake. "Peorians are all excited about the race," Bob reports, and says the town is staging a three-day celebration. Deer horns will be presented to the winner. Capt. Dennis Trone is greasing the inside of the stacks on the JBS so the smoke can slip out faster.

Nelson Jones, chairman of the "Sternwheel Race" scheduled at Charleston, West Va. on the Kanawha River, predicts that the river will be full of sternwheelers from far and wide. The race will be run on Labor Day week-end, Sunday, September 3rd. Last year's winner, with five contestants entered, was the WINNIE MAE, Capt. Harry White at the wheel.

Attention is invited to the letter appearing in this issue on page 17 about the Ohio River Festival at Ravenswood, West Va. on August 11 and 12. S&D is not taking active part, but members who care to participate please contact Larry C. Boice.



The two pictures in this column are the outcome of a rather interesting chain of events. We received a letter this past March from Mrs. Samuel B. McCulloch, 35 West Plum Street, Westerville, Ohio, which read: "My husband was the grandson of Capt. C. C. Bowyer who, as you undoubtedly recall, had a great interest in the river and in rivermen. His daughter, Miss Irene, gave my husband some of the negatives of steamboat pictures which Captain Bowyer had taken--this a few years ago. Since my husband's death, I feel that they belong to the rivermen whose interest is in the river and its history."

Inasmuch as Westerville is slightly north of Columbus, O., and in convenient proximity, we alerted Woody Rutter who promptly called on Mrs. McCulloch, received the negatives, took them to his home in Canal Winchester, O., and started making a few prints.

The two shown here were selected inasmuch as the BESSIE M. STONE is a newcomer to our photo collection and is associated with our good Pt. Pleasant members Capt. Charles C. Stone and his son Capt. Charles Henry Stone. The BESSIE M. STONE was a double-ender ferry built at Pt. Pleasant in 1925 to serve across the mouth of the Kanawha to Henderson, W. Va., this, of course, before the highway bridge was built. Capt. Charley Stone also owned a sternwheel gasboat ECLIPSE which shows in the lower view, built at Parkersburg, W. Va. in 1913 by Tony Swingler.

We are hazy about what happened to the BESSIE M. STONE, but seems to us she was sold, converted to diesel, and renamed HAZEL S. She operated briefly at Dover, Ky. and then Portsmouth-Fullerton. But, without doubt, she was one of the last, and perhaps THE last, steam ferryboat built for Kanawha and upper Ohio River service.



A Rainbow with Clouds

The Ryman Auditorium in Nashville, Tenn. is scheduled to be demolished by its owner, the National Life & Accident Insurance Company. In late years the structure has been nationally famous as the home of Grand Ole Opry and for its Johnny Cash shows.

When the auditorium was opened in 1890 it was called the Union Gospel Tabernacle. The leading exponent in its construction, and the principal contributor as well (\$20,000), was a Cumberland River steamboat operator, Capt. Thomas Green Ryman. Capt. Tom Ryman (1841-1904) together with a partner Capt. James S. Tyner, who was five years younger, owned and operated during forty years more packets out of Nashville than anyone.

In May, 1885, Ryman attended a tent meeting conducted by Alabama-born Samuel Porter Jones, perhaps to heckle, but the upshot was that Ryman "got religion" and was converted. He became up-tight against booze. A popular myth which refuses to be downed is that he came back to his boats and personally smashed the liquor bars. Capt. Tyner in later recollections says this is not so, but Ryman instead refused to renew the bar privileges (which in those days were contracted) as they came due and in that manner discontinued the sale of liquor aboard his steamboats.

No, Tom Ryman was anything but a fanatic. He was a member of the Elm Street Methodist Church in Nashville, and the Union Gospel Tabernacle was conceived to embrace all faiths. A roster of the early trustees includes J. C. Gordon, president, a Presbyterian. Others on the Board included a Baptist, a Cumberland Presbyterian, a German Lutheran, an Episcopalian, a German Methodist and a Christian.

The original charter of incorporation for the Tabernacle, registered with the state of Tennessee on February 25, 1889, listed its functions as "strictly religious, non-Sectarian and non-Denominational and for the purpose of promoting religion, morality and the elevation of humanity to a higher plane and more usefulness."

At first, the interior of the building reflected its intended religious purpose. Wooden pews surrounded a pulpit and small platform area. A balcony was expected to increase the seating capacity to 6,000. This was not installed until spring of 1897, when a National convention of the Confederate Veterans Association coincided with the Tennessee Centennial in Nashville. After using the hall for meetings, the association donated money to pay for the balcony, at which time it was named the Confederate Gallery.



RYMAN AUDITORIUM

Sponsored by a Cumberland River packet operator and today it is historically the most important single structure remaining in downtown Nashville. The above view was taken from a 1907 souvenir booklet, "Nashville, Gateway to the South."

Increased use of the building for non-religious events required other additions and alterations to the interior. In 1901, performances by the Metropolitan Opera necessitated the building of a stage, which reduced the seating capacity to about 3,500. Further work was done on the stage in 1904 for the French Grand Opera Company of New Orleans and again in 1906 when Sarah Bernhardt appeared in "Camille."

Although religious events no longer dominated activities at the Union Gospel Tabernacle after the 1890's, a number of significant meetings of a religious nature were held there. Historically, the most important was the memorial service for Capt. Tom Ryman on December 25, 1904. Revivalist Sam Jones delivered the sermon, at which time he proposed that the name of the building be changed to Ryman Auditorium, a suggestion unanimously approved by the 4,000 people present.

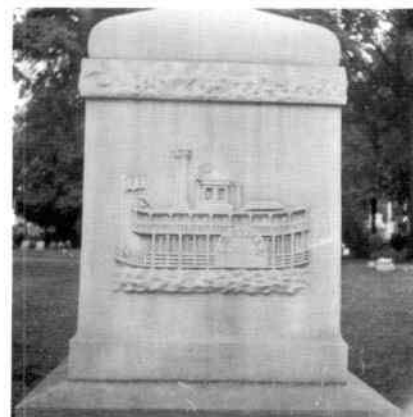
Tom Ryman died at Nashville on December 23 at the age of 63. He had been confined to his home for several months and had become somewhat incapacitated for two or three years due to injuries re-

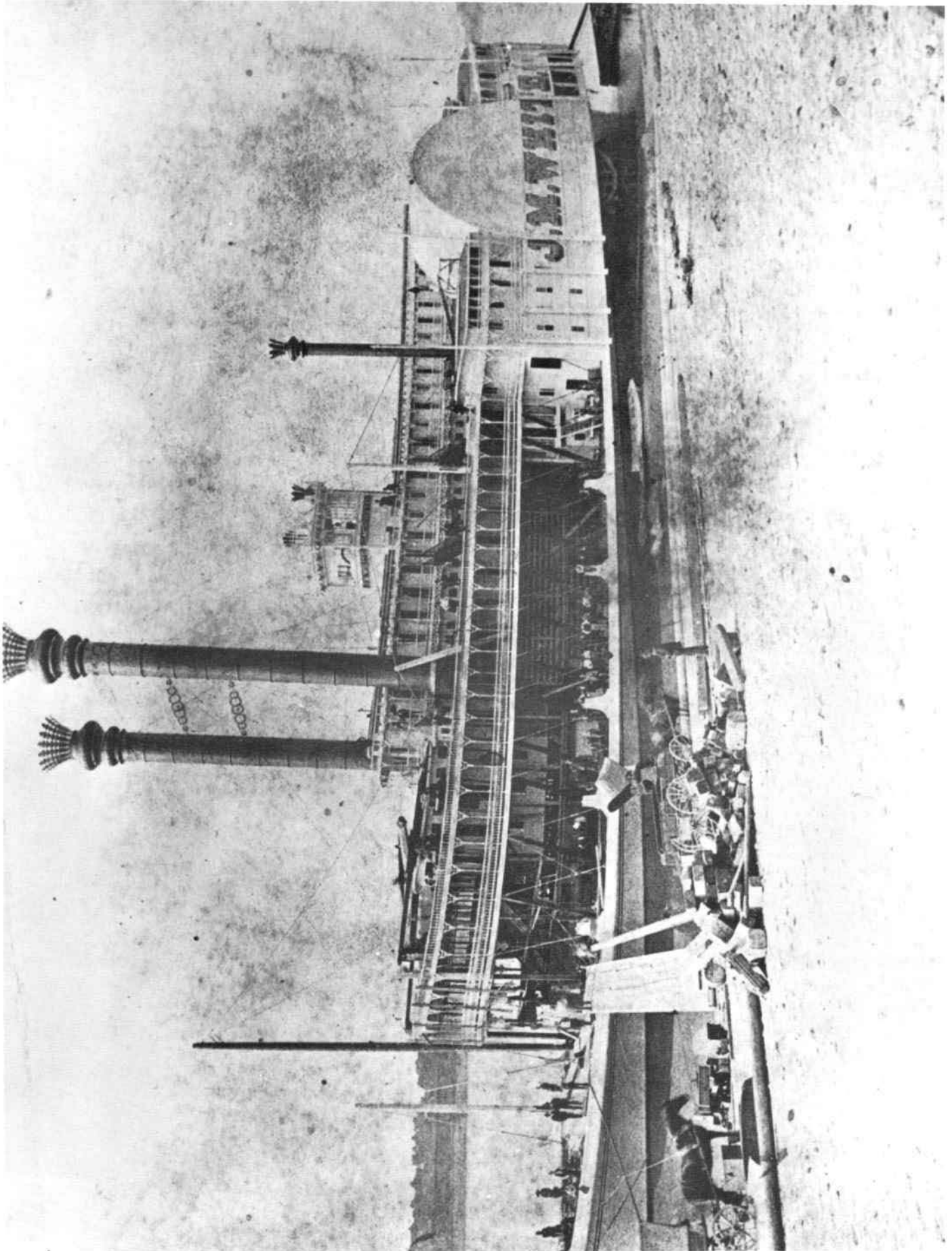
Continued on page 7.



RYMAN MONUMENT

Pictured as it appears today in a Nashville cemetery, the carved side wheeler has T. G. RYMAN on its paddlebox.





EARLIEST PICTURE OF J. M. WHITE

Bert Fenn sends us the picture on the opposite page and writes these comments: "When we visited at Louisville in February I mentioned finding what to me was a new picture of the J. M. WHITE, taken before she was completed, sans jackstaff and masts. Finally I got a copy made of it and here it is. The location doesn't look to me like the Howard Yard at Jeffersonville, so my guess is it may have been taken at Cairo when she was getting the final touches. Do you have any other ideas?"

The following facts about the WHITE are fairly watertight: She was launched at the Howard Yard on Wednesday, April 3, 1878, and almost immediately the uncompleted boat was taken in tow by the towboats JAMES HOBSON and RESOLUTE, under the supervision of Capt. Pink Varble, and was taken over the Falls to Portland, Ky. Later dispatches confirm that she was completed and outfitted at Portland, there raised steam for the first time, and proceeded to Paducah, this in latter June, 1878. Capt. John W. Tobin was aboard, but confined to his room with a bad case of rheumatism. So the responsibility of this first leg of her journey to the southland was that of Capt. R. H. Woelfel. A further dispatch notes her at Paducah on Wednesday, July 3 "being completed." Slightly over one month later, on Wednesday, August 7, she departed from Cairo with the uncompleted EDW. J. GAY in tow, pilot Capt. Jim Pell on watch. She doubtlessly took aboard a heavy cargo at Cairo, and was noticed as drawing 10 feet.

It certainly was not customary for the Howards to launch a boat in the final stages of construction shown in this picture. We agree with Bert Fenn; the picture was not made at Jeffersonville. If it was made at Portland, she is turned the wrong end to, headed downstream, highly unlikely. The thought occurs to us that she may have been taken to New Albany, Ind. to have her stacks raised, an operation which has just been attended to (shoring, blocks, skids on the forward roof and temporary jim pole out forward) so until other news may arrive to the contrary, our vote is for New Albany, Ind.

What excitement! --To find the earliest view of the J. M. WHITE at this late date. Thanks again to Bert Fenn.

Concluded from page 5.

ceived in a collision with a heavy wagon while driving his carriage over the unfinished viaduct near the Union Station.

The Nashville "Daily News" editorialized: "Rich and poor, sinners and saints, the ignorant and the learned, all knew Captain Tom Ryman, for an honest man and earnest Christian, and all gave him their unmixed confidence and respect."

Nashvillians at the Ryman Auditorium heard and saw William Jennings Bryan, Booker T. Washington, Paderewski, Caruso and Isadora Duncan. Benefits held during World War I featured such stars as Charlie Chaplin, Mary Pickford and Douglas Fairbanks. When national figures like Woodrow Wilson, Carry Nation and Helen Keller visited Nashville, they usually appeared at the Ryman. In 1919 Billy Sunday preached there, and in late years Billy Graham was featured on a Johnny Cash show.

In 1920 Nashville was without a legitimate theater, save the Ryman Auditorium. From the 1920's through the 1940's the list of performers appearing at the Ryman was both impressive and varied, and included Marian Anderson, Arthur Rubenstein, Fannie Brice, Will Rogers, W. C. Fields, and Tallulah Bankhead. Katherine Cornell and Maurice Evans did "Romeo and Juliet" and Helen Hayes appeared in two plays, "Victoria Regina" and "Mary of Scotland."

Beginning in 1941, another roster of stars--Tex Ritter, Roy Acuff, Hank Williams, Eddy Arnold--was added to the list of entertainers. The Grand Ole Opry, created in 1925, used several studios and theaters in Nashville until increased crowds forced the show to move to "the largest house in Middle Tennessee." For the next two decades, the Opry shared the stage with cultural events scheduled by Mrs. Lula C. Naff, manager of the building for 41 years, until she retired in 1955.

The National Life & Accident Insurance Company, through its affiliate radio station WSM, bought the Ryman in 1963 for \$207,500. Shortly afterward it was officially renamed Grand Ole Opry House. At the time of purchase the building was considered something of a fire hazard, and much money was spent on modernization. The decision to demolish the structure was not due to fire laws, nor was it due to urban renewal--strange as it may seem. A new "Opryland" will be opened in 1974 about ten miles distant from Nashville in Davidson County. On the site of the Ryman will be erected the Little Church of Opryland, using material salvaged from the present tabernacle-theater.

As addenda to all of this, Capt. Tom Ryman had several sons, one of whom was famed as "Little Tommy" Ryman (Capt. Tom Ryman, Jr.) who long commanded the packet ROBERT RHEA on the Cumberland, and last of all was skipper of the JO HORTON FALL. It was aboard this latter boat he was fatally shot by another riverman, Wilson Montgomery, at Hartsville, Tenn., on June 1, 1915. When Judge Byrd Douglas wrote his book "Steamboatin' On the Cumberland," he noted that the death of "Little Tommy" severed the name of Ryman from the river.

Not quite. In the summer of 1935 when your scribe was piloting the Streckfus excursion boat WASHINGTON on the Ohio River, one of the engineers was a slender young man, sandy haired and pink complexioned. His name was Tommy Ryman III, son of the late Tom Jr. Tommy told us that his mother also suffered a violent death during the tornado at St. Louis in 1927. Tommy III was the only son, and he inherited quite a sum, enough to be considered well off, much of it invested in bank stock at Nashville. During the 1929 panic the bank failed and Tommy III lost all. So here he was in 1935 handling the throttle on a passenger steamboat. And so we must end this tale with something of a question mark. Not from that time in 1935 until today as this is typed have we heard what happened to Tommy III.

For the picture of the Ryman Auditorium and for much of its history related in this article we are vastly indebted to the January-March issue of "Historic Preservation" of 1972, in which appears a story titled "The End of the Rainbow" authored by Ellen Beasley. Also we have freely consulted the pages of "Steamboatin' On the Cumberland" by the late Judge Byrd Douglas.

JAMES REES & SONS CO. CATALOGUE

The famed illustrated catalogue issued by the boat, engine and boiler firm at Pittsburgh in 1913 is being reprinted in modern offset, the text, drawings and illustrations faithfully reproduced. Two of these drawings are shown on the front cover of this issue. This repro contained in a special envelope will be priced \$3. The printer expects to complete the work by July 1. Single copies may be ordered from the editor (address on page 4) and bulk orders to bookstores at discount are being handled by G. W. Sutphin, 204 Chestnut St., Huntington, West Va. 25705.

The "Register-Leader" published at Marietta, O., ran several type-written mimeo editions during the flood of March, 1913, highest of record at that place. We have been favored with a Xerox copy of these by S. Durward Hoag.

The typed sheets dated Monday, March 31, 1913 contain this item:

"D. H. Buell, of Muskingum Drive arrived in this city Sunday evening from New York, where he had been attending to business matters. He was accompanied from Pittsburgh by Logan Noll. The trip was made from Pittsburgh to this city on the LORENA. The men landed on the West Virginia shore and then rowed to this city. They were delayed at Wheeling for seven hours in order to strip the boat so that it could pass under the bridge.

"Both men were very much provoked at the ADMIRAL DEWEY, the relief boat sent out from Pittsburgh by the citizens of that city. Mr. Buell states this morning to a Register-Leader reporter that the boat was laden with \$20,000 in money, 12,000 pounds of fresh meat, thousands of sacks of flour, and plenty of bread. These provisions and money were to be given to the flooded towns, and part of it was to be taken to Zanesville. All that Marietta received from this vast supply was 3 hams, one sack of flour, and a case of bologna.

"The boat only went as far as Luke Chute, some 36 miles up the Muskingum, and then returned, going back up the Ohio River. They did not assist any of the small Ohio towns that were covered with water, but were bound for Bellaire where they intended to ship the provisions over-land to Zanesville when several hours before Cambridge had sent a trainload of food and clothing to Zanesville.

"Mr. Buell stated that the boat was manned by college students, who were singing and dancing and having a good time when the LORENA passed them. The wireless outfit on the boat did little good according to Mr. Buell. The men thought that a wireless station should be located in Marietta for use in such times as this. They stated that no word could be received from this city other than reports that came from Wheeling and Huntington."

When Capt. Mike Davis and pilot Ed Sims left Pittsburgh with relief supplies, they were instructed to proceed to Bellaire, O. and reship the money and goods to Zanesville via the narrow-gauge railroad. When they got at Bellaire they learned that the terminal for the rr. was flooded and service at a standstill. Hence they proceeded to Marietta, and attempted to go up the Muskingum to Zanesville. To do this they had to jump the stationary dams and got over No's. 1, 2, 3 and 4 but at No. 5 they burned boilers. There they turned back, returned to Marietta and cooled down. They engaged the towboat M. D. WAYMAN to shove the DEWEY to Bellaire and

when they got there the flood had subsided and the supplies were sent, as originally intended, to Zanesville. Some went locally to distressed victims in the Bellaire and Benwood areas.

The LORENA had been sent out from Pittsburgh to Huntington when Mr. Buell and Logan Noll were on her. She also burned boilers and wound up at Parkersburg where, in the course of several weeks, she had new ones installed. The JOE FOWLER pinch-hit for the LORENA in the Pittsburgh-Parkersburg trade, in charge of Capt. Elmer E. Pope, and with Capt. Martin F. Noll as purser. This was the last active steamboating Capt. Noll did, although he was associated with packets long after in executive capacities. He once told us that the JOE FOWLER was placed in this trade at the instigation of huckster J. C. Sheets with the promise of a big cargo of produce which failed to materialize. The FOWLER made one trip, with a heavy loss, and quit.

See March '70 issue for details of the ADMIRAL DEWEY trip. -Ed.

Sirs: The article "Built For Fun" in the March issue was of much interest to me.

The WAUNETA is mentioned as having a Roberts "flash" boiler. The Roberts boiler is a watertube boiler of the "pipe" type in that it uses standard pipe in its construction. It was probably the most popular pipe boiler of its time and was used in many harbor and river craft, but could not be considered a "flash" type.

Then, later, the WAUNETA had a

"Mozier flash boiler and triple expansion engine." More likely it was a "Mosher" boiler and engine, designed by Charles D. Mosher, who developed and built machinery for fast boats as early as 1889. The boiler and engine shown in one of the photos are typical Mosher design. Mosher's boilers were probably the most rapid steaming of any watertube types then available but still they were not "flash" boilers. Using present day nomenclature, they would be referred to as "express boilers," or in some circles as "steam generators."

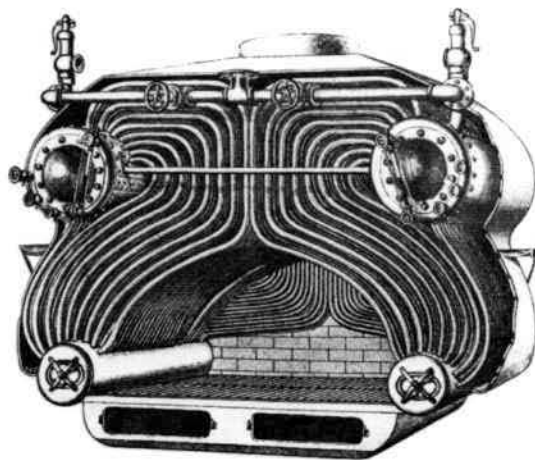
The Ward boilers pictured with the story might be considered as "express" types, i.e., a water tube boiler with relatively small light tubes, designed especially for compactness and rapid generation of steam.

A "flash" boiler is most commonly a continuous coil of tubing. In these, the water enters at one end and "flashes" into steam at some intermediate point, and comes out the other end as superheated steam.

In most fire tube boilers the engineer thinks of "how many hours will it take to get up steam?" With an express type, it would be "how many minutes?" But with a true flash boiler, it would be "how many seconds?" On my flash steam outboard motor, I can have full working pressure in 30 seconds after lighting the torch.

Jerry Heermans,
13925 S.W. River Lane,
Tigard, Oregon 97223

=Jerry Heermans has been collecting data on Charles D. Mosher for about eight years. -Ed.



MOSHER WATER-TUBE BOILER OF STEAM YACHT ELLIDE.

Sirs: Could the WAUNETA have had a Mosher boiler?

Charles D. Mosher was one of those 'away ahead' of his time' fellows who designed high speed steam yachts. He built the 80-ft. long steam yacht ELLIDE that did 40.2 mph. Later his ARROW did 39 knots. He didn't patent his water tube boiler and the design was swiped by Yarrow in England and by Normand in France.

It would be interesting to learn more of the history of the ELLIDE and what eventually became of her. If anyone out there in steamboatland has such information, I'd like to hear from him.

The thought of travelling 40 mph on a fast steam yacht completely blows my mind.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

=The ELLIDE was quite similar to WAUNETA in hull size; 80 by 8'4" but was planked with double skin mahogany. Charles D. Mosher designed her for E. Bur-

gess Warren of Philadelphia in 1898. Her Mosher boiler had two steam drums placed over two water drums and connected together by a number of solid drawn steel tubes, so arranged that the gasses passed twice the length of the boiler at right angles to the tubes before entering the stack. Each side of the boiler was practically independent, although the furnace was common to both. -Ed.

Mrs. Irene Argo Keiser, 88, died on Friday, March 10, 1972 in a St. Louis hospital. She was a daughter of the late Capt. Elias Lambert (Ike) Argo. Mrs. Keiser attended several S&D meetings, coming all the way from St. Louis. She was born and raised at Iron-ton, Ohio, and her husband, also of that place, was associated with a family drygoods store there. Mr. and Mrs. Keiser moved to St. Louis in 1911. Her father Capt. Ike Argo was long associated with pack-ets on the upper Ohio, principally with the Bay Line and Greene Line.

Wilbur Dow, 80 Broad St., New York City, tells us that the new sternwheel (steam) excursion boat MINNE-HA-HA on Lake George, N.Y. has proved successful and is handling large crowds. A bow thruster was added, and a stern thruster is being considered to assist in man-uevering. This boat was pictured and described in our Dec. '69 is-sue, page 23.

Peter Rowe and Tony Hall visited along the Kanawha and upper Ohio making tape recordings for a river radio series to be broadcast on the Canadian Broadcasting System. They called on Herschel W. Burford at St. Albans, Capt. Charles C. Stone at Pt. Pleasant and at 121 River Ave., Sewickley.

Sirs: My great-grandfather was Capt. James Alexander Henderson, president of the Pittsburgh & Cin-cinnati Packet Line. He was born in Pittsburgh in 1851, clerked on several steamboats, entered the grain and feed business, then took over the packet line in 1889. At various times he controlled the steamers C. W. BATCHELOR, SCOTIA, ANDES, KEYSTONE STATE, HUDSON, QUEEN CITY, IRON QUEEN and the VIRGINIA.

What happened to the packet line eventually? I am a doctoral student majoring in transportation at Indiana University, and am inter-ested in this matter both person-ally and as a transportation econ-omist.

James H. Foggin,
Campus View House #501,
Bloomington, Ind. 47401

=The decline and fall of the P&C Line (1889-1912) would make a good story properly handled by an econ-omist. Mr. Foggin might fill the bill. -Ed.

In case you haven't heard by now the BELLE OF LOUISVILLE has had old-time 'scape pipes installed. The Louisville "Times" front-paged this news on March 25, after re-porter Kelly Cocanougher got a demonstration from Doc Hawley of how 'scape pipes sound. WHOOSH!

Latest on the rialto is an ocean-going yacht in California converted into a floating funeral parlor. You bring along the ash-es of the deceased and they are gently lowered into the Pacific. Rates reasonable, \$250, minister supplied by the management. If you have your own yacht of course you don't need this professional one. The fad has taken hold; some 25 to 30 burials at sea are being reported daily off the Cal-ifornia coast. The "Yacht Set" lead the pace.

We have been favored with a book listing the floating equipment owned by Cargo Carriers, Inc. and we note they have the former tow-boat WARREN ELSEY in use at Baton Rouge as an office barge. They acquired her in 1963 and replated her bottom before placing her in their service.

Three West Virginia state sena-tors and three members of the house of delegates have been ap-pointed by W. Va. governor Arch A. Moore to study Blennerhassett Island with the idea of restoring it as a state historical site. The group is called the "Blenner-hassett Historical Commission."

Sirs: My great grandfather was Capt. George T. Thrift who was the master of the packet ROSE HAMBLE-TON during the Yazoo Pass expedi-tion during the Civil War. His death is reported in the Daily Morning News, Cairo, Ill., issue of May 12, 1863. If you have any information concerning the steamer mentioned, please let me know.

Betty Field,
(Mrs. Lamar Field)
First State Capitol,
300 West Markham,
Little Rock, Ark. 72201

=The ROSE HAMBLETON was a side-wheeler built Cincinnati in 1861. She appeared at Pittsburgh, Pa. on June 6, 1866, Capt. Charles Beers, loading out for St. Louis. Then in Nov. 1866 the boat was reported sold at Cincinnati to Capt. John Claycomb, and with Nip Simonton as clerk. She loaded out from there for the Arkansas River. Lytle re-ports her lost on Sept. 30, 1869 but supplies no details as to the place or circumstance. Mrs. Betty Field is curator of the stately first capitol of Arkansas, built 1840 at Little Rock, designed by Kentuckian Gideon Shryock. It was succeeded in 1911 by the present capitol building. -Ed.

Sirs: Forgot to tell you I have a glass (size for an Old-Fashion-ed) with ALICE EDNA etched on it.

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63144



In the March, '71 issue, page 12, we remarked that in 1919 the towboats F. M. WALLACE, ENTERPRISE and the tug WASH GRAY were moored in the mouth of the Kanawha, all of them adver-tised for sale. Recently S&D member Gary H. Imwalle discov-ered among family treasures the above snapshot. It was tak-en of the young man in the center, James P. Hutchins, at Covington, Ky. The "incidental" activity on the Ohio River in the blurry background is the towboat ENTERPRISE downbound with a coal tow, and with the F. M. WALLACE (stacks lowered) lashed to the starboard quarter, and the tug WASH GRAY under her port wing. Jim Hutchins, Gary Imwalle's uncle, was born in 1916, so in this picture he is 3, for it was taken in late December, 1919. The ENTERPRISE was delivering the F. M. WALLACE to Cairo where she went to work for Federal Barge Line, and the WASH GRAY was enroute to Mexico, sold to the Panuco River. Your editor took a picture of the departure of these three from their Kanawha River mooring several days prior to this one.

Sirs: On page 45 of the Dec. '71 issue mention is made that the towboat JAMES Y. LOCKWOOD, formerly of St. Louis and Natchez, is now in residence at Buffalo, N.Y., known as SHOWBOAT. Here is a picture I took of SHOWBOAT on Easter Day, April 11, 1971 in the Niagara River at Buffalo.

I have seen her running as a towboat at Natchez, and later on an airport bus I could have spit on her if the window had been open--she was the restaurant SARI S at that point--and I was coming along the expressway into Chicago. No time to reach for my camera. But at Buffalo I took no such chances; parked my car and lined up to get the best angle possible--along the expressway to Niagara Falls and me taking my life in hand.

A few minutes later, at the Falls proper, I tried to call Capt. Joe Goold from a phone booth but someone had made off with the directory.

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

Frank G. Valentine, 69, died at 1:35 o'clock on the morning of Wednesday, February 9, 1972 at the Oakmont Residence Home, Oakmont, Pa. He had been hospitalized since December 8 before being taken to the rest home about ten days prior to his passing. He had suffered a stroke in 1962, but rallied, and he and his wife had taken several trips aboard the DELTA QUEEN since that time.

Frank was born at Sistersville, West Va. on January 29, 1903, a son of Robert and Emma Valentine. His younger days were spent around Marietta and he became a riverman. When INLAND RIVER RECORD first started publishing in 1945 Frank was owner of the sternwheelers SANDOW and B. D. RAIKE. Ten years later his fleet was composed of the KINZUA, SARA, SUSAN, L. G. BEAVER and WINIFRED, the latter two sternwheelers. He operated them principally on the Allegheny River with his home at Blawnox, a riverside residence opposite Verona. His last river venture was as a partner in G&S Towing Co. of New Kensington, Pa.

Survivors include his wife, the former Helen Burkhead; a daughter, Mrs. Edna V. Loeffel of LeMont Furnace, Pa.; a son, Frank G. Valentine, Jr., Martins Ferry, Ohio; and a sister, Mrs. Grayce Fisher, Ashtabula, Ohio. There are eleven grandchildren and seven great-grandchildren.

Sirs: Yes, Capt. C. C. Fuller of the Louisville & Cincinnati Packet Co. married my aunt, and our folks thought so much of him that I carry his name. He was really a gentleman from the old school. As a youngster I worked in the office of the L&C wharfboat at Louisville, and, at times, did odd jobs on the packets. My real



SHOWBOAT on Niagara River
A long way from Natchez, Miss. (see letter at left).

burning desire was to become a pilot, and haunted the pilothouse on meet-the-boat trips Louisville to Vevay and back. My uncle C. C. Fuller told me in no uncertain terms he would not allow me to be a pilot (his ambition was to make of me a Presbyterian minister). So my river career did not last too long.

Charles Fuller Sharrard,
2619 Longview Ave.,
Louisville, Ky. 40206

Sirs: Once again the S&D REFLECTOR seems to have read my mind. It seems that every time I discover something about steamboats that I never knew before, a super illustrated article about that very subject is run in S&D. This time, it was uncanny. I had just fin-

ished writing to a friend in Iowa about private yachts and enclosing one of my RAMONA posters, when the mail arrived with the March issue of the REFLECTOR. Very weird. Anyway, it encouraged me to send a poster to you.

A man came to our antique shop a few weeks before Christmas with five of these posters. He told my husband that the RAMONA was partially sunk when he bought the boat. He dismantled her, sold off the parts, and these posters were all that was left. Unhappily he escaped, not allowing for any further questioning (I wasn't at the store at the time). He left no name. I just thought that you would be interested.

Judy Tomc,
506 Roscoe,
Chicago, Ill. 60657

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ARKANSAS RIVER ODYSSEY

by the Editor

THE ARKANSAS RIVER once was described as having too little water most of the time, too much water part of the time, full of mud all of the time, and never staying where it belongs any of the time. Twenty years ago when its improvement was being urged an unsympathetic congressman observed, "Has serious study been made to pave it?"

When we first explored the Arkansas, descending from Muskogee, Okla. to the famous old White River Cut-Off in 1951, we cow-boyed a 20-foot Weaver skiff with an outboard attached. The snag infested channel wandered drunkenly (131 major crossings) and in three instances had deserted the lift spans of railroad bridges. Under the green lights of those spans were high yellow sand bars.

It was something of a shock to learn that the DELTA QUEEN, the largest boat in point of tonnage on the Mississippi System, drawing 8 feet, was scheduled to depart Memphis last February 21 and go up the Arkansas to Little Rock. There she was to load aboard a two-day tour going ABOVE Little Rock, and at the conclusion of this foray she was to race the sternwheel BORDER STAR in the Little Rock harbor. We were reminded of the farmer who saw his first giraffe at the circus, commenting in obvious awe, "There just ain't no such thing."

It's always fun to see other people get into trouble so we booked passage, even though it meant getting from Sewickley to Memphis on an airplane. Not that we got into any trouble in the air, for we didn't. But we did observe with some squeamishness that bag labeled "for motion discomfort," the card telling what to do in case of "a water landing," and the instructions for using an oxygen mask "should the occasion arise." These are the modern equivalents of the old river stateroom notices "How To Adjust a Life Preserver" and "Shutters May Be Unhinged and Used as Life Rafts." Such polite talk bonds public transportation into a clan committed never to say blow up, burn up, ditch, stab a snag, or throw up. Maybe it's best.

We deplaned at Louisville to spend the night with C.W. and Lucy Stoll & Company atop of Rock Hill approached via Mockingbird Valley Road. This strategy was adopted rather late in our planning when we learned that C.W. and Capt. Charlie Brasher, both king-pins in the BELLE OF LOUISVILLE, had also decided to explore the Arkansas River aboard the DQ.

C.W. and Capt. Doc Hawley whisked us from the Airport to Rock Hill and upon arrival we found that stately old mansion in the midst of an uproar eclipsing all of the uproars we had ever seen staged at this Grand Central Station for Rivermen. Lucy Stoll and Roddy Hammett were in the kitchen preparing bread and honey for a party (30 or 40 guests invited) and Doc Hawley commenced setting wood fires in grates all over the place. In the midst of such preparation sat Capt. Roy Barkhau engrossed in an old book of Steamboat Inspection Certificates, and on the table also was an ancient volume of Accident Reports. Hans Christian Anderson would have been right at home. My initial mistake was in picking up the Accident Reports--some old boat had come

to a cropper on a snag and in the column STATE THE REASON the pilot had penned "terrible breeze" leaving the rest to imagination.

Lucy Stoll opened the front door, a feat that doesn't come easy, to let out the smoke (the grate in the back bedroom--flue plugged or something) and tra-lee-trala, tromp-tromp on porches, and the guests arrived; all at once it seemed. They came like the terrible breeze in the Accident Reports. Without warning the honored guest, who turned out to be us, had no chance to don the proper apparel for the occasion. We received in an old green sweater, for shame, hooked on a snag of impropriety. In retrospect nobody seemed to notice, rather odd.

Those who were present: Mr. and Mrs. Martin Schmidt, Dr. and Mrs. Irvin Abell, Mr. and Mrs. Vic Stutz, Col. and Mrs. John Rhett, Mr. and Mrs. Alex Chamberlain, Mr. and Mrs. Jack Latham, Mr. and Mrs. Neil Whitehead, Mr. and Mrs. Paul Seabrook, Capt. and Mrs. Charles Brasher, Capt. Clarke Hawley, Capt. Robert Hammett, Capt. Roy Barkhau, Mr. and Mrs. Bert Fenn, Mr. and Mrs. Warwick Anderson, Dr. and Mrs. Spafford Ackerly, Mr. and Mrs. W. Clyde Glass, Miss Marion Korda and Mr. George Hadley.

Once at the Sulgrave Club in Washington, D.C. we attended a party given by Frances Parkinson Keyes. The old Negro doorkeeper beamingly told us: "When Mrs. Keyes throws a party it stays thrown." Lucy Stoll's wing-ding was better. To think that Bert Fenn and his good wife had come all the way from Tell City! What wonderful people! Mrs. Irvin Abell had entertained the entire shipload of National Trust for Historic Preservation people in her gracious Louisville home last spring when they came up from New Orleans and Memphis on the DQ. Warwick Anderson collects original steamboat and river oils by Harlan Hubbard, displaying them in his office lobby in the Commonwealth Building, Louisville. Alex Chamberlain, the recently retired president of Louisville Refining Company, has been my good friend since first he dabbled in petroleum affairs at Ashland Oil's Ashland, Ky. office. But this article is supposed to be about the Arkansas River; let's be at it.

Still on Cloud 9 from Lucy's party (it takes us at least three days to wear off a party, mentally going over each guest and what was said and done) the three of us, C.W., Charlie Brasher and me, deplaned (right word?) at Memphis next morning, February 21, 1972. The DQ was loafing at Waterways Marine so we ambled up to the boat's office to report in, and you'd never guess in ten tries who was tending shop--Mary Sexton. Maybe this is why steamboating is fun. Here's a girl who lives in St. Paul, Minnesota, and she's supposed to be going to college in New Orleans, Louisiana, so she turns up clerking the DQ at Memphis, Tennessee.

Mary handed us room keys and told us we might as well get lost until 9 p.m., sailing time. So we lunched uptown, then wandered into the Peabody lobby to check on the ducks (six swimming in the lobby pool) and C.W. was trying to photograph them when he peered over his camera and said "For lord's sake, there's Dick Simonton!" Dick was sitting there in a chair contemplating. "According to reliable sources you're not supposed to be here," C.W. said to him, adding, "You came up on the DQ from New Orleans and were supposed to take off instant for Key West--please explain."

"I changed my mind," said Dick.

"You're going to Little Rock?"

He was. The ex-owner of Greene Line Steamers, Inc. was going to Little Rock. The gentleman who had saved the DELTA QUEEN in her darkest hour and then had to relinquish his holdings because of acute health problems had changed his mind. "You and Fred and Capt. Charlie are going, so I'm staying aboard," he said. What a nice speech.

The day was balmy and warm, even for Memphis in February, so we wandered down by the river to find the excursion boat BELLE CAROL getting ready to take off for an afternoon jaunt. In charge was Capt. Jake Meanley, the younger, some younger than I had supposed he was. He was hopping around doing four jobs at once, shoving the fleet in (river rising rapidly) and loading passengers. He invited us to come so we sandwiched into the pilothouse and cruised down Wolf River (upon which C.W. has license by the way) and down the Mississippi to about President's Island. There Jake made a long crossing and skirted up the Arkansas shore. He poked the BELLE CAROL's nose in the sand and invited his passengers to go ashore and walk around on the beach.

Well, gee. We saw the hull of the old U.S. tunnel-screw towboat INSPECTOR at Waterways Marine; the old PENNOVA and H. S. DOUGLAS; the hull of the snagboat HORATIO G. WRIGHT in the Patton-Tully fleet, and Jake pointed out to us the spot where the old side-wheel transfer GENL. PIERSON lies (the wreck still shows in low water), and he showed us where the GEORGIA LEE's bones lie, and where the ruins of the KATE ADAMS and the M. E. NORMAN are supposed to be. Last summer an old side-wheel showed up along the Arkansas shore and there she was, complete with shaft, wheel arms, buckets, hardware, etc. and somebody with a pen-knife picked a Civil War bullet from one of the wheel arms, so the supposition is that it was one of the casualties of the Battle of Memphis.

The U. S. Engineer fleet at West Memphis is gone, gone, gone. Where it was is a big sandbar locally called "Engineer's Beach" and today all of the government fleet is moored in the lake behind President's Island.

Also we took a look at the Warner & Tamble's "anchor barge" which is in effect the wreck train of the Memphis area, designed to pull stranded barges back in to the channel. Jake says it was built on the hull of an old boat named WARSAW, which had us some perplexed until we got home and looked it up. Sure enough there was a steel hull ferryboat WARSAW built at Keokuk in 1914, 64.3 by 22, which was bought by Valley Line Steamers at Memphis who used her as a short-trader until she was sold in 1936 to become a barge. She still is operated by steam, and has a tall single stack.

Jake Meanley, the younger, owns and runs a far-out motorcycle the like of which we never saw, and which properly should be listed as one of the attractions of Memphis. In the Meanley fleet is the cutest diesel tug we'll ever hope to see, all spiffed up, the TOM MEANLEY, JR. built at Houma, La. in 1953, first named TIM CENAC, and then later was the ANOKA when owned by Bert Pouncey.

Incidental intelligence: You can still make out the black lettering KATE ADAMS or part of it on the big steel wharfboat at the Memphis wharf. There is more about this in the story in this issue about the S. S. BROWN. The first time we came to Memphis, in 1922, we walked across that wharfboat and boarded the KATE ADAMS for her first trip in the Memphis-Greenville trade. On board were the Misses Katie and Charlie Adams of Little Rock. There were other girls, too, and we played Fan Tan and danced. A repercussion these 50 years later is a note handed to me at Little Rock, Ark. A good lady named Lois Clark of Forrest City, Ark., aged 70, phoned and left a message: "Hello to Arkansas; I danced with you a half-century ago." Shades of the Lovin' Kate.

In such romantic surroundings Margaret Quinby found herself entirely surrounded by gentlemen at a candlelight dinner party that evening in an up-town Memphis restaurant. Yes, Cmdr. E. J. Quinby and his wife were there--they also were due to leave the boat, but changed their minds--and Dick Simonton, and C.W. and Charlie Brasher and y.t. When the taxi driver delivered us back to Waterways Marine he would not hear to depositing such talent on the cobblestones; he backed his taxi up

the landing stage, a maneuver somewhat hair-raising, and bowed us out on the deck of the wharfboat.

Departure preparations were in full swing and a Bon Voyage Party brought the Little Rock-bound passengers together in the after cabin lounge. Liquid refreshment was being ladled from two huge punch bowls. We stood properly in line wondering who these people were--about 95 of them--who had left their firesides to take a February steamboat ride to Little Rock, Arkansas. The persons who named Little Rock did it a disservice; it's not so little. If the DQ's tour had been advertised to Big Rock, or "to the foothills of the Ozarks" the response may have been better.

About the first person we met was Jack Trotter, owner of the BORDER STAR at Little Rock. Of course Jack would be here, but he took us by complete surprise anyhow. With him was Mrs. Trotter and next we greeted Capt. William H. Tippett who had driven up from his home in Hernando, Miss. to see us, but sadly could not come along. Bill introduced us to Marion S. Bradford of Harrisburg, Ark., a talented young artist who had on display in the cabin a collection of her oils and water-colors of old-time steamboats.

Well, as we found out in very short order, the passengers were those persons who simply could not resist riding into Little Rock on board the biggest steamboat ever scheduled there. The McAlisters of Memphis, Capt. and Mrs. Jim Walden of Helena (Mrs. Walden has two towboats named for her, BETTY WALDEN and BETTY WALDEN II), Mr. and Mrs. Wallace McGeorge, Cmdr. J. W. Howell of the U.S.C.G.'s Marine Inspection, Memphis, and Mrs. Howell, and such interesting persons as these.

Next morning bright and early the DQ was moored up a slough which turned out to be the modern landing place at Helena, Ark., still on the Mississippi. Some good soul had assigned two adjoining tables so that the Quinbys, and Dick Simonton and C.W. and Charlie Brasher and I were together. This was sort of a happy occasion for Dick, who 15 years ago on February 22 (today's date) took over the Greene Line. A towboat glided by the windows, the WM. B. BARNETT II, owned by the Illinois Central RR., and she was handling a huge double-track railroad transfer barge, none other than the hull of the former side-wheel PELICAN. The things you learn just sitting at breakfast in the DQ's diningroom.

The DQ's passengers were welcomed to Helena by Mrs. Betty Fout, spokesman for the local group in charge of arrangements. We were directed into two well-used yellow school buses for a tour. Most everybody went including us, which is unusual.

We are suspicious of conducted tours just on general principles and this one was no exception. Things might have proved our point save that our guides were two young ladies bubbling with pride for what Helena, Ark. is, was, and will be. One of them as you live and breathe was Ann King, a sister of Jack Trotter. A stranger precipitated into Helena would be instinctively interested, we suspect, in seeking the most unimpeded exit. We were reminded of a shantyboat of long ago named HARD TIMES which looked the part. We were told that Helena outlived its usefulness, but the folks rooted here hung on anyhow. Now, thanks to modern highways and industry, these natives are staging a dramatic comeback. And there is a lot of new blood around the place. A person has to poke around a bit to discover the glow.

Mrs. Claire Tappan charitably invited us to pay a visit in her home at 727 Columbia Street, a roomy frame built 1888 by Major James Tappan, with bowling alley on the third floor and the kitchen separated from the house. We could not resist measuring the livingroom door, 114" by 49" and the ceiling was up yonder above that again.

Later we met and conversed with Col. Thomas E.

Tappan, president of the local Phillips County Historical Society. He is retired and, to improve his time, is preparing a study of the river boats associated with Helena's past. Quite a few steamboats were named for the town--four at least and maybe five--among them the CITY OF HELENA in the Anchor Line; also a later towboat CITY OF HELENA; then in the 1880's there was a big side-wheel HELENA, and Federal Barge had a towboat HELENA built in 1938.

The Tappan family is to be reckoned with. Brigadier General James C. Tappan was one of seven Confederate generals who enlisted from Phillips County. (Best known of the seven probably was Major General Pat R. Cleburne for whom the side-wheel PAT CLEBURNE was named in 1870, built for the Memphis & White River Packet Co.) The Tappans will be around for a while; Mrs. Claire Tappan has photographs of eight delightful grandchildren in her livingroom.

We stopped, too, for a visit in the rooms of the Phillips County Historical Society, and the good ladies had prepared coffee and cakes. In the front yard is mounted a precious big bell from the foundry of Kaye & Company, Louisville. When struck it has a tone similar to that of the bell on the DQ. The suspicion is that it originated on a steamboat--someday a researcher may find the true answer.

Ann King made much of the Battle of Helena, fought the same days as Gettysburg and Vicksburg, July 3-4, 1863. The Federal gunboat TYLER was a deciding factor, and Helena was in Federal hands for the duration. Lastly we visited the Helena National Bank in which is an excellent display of oil paintings and photographs of the river and its steamboats. A local photographer, Ivey S. Gladin, 626 Porter Street, has a honey of the side-wheel PELICAN in action.

So in a real way Helena is alive and hopping. Ann King unfolded to us plans to celebrate in 1973 the 300th anniversary of the landing of Pere Marquette. "We have invited the Pope," she said slyly, "but we hardly dare believe he will accept."

William Muster, Greene Line's west coast president, was aboard the DQ directing a movie-making project. Everywhere he went there were wires, cables, floodlights and people. The filming was being handled by the Lee Motion Picture Services, 1028 N. La Brea Ave., Hollywood, California, and Lee Strosnider (who is the "Lee" of the company) was usually in a state of quiet desperation. "It is a little early in the game to predict what will come out of this project," he said with candor. But hopefully the end result will be a 25-minute reel suitable for Chamber of Commerce dinners, schools, Lion's Clubs and the like; a hard sell (if Bill Muster has his way) or a soft sell (if Lee has his way) for the DQ.

Between Helena and the mouth of White River C.W., Jim Blum and I were enmeshed in the jetstream of this project, acting out a sequence of dialogue and maneuvers. Bill Muster argued that no rehearsal was necessary; that we must do a hot "take" the first time. So we did it---not over three minutes of film-time---and then the camera crew commenced having second thoughts about better camera approach, floodlighting, etc. and the three of us did it over again, and again--and again. When I first went on the river my Daddy never told me it would be like this.

Mississippi River traffic bound for Little Rock and points west does not pass into the mouth of the Arkansas River--no matter whether you are upbound or downbound you don't do this. It's a complicated mess. No, you go into the new mouth of White River (this stream used to flow into the Mississippi about opposite Rosedale but that's all changed now). And so you proceed up the White and make a left-hand turn into the Cut-Off Canal (which has two locks in it) and by and by you make a sharp right turn into the Arkansas.

This modern Cut-Off Canal is a man-made job completed within the past several years and is NOT at the location of the old-time White River Cut-Off, that notorious graveyard for snagged old-time packets. The old-time Cut-Off is abandoned now, although you can see evidence of where it was if you look sharply coming up White River.

The mouth of White River, entranceway to this modern \$1.3-billion 440-mile Arkansas waterway into Oklahoma, is absolutely insignificant. Nobody but a posted pilot knows what he's looking at. There's some piling on the lower side, a couple of buoys bobbing around, and that's it. The DELTA QUEEN, biggest boat ever to attempt the navigation of the Arkansas, got to the mouth of the White about 4:30 p.m., Feb. 22, 1972. It so happened that the towboat JOHN H. MacMILLAN, JR. was upbound with a riverful of barges, effectively blocking our grand entrance. After this 8000-horse towboat and her charges got by, we dropped down, turned in the Mississippi, and headed back up into the White. Maybe we would have had to do this anyhow. Anyhow it was a wonderful showing--off for Cargo Carriers, and Hugh MacMillan would have loved it.

It had not dawned on me until this moment that passenger steamboats on the Arkansas have been extinct so long a time that all of the qualified pilots who did the work are on poor farms, or dead, or worse. To get the DQ to Little Rock the Greene Line had to persuade two knowledgeable pilots to beef up and, almost at the last minute, to sit for crash Arkansas Waterway extensions to their Coast Guard licenses. Both of these men had their licenses under frame hanging in the DQ's cabin (law requires this) and neither license mentioned the Arkansas. The new endorsements were on the back sides, of course, hidden from view. I had to live to be 71 to see the likes of this situation.

One of the pilots, Gary Davis, soft-spoken and likeable, had piloted U.S. Engineer towboats and snagboats both on the Arkansas and the White (he has license to Mile 255.8 on the White) and he "supposed" the snagboat ARKANSAS II was the last steamboat up to Pine Bluff, 19 or 20 years ago, and he was on her. But he allowed there was a chance that the TOM STALLINGS might have gone up after he did, but he didn't think so. Gary Davis was too young a man to remember anything about the old packets LUCILLE NOWLAND, J.N. HARBIN and the rest.

Gary's partner, Charles Fehlig, white-haired and handsome, came up from New Orleans to St. Louis on the railroad transfer ALBATROSS when the Streckfus Line bought her. "Tom Posey was the pilot and we ran daylight only," he said, "and I was the steersman---just turned 16." Charlie stayed with Streckfus and took part in the whole conversion job when the ALBATROSS was torn down and the ADMIRAL was built on the hull. While Charlie was telling all this we were in anguish for the lack of a tape-recorder to take down the details as he related them. This conversion was one of the most astonishing and well executed transformations ever accomplished-----and the Streckfus boys never went near an established shipyard--did all of the work themselves. Charlie was grateful to Jim Walden for allowing him to ride the Arkansas to get the required trips for his license extension.

An early morning peasoup fog delayed our arrival at Pine Bluff. A projected bus tour at \$4.50 a head had to be cancelled and the money refunded to disappointed passengers. The channel of the Arkansas from the Cut-Off Canal (or Arkansas Post Canal as the maps call it) to Pine Bluff has been drastically altered. Various hair-pin turns have been entirely eliminated by ditching straight courses. Almost everywhere you look there are rows of piling driven to keep the river in its prescribed course. A major flood in December had caused considerable silting, and the DQ was "led" up the river by a U.S. Engineer launch, the GIL-

LETT, equipped with an electronic depth finder. Radio contact was constantly kept.

Pine Bluff is not on the river at all, not any more. A cut-off bypasses this town of 55,597 population, and the old channel is a slough bordered by a 295-acre industrial complex with extensive dock and terminal facilities. So when the DQ went to Pine Bluff she left the Arkansas and steamed up this slough, quite similar to the arrival of a boat in Greenville, Miss., save that the slough is much wider.

An interesting historical side-light to all of this was handed me by Mrs. Jack Trotter, a volume titled "Early Western Travels, Vol. XIII" compiled by Reuben Gold Thwaites, recounting the log of a voyage by Thomas Nuttall from Pittsburgh, Pa. to Fort Smith, Ark. on the Arkansas River, in the years 1819-1820. Mr. Nuttall also entered the Arkansas through the White, and across the old natural cut-off to the Arkansas. When we toured down the Arkansas in 1951, Ed Scheibler and I went through that old Cut-Off into the White, and found it quite narrow in places and badly silted.

Today, Feb. 23, 1972, two distinguished guests boarded the DQ at Lock 3, Mr. and Mrs. G. F. Steedman Hinckley, destination Little Rock. Mr. Hinckley, president (since April 1966) of Overseas National Airlines, became principal stockholder of Greene Line Steamers, Inc. and hence the DELTA QUEEN, as of Nov. 21, 1969. In the two years or more of his new steamboat career neither Mr. or Mrs. Hinckley had ridden overnight on the DQ, now think of that. They did this time.

Steedman (rhymes with redman) has not yet turned 40, a Princeton grad, and with a creditable backlog of four-engine flying experience. He was much in the news when his Overseas National Airlines ordered up two luxury cruise liners, but sold both during construction to Cunard. His company turned a neat profit on the deal. He greeted us with boyish enthusiasm (he looks much younger than the photographs we had seen of him) and escorted us back to his parlor room on the DQ for a look-see at plans and specifications for a new Mississippi System cruise sternwheel steamboat prepared by Three Quays Marine Services Ltd. of London.

Well that is steamboating for you. One moment you are grumbling because a peasoup fog has cancelled a shore stop at Pine Bluff, Ark., and in the next breath you are bending over the plans for the most incredible marine creation yet conceived. This proposed sternwheel steamboat is seven decks high, 364'6" long over all (not including stageplank) and has an over all width of 68'. There is the main deck, upper deck, cabin deck, texas deck, observation deck, hurricane deck and the pilothouse. On paper she's even bigger than the HURRONICO. Steedman put C.W. and me somewhat on the spot by asking us to write our opinions, which we did.

We presume the Hinckleys slept well on their first night aboard the DQ to the gentle vibrations of the paddlewheel. We have not yet remarked about Mrs. Hinckley, and feel unqualified to do so; she has that radiant charm and regal liteness, the ambient composure girls strive for and so transparently imitate. Had she been at Pompeii 79 A.D. she would have stood firm and the lava would have divided and gone around her.

Well, after all this commotion to arrive at Little Rock, Ark., the DQ did not land at Little Rock. No, by golly. Her stage was swung to starboard and was dropped on a gravel roadway at North Little Rock. Ahead of us the Arkansas River was cluttered with a maze of bridges, all with spans too narrow, reminiscent in the morning sunlight of looking up the Allegheny from Horne's store in Pittsburgh. Over top of the bridges, off to port, was the "new look" skyline of the city of Little Rock, an impressive spectacle.

It was a day to remember. Jack Trotter is sup-

posed to be retired, doctor's orders following a heart flare-up, so fine---he sold his advertising agency to his associates. Then he directed his energies into doing the things he had always most wanted to do. Latest of his accomplishments is the River Museum in downtown Little Rock. He invited Dick Simonton, Jay Quinby, C.W. and I to go see it and drove us there. Well golly moses, I had underestimated the man. This was no stuffy old house desecrated with trivia, unreadable labels, faded portraits of persons you couldn't care about less, cloaked in dim light. Jack Trotter bought a building, ripped the guts out of it, and



Mr. and Mrs. Hinckley
Arkansas River, Lock 3 to Little Rock.
-C. W. Stoll, photo

built the whole thing new and modern. His talent in display advertising (at which he was most successful by the way) provided the uncanny instinct in lay-out, decoration, colors, spacing. Each exhibit is complete in itself, crafted to its sole purpose, utilizing the most modern techniques, candidly aimed at impact on the beholder. Museum is the wrong word for the result, connoting as it does a certain inescapable mustiness. There must be a new and better word for what Jack has wrought, but we can't put our finger on it.

The stress of course is singled to the Arkansas River, backgrounded by a series of seven huge oil painted murals in sequence by Evelyn S. Duffey, who has created a factual, enthusiastic picture story. We were pleased to discover a silver sugar bowl from the Anchor Line presented to Jack as a Christmas gift from Mrs. Donald T. Wright who, even as Jack did, grew up in Pine Bluff. We took turns sitting in a chair also presented by Pearl Burks Wright originating from the cabin of the fabled J. M. WHITE. The biggest boat model in captivity is in this display of Jacks, a 1/2 scale of the BORDER STAR full length including paddlewheel and stage, ingeniously utilized as offices and men's rest room. We got a considerable thrill seeing for the first time a photograph of the packet ANNA B. ADAMS built at Little Rock in 1889, and also one of the towboat CLEVELAND built that same year at Fort Smith with an iron hull for the U.S. Engineers.

There are hills at Little Rock, the town sprawling uphill and downdale all over the place. Located on a considerable bluff with a picturesque view of the river is the Country Club and its golf courses. Jack hosted us there for a leisurely luncheon, the day warm and sunny, robins chirping, daffodils blossoming, magnolias

blooming. Most of the Arkansas people you hear about in the news didn't stay in Arkansas for one reason or another, Wilbur D. Mills, J. William Fullbright, Martha Mitchell---and even Holliday Inn Kemmons Wilson was born at Osceola, Ark. before he put Memphis on the map. General Douglas MacArthur was born here at Little Rock but didn't stay long enough to make his shape in a bed. But when the south wind blows in springtime it's a good land; the word Kansas is Sioux for south wind people, and Arkansas is the French variant.

If you look at the DQ's schedule you'll see she was advertised (Cruise No. 4) on a "Little Rock Weekend," Feb. 25-27. The original idea was to cruise her UP the Arkansas into the land of Petit Jean which is a mountain presently inhabited by Winthrop Rockefeller and family and locally spoken of as "Pettyjean" like it was one word. Oh, yes, mountains. Mount Magazine is easily seen from the Arkansas, 2,823 feet, highest between the Appalachians and the Rockies. Then Capt. Ernie Wagner took a critical look at those Little Rock bridges, his head cocked skeptically, and said, "Uh uh." He was right, of course. Maybe in another year or so when bridge construction, now in progress, clears the channel a bit.

So Cruise No. 4 was run from Little Rock to Pine Bluff and back instead. Many of those who booked passage were from the Little Rock--Pine Bluff area, plus a busload of ladies and one gentleman from Shreveport, La. Pine Bluff, Ark. was as empty as a church on Monday morning when we explored the city in a U.S. Army bus; all of the townsfolk big and little were taking conducted tours aboard the DELTA QUEEN---thousands of them.



Jack Trotter
Aboard his BORDER STAR.

One of the mansions we were invited into was the old Hudson-Grace place at 716 West Barraque, now called (since 1968) Ben-Mar, with beginnings 120 years ago, incredible vicissitudes galore, and finally rescued in shambles by a gentleman named Ben Pearson, whose name is probably familiar to anyone who has ever shot an arrow from a Ben Pearson bow. Ben Pearson was a bow-and-arrow hunter from Alaska to Mexico, and he saved every animal he shot, had it stuffed, and it's in this house at Pine Bluff, Ark.

We never did get to see the stuffed polar bear and the stuffed grizzly. Fact is we didn't get past the "dating" room hosted by Virginia Mills, 75, who lives across the street where she runs a gift shop. Virginia Mills, believe it or not, was on the river bank at Pine Bluff at the steamboat landing (then right back of the old Court House) when the S. S. BROWN landed there in May, 19-ought-7. She remembered the whole thing, and knew Capt. Ed Nowland, and much of the story we are relating about that boat on other pages in this issue. The Chamber of Commerce of Pine Bluff, by devious routing, had led us smack-dab into the presence of the lady we most wanted to converse with, and whose name and identity we did not know until we walked into this house of arrows. Three cheers for the Chamber of Commerce and our love to Miss Virginia Mills.

Returning to Little Rock the pilots had a real problem. They were not supposed to bring the DQ into port prior to her scheduled arrival time next morning. They solved this by getting Her Ladyship in the Lock 5 pool, 21 miles long, where they paced her back-&-forth all night on dead slow bell, five round trips. I submit that C.W. and I could very well secure extensions to our existing pilot licenses over this route, having covered the territory on a heap-big steamboat six times up and six times back. To be strictly accurate I may claim six up and seven back. Don Sanders will do well to perk up his ears here. He was awake; we weren't.

I did become conscious in time to see the lock-age at No. 6 which is dignified as the David D. Terry Lock and Dam. Twenty-one years ago I met Mr. Terry, an ex-Arkansas congressman, and he claimed to have once navigated the Arkansas River from Dardanelle to Little Rock, two days and two nights in a rowboat with an outboard. His fellow townsmen had bet even money he'd not arrive by river, for the water was low. The motor conked out, the boat planted itself on a bar, and to win his money Dave Terry started walking down the river bed until he got to water deep enough to swim, and that's how he made the last two miles. That sort of pep paid off.

It's not all over yet. Sunday, Feb. 27, 1972 was a gala river day at Little Rock, Ark. Jack Trotter and Capt. Ernie Wagner had decided to race their two boats, the DELTA QUEEN and BORDER STAR, and everybody in Little Rock and North Little Rock knew about it, and everybody was there. The day was warm, calm, and beautiful. It was bound to be a sort of David-and Goliath affair, for the BORDER STAR is a peanut with horizontal reciprocating engines 4" bore by 41" stroke, hardly a match for the DQ's 26" and 52½" by 10 ft. stroke. But David had a slingshot, and so did Jack Trotter whose skipper on the BORDER STAR is 23-year old Robert Flannigan whose praises we had heard sung in Memphis by Jake Meanley. And Jake knew whereof he sang, for Bob Flannigan is one of the nicest newcomers on the rivers.

Bob Flannigan and Jack Trotter did us the great honor of asking us to ride in the pilothouse of the BORDER STAR during the race. When Capt. Ernie Wagner heard of this he pointed a finger and yelled "Traitor!" He might have meant it.

Anyhow we have some discretion. We jumped overboard. Fortunately there was a palatial yacht alongside the DQ when this happened, and we

landed upside-right on the forward deck. Its name, we discovered, was EUPHORIA, somewhat apt in view of our narrow escape. We introduced ourself to the skipper, Jim Y. Davidson, who heads up DAVCO Electronics Corporation at Batesville over on White River. We asked would he set us over aboard the BORDER STAR for safe haven. He obliged pronto.

The BORDER STAR had aboard a population for an afternoon sight-seeing harbor cruise, and returned to her upriver dock to disgorge. It was then we met Bob Hurst, 231 N. Fourth St., Muskogee, Okla. who was a personal friend of Arthur C. Trumbol, prime mover in having built the steam packet CITY OF MUSKOGEE at the Howard yard, Jeffersonville, Ind., in 1908. Bob had been doing some researching and had knowledge of another packet about that same time based at Muskogee named the MARY D. Since returning home we have scratched a bit and sure enough a MARY D was built at Fort Smith in 1903.

About then a slight-built gentleman appeared as though from nowhere and exclaimed "I can't believe it!" Here aboard the BORDER STAR on the Arkansas River was Capt. William D. Bowell, owner of the sternwheel JONATHAN PADELFORD based at Stillwater and St. Paul. Would wonders never cease.

Jack Trotter loaded aboard a fresh consignment of humanity, race fans, at \$7.50 a throw, including a chicken boxed supper. (The DELTA QUEEN also took aboard race fans at \$28 a head, including roast beef dinner and champagne). A bevy of Trotters were aboard, all nice ones, but we'd better quit introducing people and get with it.

A whirlybird hovered aloft, about 100 motorboats roughed the river, and people were on the bridges, tops of buildings, along shore, everywhere. Some were horseback; some had deck chairs on the sandy shores. Beagles barked. A cannon was supposed to be fired at the start; I never heard it. Bob Flannigan kept the BORDER STAR close down the North Little Rock shore. This was a downstream-upstream affair, about three miles each way, with the WICHITA as the pivot boat, a towboat owned by the Martin K. Eby Construction Co., Wichita, Kansas. The ARKOMA of the U.S. Engineer fleet was sort of coach dog.

The DQ was slowly forging ahead. Her calliope was playing "Goodbye, Little Girl, Goodbye." For a moment I idly gazed at the pressure gauge and nearly jumped out of my skin; the BORDER STAR was carrying better than 1,000 psi. "Sure," said Bob, "that's oil pressure---that's what we're pushing in the cylinders." Bill Bowell reported in that everything around the engines was okay-dokey and she was rolling 16 rpm. I said I'd prefer to move somewhere aft of the boilers, but on second thought this boat hasn't any boilers to move aft of. She's powered with a Cat. Most of the old-time steamboats that blew up carried 140 psi. or less than that. Bob said blithely, "Look at it now; 1,100." I tried to strain out the sarcasm when I said, "Is that good?" "We usually cruise at 800," said Bob.

Beforehand there had been some sort of implicit agreement that the BORDER STAR at the turn-around would politely stand by, waiting for the DQ to execute her about-face. However the downstream leg had demonstrated beyond doubt that the DQ was the faster boat; she was at the turn-around perhaps five lengths ahead of the STAR. So Bob Flannigan rounded to (the BORDER STAR turns on a dime) and lit out for home. The DQ, in one of her mulish moods, came about ponderously, slowly, even with the expert coaxing of Capt. Charlie Fehlig.

But when the DQ did get turned she became a greyhound chasing a rabbit. Every time we looked back the DQ looked bigger and bigger; she came up on the two-whistle side and blew to pass. It was close, close, close! "Where's the finish line?" asked Bob Flannigan and barely had he asked when

a flag dropped, a pistol cracked, and the BORDER STAR was the winner, sir, by about a half-length of her own modest 85-foot hull.

Bob Flannigan got on the radio and talked with Capt. Ernie Wagner of the DQ. "This has to be the greatest honor I ever had," said Bob. "It borders on being sacreligious---beating the DELTA QUEEN."

My part in this best of races was that of the silent observer caged in an old body; almost everything that is great has been done by youth; I had almost forgotten that I was 27 when the BETSY ANN raced with the CHRIS GREENE.

Jack Trotter looked at Bill Bowell and said to him: "This BORDER STAR is the best boat in America."

Back aboard the DELTA QUEEN Capt. Ernie Wagner took a draw on his cigar, looked at me, pondered a bit, and said: "You know what I think I'll do to you, Capt. Fred Way?---I think I'll put you on my Honor Roll up in the pilothouse."

Cap'n Ernie's Honor Roll is a wooden shingle headed LOTTABULL PILOTS, and he has picked The Lottabull Pilot Of the Year since 1962. The names on it, in order, are Capt. Jesse P. Hughes, William Dugan, Big Jim Bruno, Stogie White, Sewell Smith, Albert S. Kelley, Thomas Utter, Marion Frommel, Harry Loudon, Harry Hamilton, Robert J. Zang. Next candidate is Charlie Fehlig. Like being ridden out of town on a rail there is a certain honor to the thing.

a collector's treasure
THE DELTA QUEEN COMMEMORATIVE PLATE



Reed and Barton chose Damascus, the age-old art that perfectly combines the richness and beauty of silver, brass and copper, to create a magnificent eleven inch plate. The limited edition, exclusively Herschede's, pays tribute to the last of a grand American tradition. Her Majesty, the Delta Queen. Seventy-five dollars.

THE FRANK HERSCHEDE CO., JEWELERS
Four West Fourth Street  Cincinnati, Ohio 45202

The above advertisement appeared in the March 11, 1972 issue of "The New Yorker" on page 89. Ah well, this plate @ \$75 is but \$2 more expensive than engaging an AA room on the DQ for her one-day St. Louis cruise scheduled in October.

AVAILABLE

§ Clothbound book edition of S&D REFLECTOR containing Volumes 1-5, 20 issues, mint condition and one to a customer while they last. \$75.

§ Clothbound book edition of S&D REFLECTOR containing Volumes 6-8, 12 issues and one 12-page story "Incredible Journey" in mint condition. \$40.

Address Capt. Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143

Services were held in the Sacred Heart Church, Moline, Illinois, on Wednesday, April fifth, 1972 for Mrs. Mary Ann Elder, widow of the late Capt. Clarence W. Elder. She died, 70, on April third following a brief illness. Mary Elder will be remembered along the rivers when she served in the offices of the Streckfus excursion steamers WASHINGTON and SAINT PAUL when her husband was purser and master. She and Captain Elder were married on July 23, 1923 in Terre Haute, Ind., and her husband preceded her in death in 1965. For fourteen years Mrs. Elder had been employed as bookkeeper at Shetter-Fude Furniture Store in Moline, retiring in 1969. Survivors include two sisters, Mrs. Blanche Anderson of Moline, and Mrs. Jeanne Waggoner of Louisville, Ky.; a brother, Ben W. Miller, Grants Pass, Ore., and her step-mother, Mrs. Blanche Steeb, of Rock Island, Ill.

Sirs: The Ohio River Festival is being revived at Ravenswood and is scheduled for August 11 and 12. We have been assured that the DELTA QUEEN will participate. The Kaiser Aluminum officials are receptive to a program of steamboat whistle blowing and have agreed to supply the steam at their plant nearby. There will be ample space for the display of river mementos and we are hopeful that S&D may participate.

Larry C. Boice, chairman,
Ohio River Festival,
Box 333,
Ravenswood, West Va. 26164

We have seen the humiliation of a one-time ace packet pilot in his old age shuffling the sidewalks of Cincinnati delivering Western Union telegrams. But we never expected to see the prize possessions of the old Pennsylvania Railroad put up at auction, as they were last March, at the 30th Street Station in Philadelphia. The degradation of an old pilot is sad, sad, sad, even when you figure in that he was an insufferable cuss in his hey-day. But to see the once-glorious P.R.R. panhandling on the streets makes us want to hang our head in shame.

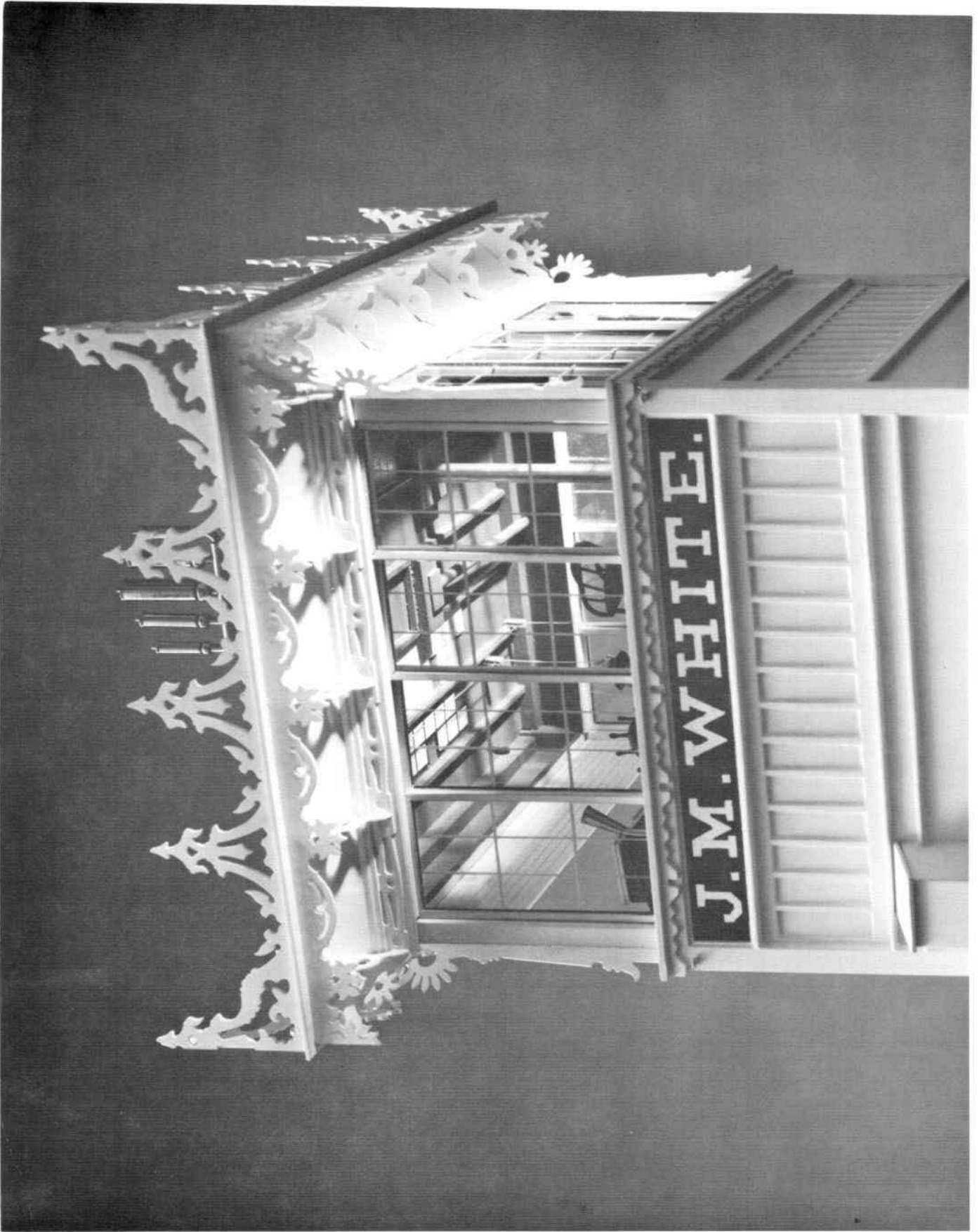
As a postscript, the prime recovery ship in the Apollo 10 mission was the 27,000-ton aircraft carrier PRINCETON, launched in 1945. The U.S. Navy decommissioned her recently and she was slated for scrapping at Zidell Explorations Inc., a yard on the Willamette River, tributary to the Columbia, in Oregon. Our story is how she was taken there. The very fine sternwheeler PORTLAND came alongside at the Columbia's mouth, got on the aft port side, and shoved the partially dismantled ship up the Columbia and the Willamette to her final fate. This happened on Friday, April 14, 1972 and Portland's newspaper "The Oregonian" slapped a 5-column picture of the event on its front page.



These two gentlemen piloted the DELTA QUEEN on her Arkansas River cruise this past February. Capt. Charles Fehlig, left, is from West Memphis, Ark. and his partner Gary Davis hails from Alligator, Miss. Yes, zip code is 38720 and Alligator is on the left bank (looking downstream) not so far from the mouth of White River. Capt. C. W. Stoll took the picture.



This is a famous picture. The towboat INCA had just passed up through Ohio River Lock 18, and her crew unloaded a cargo of steamboat whistles on the esplanade. These were shipped from Cincinnati by Dan M. Heekin and consigned to the River Museum, Marietta, O. So, down came the Motor Hotel Lafayette pick-up truck. From the left: Joseph P. Maloy, a Marietta contractor; Ralph E. Gearhart, president of the Marietta city council; S. Durward Hoag, the hotel's owner-manager, and Richard Schneider. The hotel maintenance personnel installed the whistles in the River Museum, no idle job, mounting them on a concrete wall. Date picture was made: Monday, January 18, 1954. The INCA is still running, and the whistles are still blowing on l.p. hi-fi recordings.



PILOTHOUSE BY NIGHT

Will wonders never cease; here is a picture taken of the J. M. WHITE's pilothouse, port side, slightly abaft of beam. On another page in this issue is a picture of the WHITE taken before she was completed--now this one is the latest detailed shot of her pilothouse, taken several months ago. Also on this page is one at another angle. These depict the explicit reproduction which has been worked into the model of the WHITE created by Ralph Hitchcock of Seattle and John H. Leslie of Winnetka, Ill. You will see this completed model at S&D on Sept. 16; don't miss it.

AVAILABLE

Ø Full color reproduction of the painting by Dean Cornwell of the ROBT. E. LEE-NATCHEZ race of 1870, suitable for framing. \$2.

Ø STEAMBOATS ON THE MUSKINGUM, clothbound with many illustrations, the book by J. Mack Gamble everybody's talking about. \$8.50.

Ø Full size offset reproduction of James Rees & Sons Co. catalogue originally issued in 1913 (see details on page 7). \$3.

Address Capt. Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143



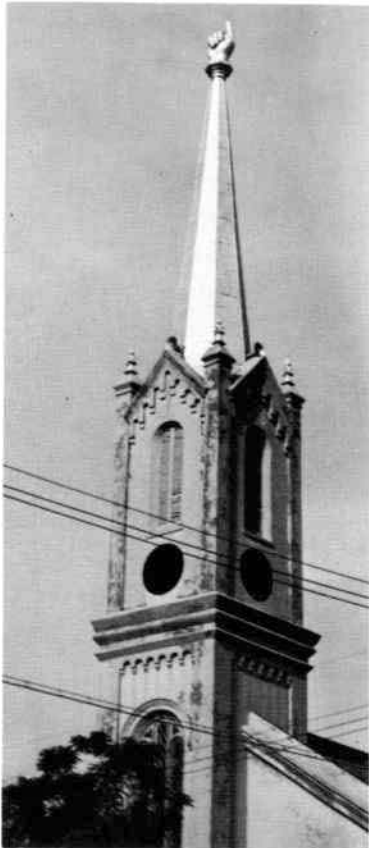
Did you ever wish when you were a youngster about 10, maybe 11, or even 13, that you could have something like this pilothouse in your own back yard, built full size? You could stand in there at the wheel, preferably by night, and with sublime ease and confidence guide the J. M. WHITE down the Mississippi, grazing snags and sawyers, jumping reefs with the jackstaff lined up on the exact marks, and blowing landing whistles for plantations black as anthracite and invisible to such menials as the captain. O the wonder of it! The thrill of the pictures on these two pages is to us a hark-back to our uncomplicated youth. In our yard my younger brother Willie, a neighbor lad Ralph Book and I built a packet named VIRGINIA. One night we fired up the boiler (a discarded hot water boiler found on the dump), hoisted the stage, and set off for Cincinnati. The pilothouse was a packing crate; the pilotwheel was from an abandoned baby buggy; the smokestacks were fashioned from discarded stove pipes. Willie got sleepy about 3 in the morning and got off at Gallipolis. Lightning flashed over the western hill down by Shousetown, thunder rumbled, and Bookie and I tied the VIRGINIA to a stump and lit out for home. Mother pleaded with us later to remove the VIRGINIA saying it was an eyesore. Dreams are the true interpreters of our inclinations. Art is required to sort and understand dreams, and that's why we are proud to show these two pictures; universal truth brought full circle.

THE FIRST PRESBYTERIAN CHURCH in Port Gibson, Miss., as most everyone knows, has the chandeliers from the "racer" ROBT. E. LEE. They were installed in the early 1880's, a gift of the William Parker family.

In the center of each of them (barely visible in the picture below) is a small statue of General Lee astride his famed horse Traveller.



STEAMBOAT CHANDELIERS
From the celebrated LEE.



THE HAND POINTS HEAVENWARD
Woodpeckers pecked and ruined.
Both photos by
William E. Reed

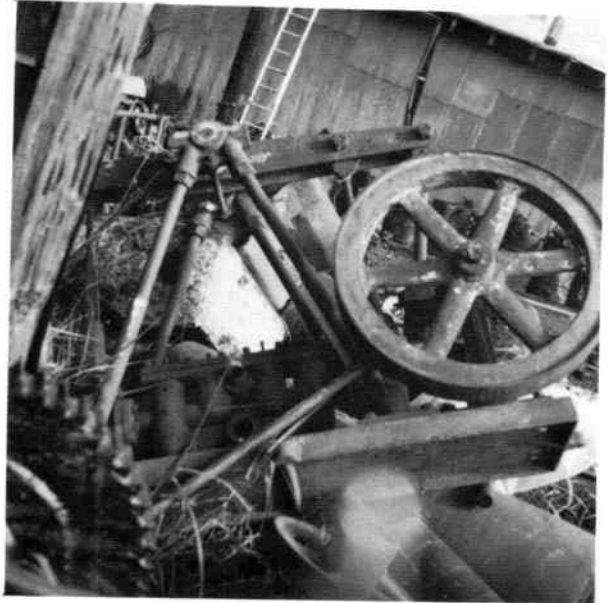
The brick church was completed and occupied in 1859, distinguished by its inspiring tall steeple surmounted by a clenched hand with the index finger pointing skyward.

The original hand was carved of wood by a local craftsman, and gold-leafed. It symbolized the familiar gesture of the first pastor, the Rev. Zebulon Butler, a Pennsylvania native who embraced the cause of the South with such zeal that he was buried with his head to the south and his feet aimed northward. The first service in the new church was for his funeral.

The idea of the gold-leafed hand is attributed to Horatio Nelson Spencer, then the church's ruling elder. The Spencer family occupied an important niche in Port Gibson affairs, having an extensive Claiborne County plantation. The present H. N. (Ray) Spencer, presiding genius of The Waterways Journal, is a direct descendant and namesake of elder Spencer.

Woodpeckers went to work on the hand pointed aloft and reduced it to chips and sawdust. Then in the 1890's the congregation subscribed for a metal hand 14 feet tall with an index finger so tall that an average man can stand upright in its hollow interior.

Another interesting S&D connection with the Port Gibson church is the fact that one of the pastors, who served two decades there, was the Rev. Hervey H. Brownlee, great uncle of Ma-



Now who would know an old "doctor" pump to see one? The way we get the story, Capt. W. H. Tippett was over at Helena, Ark. rooting around in a junk pile and sniffed out what you see in the picture above. This happened in November, 1971. For the outcome see below.



As things turned out, the "doctor" was from the old ferryboat A. C. JAYNES that operated at Helena for some time and burned there on June 2, 1960. Then Bill Brothers who runs the modern Helena Marina rescued the relic, built a pedestal, and now it is displayed as shown along the Helena riverfront. We are indebted to Col. Thomas E. Tappan, president of the Phillips County Historical Society for the pictures.

bel Reed, wife of our board member and talented "steamboat artist," William E. Reed.

One might wonder how Port Gibson got its name, not on the Mississippi, situated inland about half way between Vicksburg and Natchez. An early railroad, the Grand Gulf & Port Gibson RR., connected with the Mississippi at Grand Gulf, Miss., and later became part of the Yazoo & Mississippi Valley RR. The 1970 edition of Mississippi River Commission maps has a light dotted line tracing part of the old GG & PG railroad grade where it crossed Bayou Pierre and on toward Grand Gulf.



Beautiful KATIE

Some time ago this magazine reported that Capt. John W. Cannon had engines made for his "racer" ROBT. E. LEE, changed his mind, sold them, and put in the 40" by 10' stroke jobs which won the race. Now we learn that the discarded engines went to the KATIE, 34" by 10' stroke. KATIE had a wooden hull 284 by 43 and she once was described by C. C. Duple as "hard to hold, exceptionally speedy; she buried her head when under full headway." She was brought to Jeffersonville, Ind. for dismantling in May, 1878, and ascended the Louisville Falls with help from the towboat RESOLUTE after quite a struggle in Indiana Chute. Much of her equipment went to building the ED. RICHARDSON. The hull was converted into a wharfboat and served at Monroe, La. on the Ouachita River until it burned about 1879-1880 taking the sternwheel cotton packet FAIRPLAY with it.

Tom E. Tappan, Jr., president of the Phillips County (Ark.) Historical Society, has been doing a story STEAMBOATS AND HELENA in the Society's Quarterly. In the December, 1970 issue this appears:

The side-wheel KATIE sank at 2 a.m. Friday, November 8, 1871 by striking the wreck of the packet LUCY HOLCOMB two miles below Helena, Ark. She was one of the finest steamers that ever ran on the river. Built two years ago at New Albany, Ind. by Capt. J. M. White and Pinkney Smith (after whose wife she was named) at cost of \$200,000 for the New Orleans and Vicksburg trade.

She ran two years in the trade against the strong opposition of the Steamers ROBT. E. LEE, NATCHEZ, FRANK PARCOURD and others. She failed financially and was turned over to her creditors. Capt. John W. Cannon acquired her for \$80,000.

She was started this season in the New Orleans and Grand Gulf trade, but the recent compromise between contending boat owners caused her withdrawal. She was then entered in the Memphis and New Orleans trade running on opposite Thursdays to Capt. Frank Hicks' BELLE LEE. This was her first trip, Captain Cannon in command; she arrived in Memphis Wednesday and departed Thursday with cargo of 375 bales of cotton, 351 boxes of cheese, 15 horses and small lots of sundries.

The wreck of the LUCY HOLCOMB has been greatly in the way of all passing boats for over ten years during low water seasons. Last winter the EMMA C. ELLIOTT narrowly escaped destruction on it. The RICHMOND has also struck the wreck and received much injury. The T. F. ECKERT, now engaged in raising the BELFAST sunk 100 miles above here, has been sent for.

All stock and freight aboard were saved; the KATIE is hung on the wreck of the HOLCOMB in seven feet of water. It is feared she might break in two. Her pilots, Ford Montana on watch, and Weaver and Trenally were also in the pilothouse. She caught on the shaft of the old boat and several

holes were punched in her bottom. She broke in two forward of the boilers late in the day. There is hope of saving her and the ECKERT has passed down to her. Due to strain on her steam pipes she has been cooled down.

BULLETIN: The T. F. ECKERT, aided by a rising river, raised the KATIE at 4 p.m. yesterday, November 12th. The result of her labor was totally unexpected. The KATIE, on the 14th, floated off the wreck of the HOLCOMB and downriver two miles--where she lodged on a bar. Both chimneys gone, her cabin and Texas a wreck, bulkheads are being built in the hull. Mechanics were engaged in repairing her steam lines so she could raise steam. The cost of raising the KATIE was \$20,000 and her repairs will run a like sum.

.....

We report this accident to the KATIE in detail here to alleviate an error which appears in WAY'S PACKET DIRECTORY which says KATIE was built at Jeffersonville, Ind. in 1871--which just ain't so. For one thing the comprehensive list of boats built at the Howard Yard included in Dr. Charles Preston Fishbaugh's new book does NOT list her. So in the absence of other documentary evidence we presume her building place was, as the above account says, at New Albany. The year of build must be about 1869. In WAY'S DIRECTORY, published in 1950, we also said of KATIE "that she once perched in a cotton field for some length of time." What really happened, so we have since learned, was that she was downbound loaded with 3,000 bales, wandering around in a fog on January 23, 1876, when she was sucked into a crevasse at Bonnet Carre (where the spillway now is) and landed back some 2,200 feet into the state of Louisiana. The story of how she was extricated has not yet been located. But she got out of it. Any news of the beautiful KATIE sends us. -Ed.

Sirs: There were several stories of great interest to me in the last two issues of S&D REFLECTOR. In the Dec. '71 issue, page 35, William S. Hanable told the story of the NENANA. Our family now has visited Alaskaland and I took a shot of the boat same as shown in the story, plus a stern view showing the paddlewheel (see).

On page 37 of the March '72 issue there is an article about the surviving sternwheel steamboats in Yukon Territory written by Cmdr. E. J. Quinby. I saw those, and took a picture of the TUTSHI at Carcross (see). I feel that the old wagon in the foreground adds a little touch. We were on the train which didn't hesitate very long, so I didn't realize my hope to climb off and get a close shot. That White Pass & Yukon train is a duke's mixture. There were flat cars loaded with trucks and autos, and the last four or five cars were coaches--old wooden ones of around 1908 vintage--like you see in Westerns. So my picture of the TUTSHI was taken from an open platform of one of these cars as we slowly crossed a trestle before arriving at the station.

Roy V. Heatter,
11954 South Kildare Ave.,
Alsip, Ill. 60658



NENANA at Alaskaland
(above)

TUTSHI at Carcross
(below)

See letter at the left.

Sirs: When we lived on the west side of Cincinnati, we often would pass the remains of the RAMONA (March '72 issue, page 16) beached on the bank; easy to see she once was a handsome sternwheeler.

Anyone interested in building a small steamboat will do well to subscribe to LIGHT STEAM POWER, published by J. N. Walton, Kirk Michael, Isle of Man, Great Britain, \$6.50 a year.

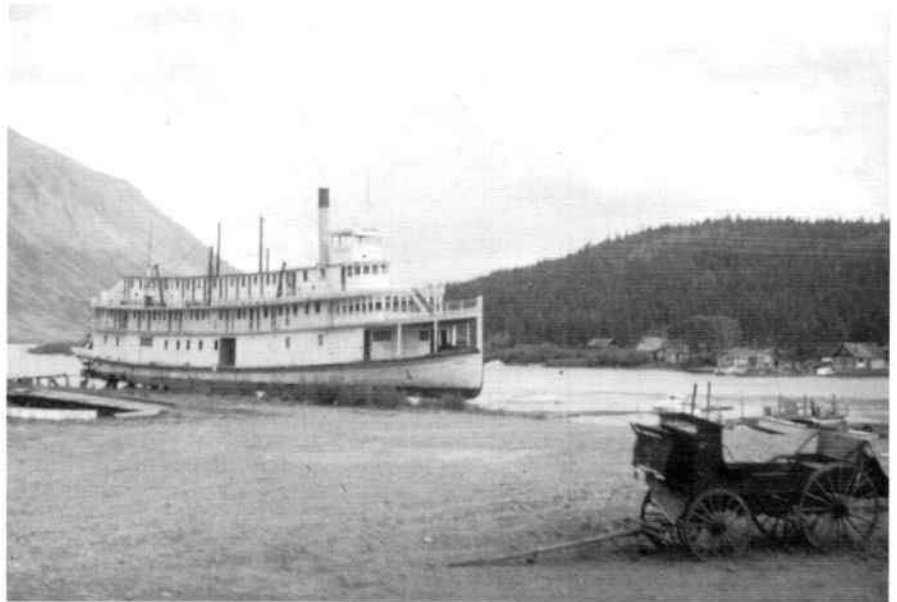
The steam system on our little sternwheel steamboat LORENA is similar to the one on the DELTA QUEEN on small scale. Our engine is compound, exhausting under a vacuum maintained by a condenser. We have a feedwater pump, vacuum pump, feedwater heater, gauges and a whistle. Our boiler is similar to the one on the BELLE OF LOUISVILLE, firetube, and our atomizing oil burner is similar.

When our little fanny-slapper is under way, steam cocks closed off, and steam pressure and water level stabilized, the quietness is a delight. The engineer can take a little snooze to be awakened when the pilot blows the whistle when he meets a boat.

We are sold on steam.

Charles L. Brown,
6865 Farmbrook Drive,
Cincinnati, Ohio 45230

The following letter was penned in the cabin of the side-wheeler EMMA DUNCAN at Cincinnati on June 23, 1862. The writer, R. J. May, was grandfather of Jean Zenn, wife of J. W. (Sandbar) Zenn. Mr. May was enroute from Pittsburgh to St. Louis for a family visit, and soon



afterward enlisted and served as a Federal sharp-shooter. -Ed.

Dear Bro.

We arrived here saboth morning about ten o'clock. After dinner we removed aboard the Str "Emma Duncan" and expect to leave this evening--that at least is the understanding.

It is expected the Emma Duncan will get to St. Louis by Thursday evening--which I doubt tho' she looks like a good boat being a large sidewheeler well got up. Our fare from here is eight dollars each. "Bub" dont appreciate the beauties of the country very much--he admires the inside arrangements of the boat far more--particularly the carved dogs on the furniture--the piano is an object of interest

to him--all things considered he is getting along finely.

Your Bro

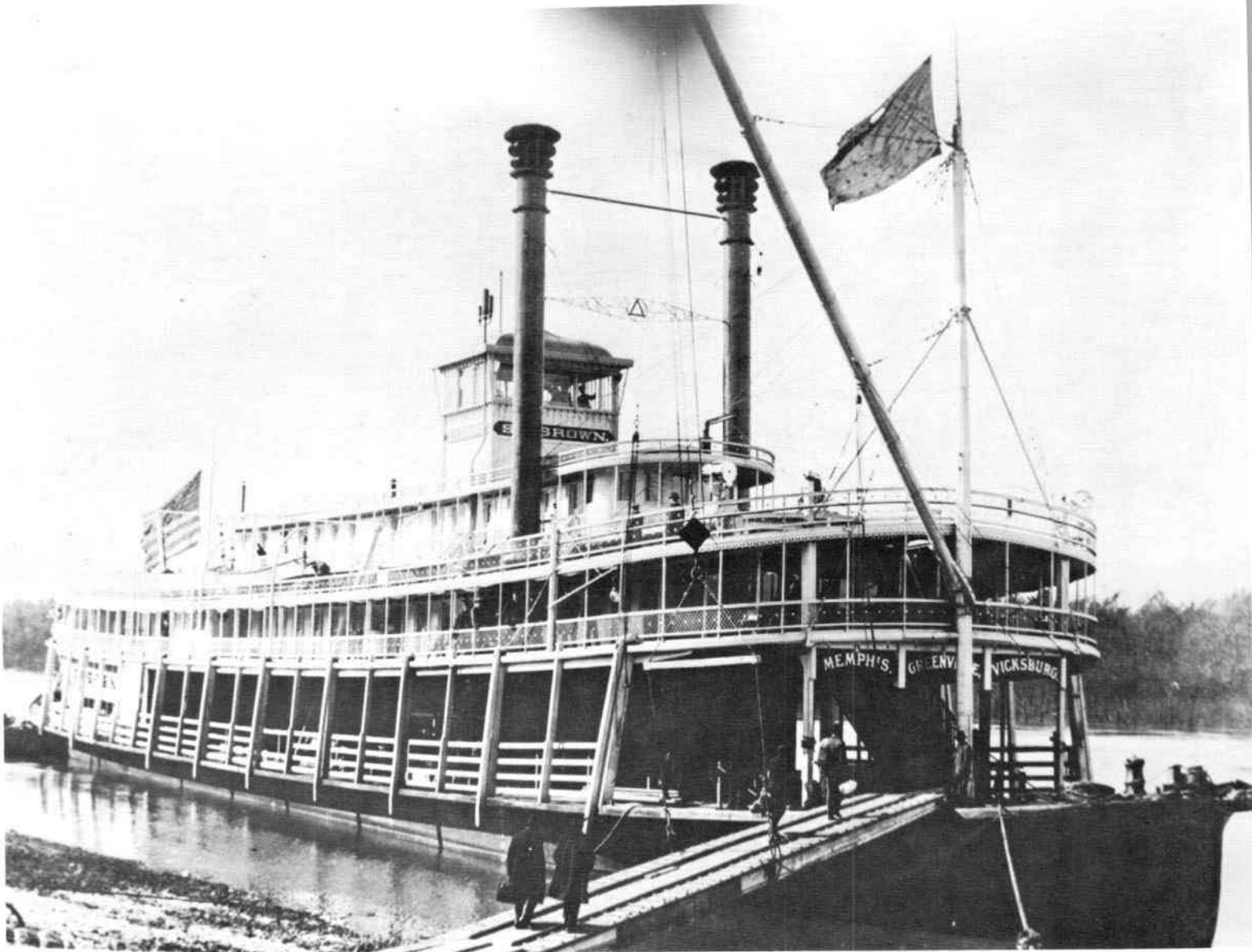
R. J. MAY

W. S. May

Allegheny City, Pa.

=The EMMA DUNCAN was built at Monongahela, Pa., 1860, and was commanded by Capt. F. Y. Batchelor. She was named for the daughter of a Cincinnati furniture manufacturer which, in a measure, may account for the elaborate get-up, including carved dogs. -Ed.

A smiling picture of S&D member Ed Mueller, secretary, Florida Department of Transportation, appeared on the cover of the March, 1972 issue of FLORIDA TRUCK NEWS.



S. S. BROWN
She was the biggest steamboat to Little Rock, Ark. until the DELTA QUEEN went there in February this year.

THERE is something fascinating about the steel hull packet S. S. BROWN. Her looks in photographs have undeniable power of attraction, and then, too, those initials S. S. seem to class her as Something Special or maybe Steam Ship. We admit to such tinglings over the years, but never did anything about it. Until, one day, that is, when our doorbell rang and standing there, briefcase in hand, was young David Hollein seeking information about the S. S. BROWN for a school term paper. He had been down talking with Charlie Bogman at American Bridge and had come off with a furrow of stats and a picture or two. Dave wrote the theme and got an A--it was good--but not good enough for S&D REFLECTOR.

And so the subject lay fallow for another year or two. One day the mailman brought a fat envelope stuffed with Xerox sheets sent to us by John L. Fryant over there in Alexandria, Virginia, and lo-&-behold John had come up with an old copy of International Marine Engineering detailing the S. S. BROWN in pictures and drawings and text. This discovery is what put the show on the road.

In all truth the S. S. BROWN was the phoenix arising from the ashes of a prior, and rather mediocre sternwheeler, named DELTA. A venerable

and persuasive Arkansas River native, Capt. Edward W. B. Nowland, had been running the DELTA with success in the Memphis-Vicksburg trade as sort of an offshoot from his mainstay bailiwick, the trade between Pine Bluff and Memphis. Then, in early March, 1905, at Harwood Island, below Greenville, the DELTA burned. Among those who got ashore safely enough were Capt. W. C. "Chess" Wilcox and his wife and we single out these two for mention here inasmuch as Chess outlived most of his contemporaries and maybe the reader knew, or has heard of him. This is the same Cap'n Chess who ran the towboat HALLIE (named for his wife) for a time, and who was one of the best regarded stargazers on the lower Mississippi. It was Chess who piloted the IDLEWILD from New Orleans to St. Louis in March, 1928 when the New St. Louis & Calhoun Packet Co. had just bought her--and he had been captain on the GREATER NEW ORLEANS just before that time. Chess Wilcox was the high pilot on the S. S. BROWN when she came out a new boat.

The loss of the DELTA did not get much play in The Waterways Journal. She was a youngster as packets go, built in 1900 at Howards, wooden hull 190 by 30, texas and all, originally ordered by the Lee Line of Memphis who called her the BAY-

LESS LEE. They sold her to Capt. E. W. B. Nowland in 1903. So Capt. Ed Nowland had had the boat but two years when he lost her, but in those two years he had displayed considerable enterprise. Instead of the usual sprawling twin stages with cleated sides and centered cotton chutes he had designed and had built an automatic conveyor on one of them, with an endless chain and link system. This steam powered contrivance caused a lot of talk and Ed Nowland was sort of a No. 2 Eli Whitney in cotton circles. Among the potentates who came for a look-see was Capt. Samuel S. Brown, the multi-millionaire coal operator and racehorse fancier of Pittsburgh. Captain Brown took a fancy to Ed Nowland and became a stockholder of some proportion in the Arkansas River Packet Company which Ed Nowland headed, running the LUCILLE NOWLAND, J. N. HARBIN (both out of Pine Bluff) and the DELTA. Thus when the DELTA burned, even though the Rivermen's Bible did not spread much ink of lament, it came about that Capt. Sam Brown was a chief mourner.

In that highly competitive time of individual enterprise the river clan at Memphis had developed an unwritten code of ethics, an understanding between the various packet operators, Capt. James Lee, Capt. Peters Lee, Capt. Ed Nowland, Capt. James H. Rees, Capt. Matt Downs and maybe others, protecting them from outside competition. Each respected his neighbor's fences. The thing worked so handsomely that these operators were good personal friends and often lent a hand to one another. Capt. Sam Brown sold coal to most of them, and then, too, there was a common denominator of race horses. Captain Brown, although from the Monongahela River region, owned a blue grass Kentucky farm called Donerail (a horse named Donerail won the Kentucky Derby in 1913). Most of the persons named above were members of the Memphis Jockey Club. Attending the Derby at Louisville was priority business. Once when Captain Brown's PRR train arrived too late at Cincinnati for the regular connection, he chartered an L&N special to drag his private car to Louisville.

So Ed Nowland was one of the clan, and he was up in years, and he was in trouble, and the rest was almost inevitable. Sam Brown simply said, "We'll get you a real boat." Spurred on by this great good fortune, Ed Nowland went to Louisville and chartered the handsome side-wheel MORNING STAR from the Louisville & Evansville Packet Co.

to pinch-hit while Sam Brown and Jim Rees got the new boat built. And so it came about that the MORNING STAR (same boat we told about in the Coney Island story) entered the Memphis-Vicksburg trade in April, 1905 and one of her pilothouse patrons, by the way, learning the channel down there, was Capt. Aubrey D. Haines, Sr.

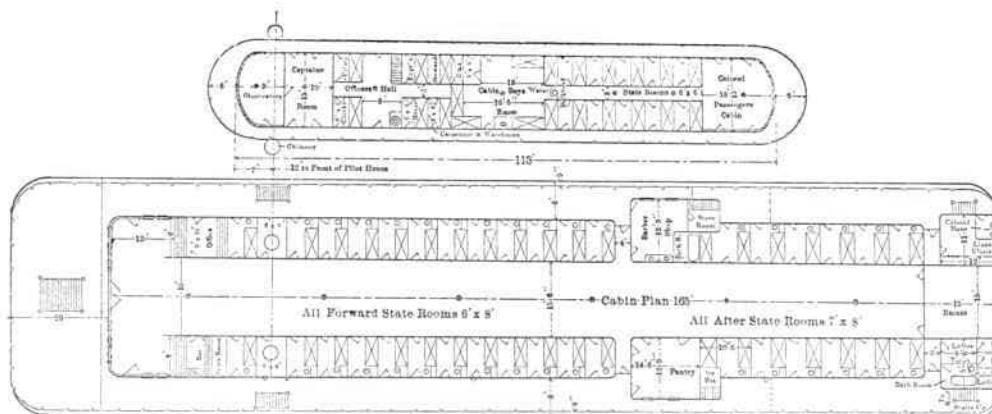
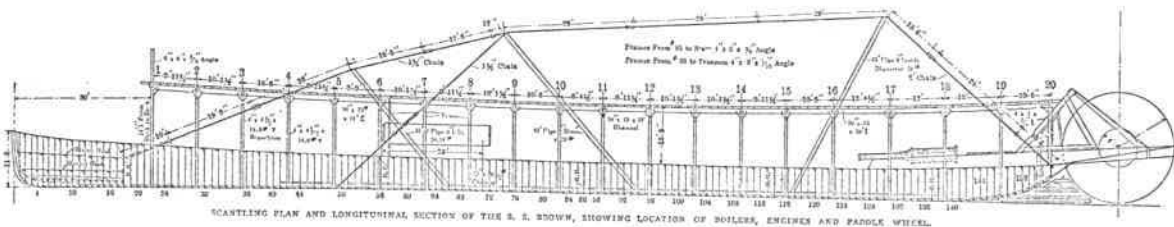
Jim Rees, who lived in Memphis, running the KATE ADAMS, got hold of brother Tom (who ran the Pittsburgh boatbuilding firm James Rees & Sons) and laid out the plans. Capt. Sam Brown gave the nod that he would write checks. The contract for a steel hull was let to the American Bridge Co. at Ambridge, Pa., handled through their L. J. Af-falder, to the account of James Rees & Sons Co., Thomas M. Rees, on July 21, 1905.

The new steel hull sternwheel packet was to be 228 x 44 (hull) and the work at American Bridge was to include steel framing for the upper works, and specifically was not to include any woodwork, machinery, bits, chocks, cavils (their spelling) or capstans. They were to set up the chain bracing and install rudders, tillers and rudder knockers. Estimated weight including castings, 290 tons.

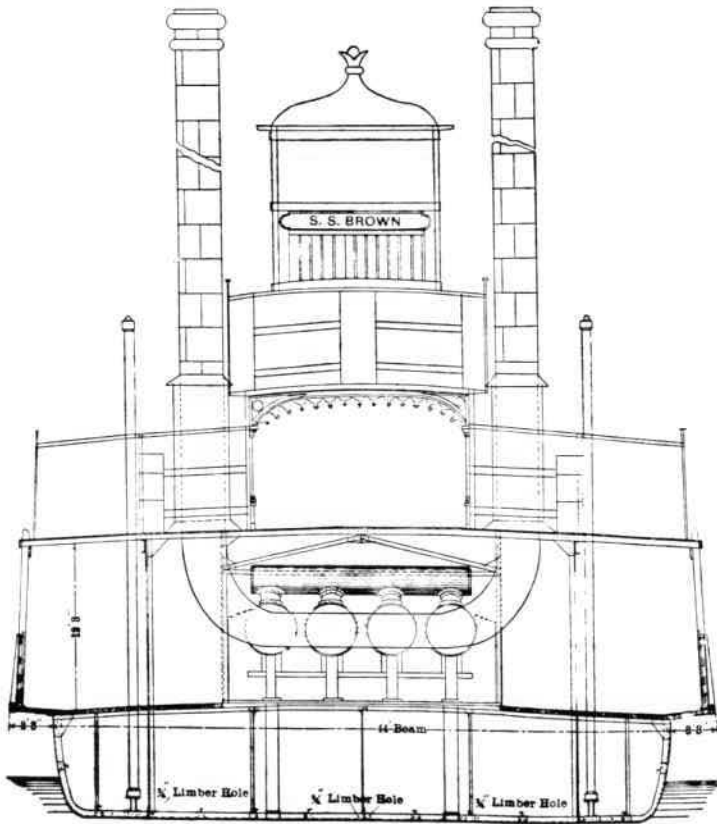
Shortly theretofore the land where American Bridge was situated was a cornfield. The contract for building Captain Nowland's steamboat hull was one of the first the new firm entered into, before it had a marine ways of any sort, and the fabrication was done along the shore of the Ohio River and she was given an end-on launch as was customary at other boat yards.

When American Bridge, a U. S. Steel subsidiary, had completed the contract, the hull was towed to the Rees shop in Pittsburgh, where it was moored in the Allegheny River at the "Point" or nearby, at the foot of Fancourt Street. Rees had built the boilers, engines, and other machine work at their shop, and the cabin was placed at this location.

During the progress of this work a most unexpected calamity befell, the death of Capt. Samuel S. Brown. He was 63 or thereabouts, rugged, dynamic, the sort of person who might last forever, but didn't; he breathed his last one December day in 1905. But the Memphis "establishment" held firm to its commitments, the Rees family went ahead with the steamboat, and announcement was



PLAN OF THE MAIN CABIN AND OF THE DECK OF THE ARKANSAS RIVER PACKET COMPANY'S STEAMER S. S. BROWN.



Transverse Section of the S. S. BROWN

made she was to be christened S. S. BROWN. Par-
 enthetically this was the fourth river steamboat
 named for Captain Brown; the other three were
 towboats named SAM BROWN, the third and last of
 which was very much in business in 1906 and for
 ten years thereafter. (She finally exploded her
 boilers at Huntington, W. Va. and many died).

Meanwhile Capt. Ed Nowland maintained his trade
 between Memphis and Vicksburg. He turned back
 the MORNING STAR to her owners in late June, 1905
 when the slack summer season arrived, and made do
 with the LUCILLE NOWLAND until business picked up
 in the spring of 1906. At that time he chartered
 the AMERICAN owned at Vicksburg, a fair sized
 sternwheel cotton boat (hull 158 by 27.6) and her
 captain was Capt. Sam G. Smith, the same who in
 later years was identified with The Waterways
 Journal. Sam was about 39 when he was skipper on
 the AMERICAN, and he and his parents were real
 folks. When Sam was just a kid he remembered go-
 ing up the Arkansas River aboard Cap'n Nowland's
 KATIE HOOPER to the Smith plantation "Heckatoo,"
 below Pine Bluff--and that happened in 1877 when
 Sam was 10.

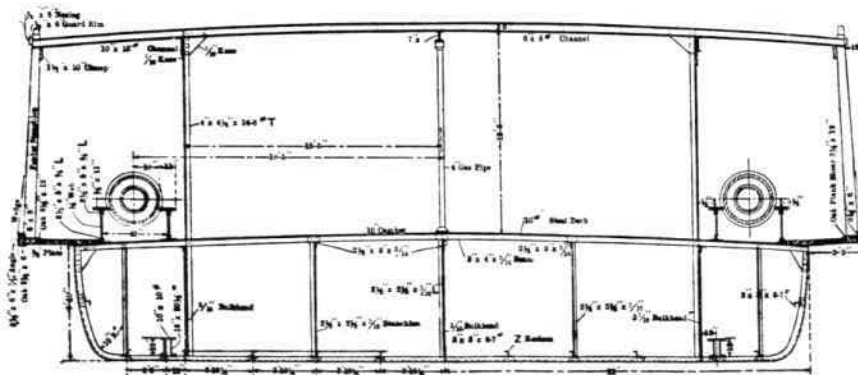
Capt. Ed Nowland was a lot older than Sam Smith
 was, witness the fact he was running the side-
 wheel LEGAL TENDER up the Arkansas just after the
 Civil War and lost her below Pine Bluff in 1876;
 and the KATIE HOOPER (named for Cap'n Ed's wife)
 replaced her. The KATIE HOOPER was built at the
 Rees shop at Pittsburgh, 1877, as was the HATTIE
 NOWLAND, a much smaller job. Capt. Ed Nowland
 was a long-time customer of the Rees shop before
 the contract was let for the S. S. BROWN; the
 EUGENE, J. N. HARBIN, JOE PETERS and LUCILLE NOW-
 LAND had been Rees sponsored and equipped.

At the time the S. S. BROWN was built at the
 Rees shop there was a low wooden covered bridge
 across the Allegheny's mouth called the Union
 Bridge. In order to get the new boat out, and to
 complete her, she was towed without pilothouse or
 smokestacks around to the Monongahela wharf. The
 U. S. Engineers cooperated by lowering the pool
 level at Davis Island Dam in the Ohio River one
 foot to assure the operation. She was moored
 just above the Wabash RR bridge, foot of Market
 Street, Monongahela River, for finishing.

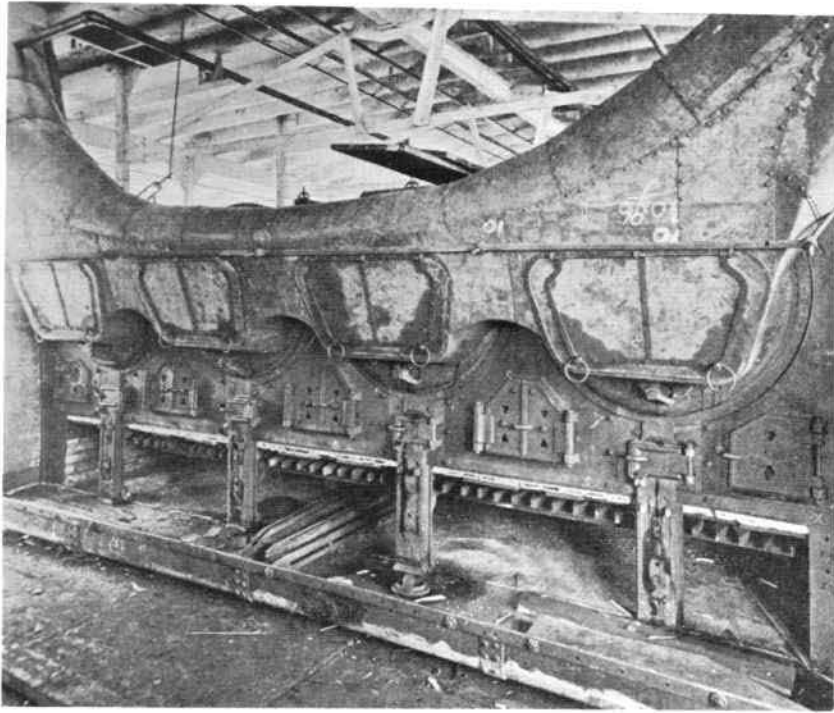
Many folks came to "look over" the new wonder
 of marine architecture and fortunately for our
 purposes one was H. H. Brown, a writer associated
 with International Marine Engineering. In the
 May, 1907 issue of that publication there appear-
 ed an 8-page write-up complete with drawings and
 pictures and (with good taste) the author omitted
 mention of the price tag. Possibly he didn't
 have means of knowing. There is but scant harm
 in telling at this late date; \$125,000. This is
 the figure set down in the private account book
 of Capt. Dana Scott, marine surveyor for Neare,
 Gibbs & Co., Cincinnati. Nor did International
 Marine Engineering mention, nor hazard a guess,
 about the persuasion which was supposed to justi-
 fy replacing the DELTA (which had cost \$14,700
 new at Howard's yard) with an elegant S. S. BROWN
 price-tagged at \$125,000. The least that can be
 said is that something was out of context, and
 that somebody was off his rocker.

Says International Marine Engineering: "The
 hull is divided into 21 watertight compartments
 by three longitudinal and five transverse bulk-
 heads. Length over all including the paddlewheel
 is 255 ft.; extreme beam is 50.5 ft. The main
 deck is plated with 10# steel throughout the en-
 gineroom, and under the boilers. The deck is
 planked with 2 3/4 by 6" selected white pine. The
 guards extend 3'3" beyond the hull, made of 15#
 plate. The boiler (cabin) deck is reached by a
 broad stairway at the forward end. Large doors
 open into the main saloon which is 15 1/2 ft. wide
 and 165 ft. long. On the starboard side in the
 saloon is the office, and opposite is the bar,
 both finished in Mexican cedar. On the port side
 amidships is the pantry, and opposite it is the
 barber shop. The galley, under the pantry, is
 sheeted with iron as fire protection. The floor
 of the main saloon is quartered oak."

To continue: "Upon the hurricane deck are of-



Midship Section of the S. S. BROWN

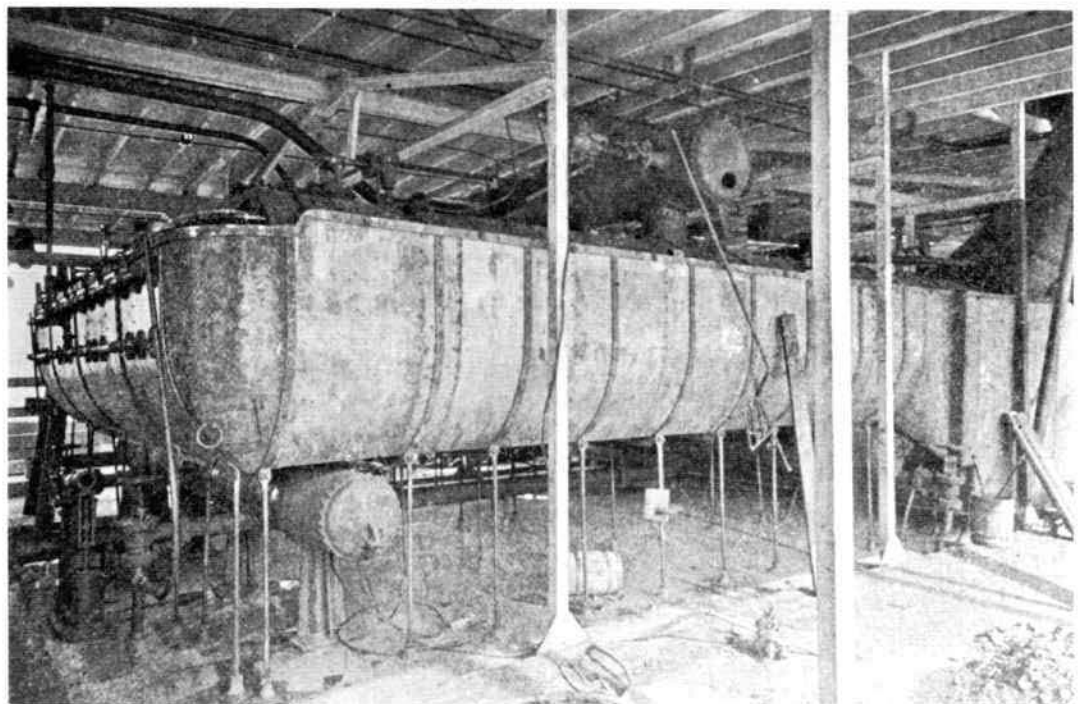


Boiler fronts, fire doors, breeching and ash pan.

ficers' quarters and the Freedman's Bureau. At the forward end of the deckhouse (Texas) is an observation room. Just aft of this is the captain's room, and aft of that the officers' quarters. Stairs from a hallway lead to the pilot-house. The Freedman's Bureau occupies the after end of this deckhouse (Texas), and is entirely shut off from the rest of the boat."

A brief pause for amplification: The "Freedman's Bureau" on the S. S. BROWN contained 12 staterooms, a parlor, and had a back porch. The account in Marine Engineering does not amplify the use to which this section "entirely shut off from the rest of the boat" was put. It is possible that Negro passengers were assigned a portion of these staterooms, although the more general custom was to use the after end of the Texas

The rear end of the battery of boilers on the S. S. BROWN with jacketing in place. Fore and aft mud drums beneath interconnected to stabilize water levels and to collect sediment which was periodically discharged overboard. A thwartship steam drum interconnected overhead, from which the main steam line led back to the engine room. The open area under the boilers was the favored sleeping place for roustabouts during cold weather.



for the Negro waiters, cooks and pantrymen. The term "Freedman's Bureau" is a derisive, insulting reference to a U.S. agency which came into being in 1865 under the War Department, aimed at correcting the plight of the Negro. It started off with good intentions and wide powers, and later was prostituted for political purposes. That the writer for Marine Engineering used the term in 1907 is somewhat surprising, and more so that he is so glib with it, assuming that his international audience understood the term. He could have done worse; he could have called it the coon pen. All of which raises a question we don't know the answer to, viz: Did the U.S. War Department's Freedman's Bureau require steamboats to provide staterooms for Negro passengers?

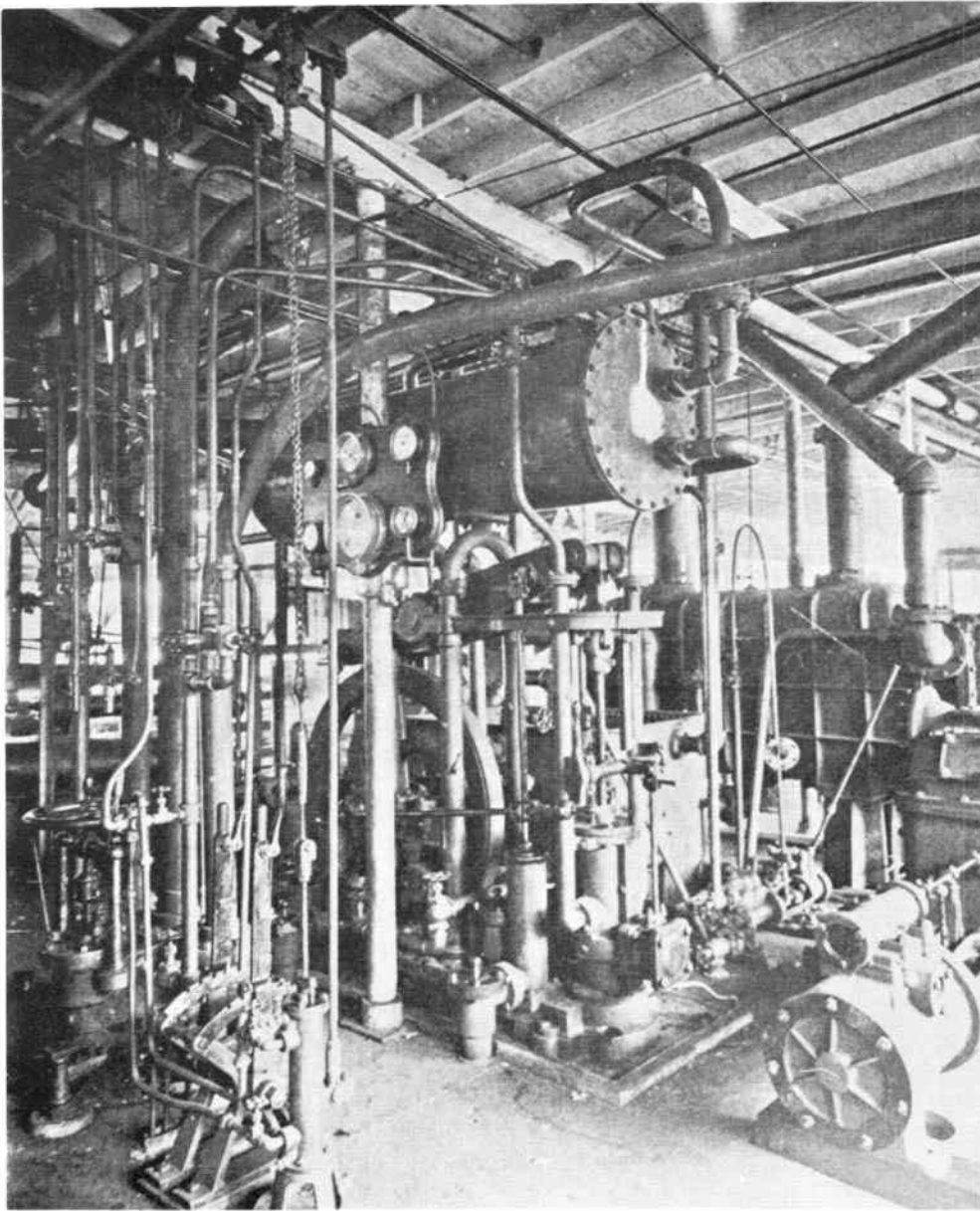
A bit more description from Marine Engineering: "The landing stage is 65 ft. long by 6 ft. wide, equipped with a power conveyor (such as was used on the DELTA), and is handled by a heavy steel mast and boom."

We further learn from this description that she had four balance rudders and a steam steering gear furnished by Wm. Johnson Co., Cincinnati. Johnston is intended, to nit-pick a bit; William T. Johnston (whose mother's name was Johnson) put his first steering gear on the packet HUDSON.

The S. S. BROWN had four Rees-built western style boilers, each 44" dia. by 24 ft. long; six flues in each (three 10" and three 8") allowed 165 psi. She carried her coal in the hold just forward of the furnaces, and steam operated elevators brought it up. This is what the account says, baldly, with no comment. So we'll make no comment either; who knows? maybe it worked, but it sounds suspiciously like a lot of switching of coal around.

She had Rees engines, tandem compound condensing, 15½'s, 32's- 8 ft. stroke. The condenser was surface-type made by Wheeler Condenser & Engineering Co., New York. For boiler feed she had a Rees doctor pump. A duplex fire pump supplied pressure to hose outlets on the main, cabin and Texas decks so placed that a 50-ft. section of hose would reach any blaze.

She carried two Carlisle & Finch 6,000 candle-power searchlights, four arc lights, and 250 lights, the juice supplied by a Triumph Electric Co. (Cincinnati) DC generator direct connected with a vertical Sturtevant double-cylinder steam engine.



Engine room of the S. S. BROWN looking forward from the starboard side. The throttle is at lower extreme left, at arm level, seated on track and rollers to assure fore and aft movement. She has a ship-up jack (left foreground). In the center is the doctor pump for supplying water to the boilers, and over its top is the feed water heater. Beyond the doctor is the hotwell and the surface condenser. All her machinery, apparently, was on the main deck level----nothing in the hold. The steam pressure and vacuum gauges are on a panel near the feed heater.

The paddlewheel was 24½ ft. dia. and had 16 buckets. The bucket planks were 32 ft. long and 26" wide---which does not mean that she had a 26" dip---for there was a plank attached usual style at the arm's extremity and then another plank attached to the reverse side of the arm, a scheme used rather widely to dissipate vibration, a lot of work for the carpenter, and of doubtful application. Don't get us wrong; this idea may have had its values but in our observations many boats which came out new with wheels built that style ended up with orthodox bucketplanks.

The gentleman who wrote the Marine Engineering account described the beauty of the S. S. BROWN in one sentence. He wrote: "The entire superstructure is built as light as possible, consistent with strength, and, according to southern customs, is elaborately ornamented." Calvin (Silent Cal) Coolidge could not have been more terse, yet we wonder why elaborate ornamentation in 1907 was zoned as an exclusive trait or quaint hangover in the southland? It would seem that author H. H. Brown apologizes for the beauty of this marine creation, labelling the cause as due to her peculiar customers south of Memphis. The S. S. BROWN in 1907 would have been acceptable and cherished and loved at Pittsburgh, or St. Paul or Kansas City without any wardrobe alterations.

The date when the new S. S. BROWN was taken around from the Rees shop at Pittsburgh to the Monongahela wharf was in late October or in early November, 1906. By the end of November she had steam up and was on her way to Memphis. Her chief engineer was George Ehringer, and those who were associated with bringing the W. P. SNYDER, JR. to Marietta in 1955 will recall George with no trouble. He took a turn at handling the engines of the SNYDER on that last voyage, and it was the last time George had his hands on a steamboat throttle. Easy to see how George was chosen for the S. S. BROWN; he had a condensing license and a big backlog of experience on such major towboats as the JOHN A. WOOD, JOS. B. WILLIAMS and others.

The captain on the new boat was Ed Nowland's namesake son, Ed Jr., quite a popular young man, and the pilots out of Memphis on the first trip to Vicksburg were Chess Wilcox and Charles Nixon. There were banquets, receptions, presentations, and such an excess of enthusiasm that the initial arrival at Vicksburg was a day late due to delays caused by well-wishers. What actually was happening was that the \$125,000 S. S. BROWN was replacing the 2-boiler \$15,000 LUCILLE NOWLAND in the Memphis-Vicksburg trade. That there existed a mite of concern over the outcome is evidenced by the fact that Sam G. Smith, who had been pur-

ser on the NOWLAND, was sent to Greenville, Miss. to solicit trade and act as special agent for the Arkansas River Packet Co. Within 30 days Sam was back as purser on the LUCILLE NOWLAND in the Memphis-Vicksburg trade and the BROWN was laid up "due to high water."

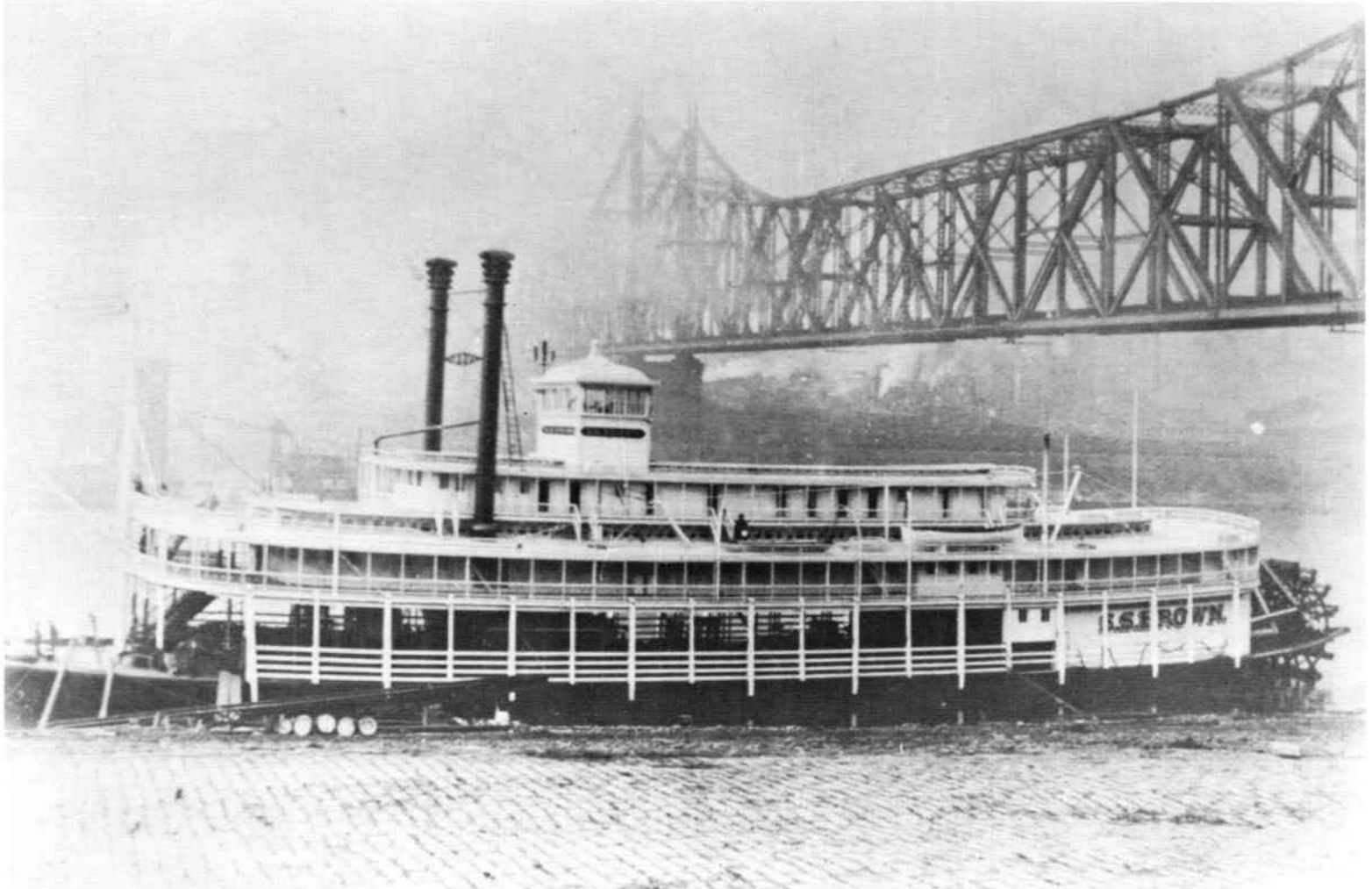
That happened in December, 1906, and the BROWN choked a stump until March, 1907 when she went for a second try, at which time the LUCILLE NOWLAND went back to the Memphis-Pine Bluff trade and commenced extending up the Arkansas to Little Rock on occasion. This was her first appearance at Little Rock in three years.

There was a bumper crop of cotton moving out of the Arkansas River in 1907. Using this as a pretext Capt. Ed Nowland, Jr. and his daddy Capt. Ed Sr. on an upbound trip from Vicksburg headed the S. S. BROWN up the Arkansas in early May. This decision would have been an impossibility for a couple of years prior. The channel at the Cotton Belt's RR bridge (called the Rob Roy bridge) 12 miles below Pine Bluff had shifted completely away from the draw span, leaving a high sandbar there, high and dry in ordinary river stages. Now the Engineers had completed a dredging and fencing program and the channel was back again at its old stand, running down again under the draw. The S. S. BROWN was advertised to take a gala excursion from Pine Bluff to Little Rock, \$3, with meals and music.

She left Pine Bluff, from the old landing at the Court House, late Sunday morning, May 5, with at least 400 aboard. She arrived at the Cumberland Street landing, Little Rock, at 6:30 that evening. The Arkansas Gazette next day said, "This is the first time in the history of Little Rock that a steamboat so large and magnificent has visited this city. The coming of the S. S. BROWN to this place is of the utmost significance and demonstrates that such large steamers are able to come to Little Rock."

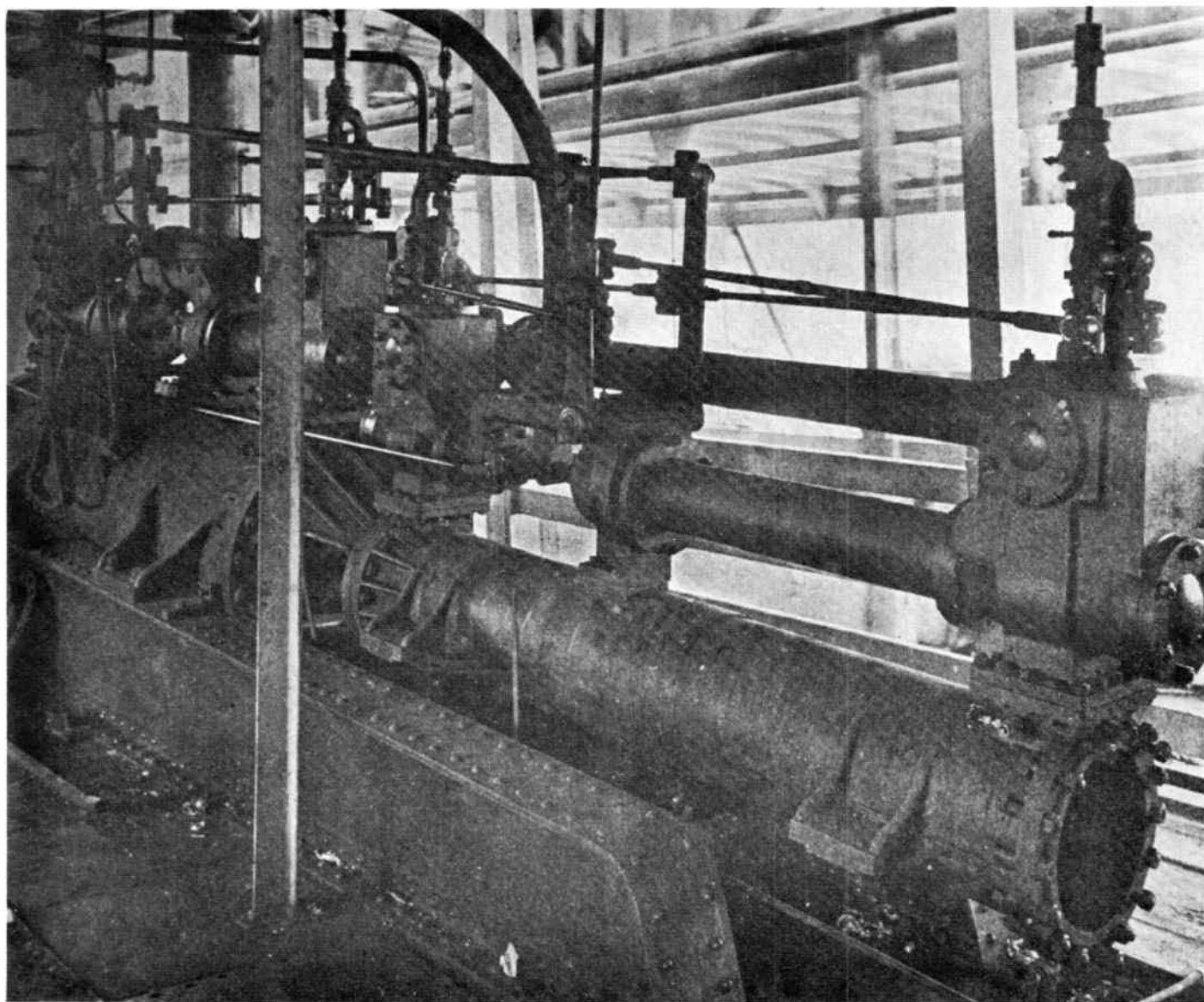
Sightseers at Little Rock were welcomed aboard, and an estimated 2,000 persons availed themselves of this singular opportunity. Some 600 bales of cotton were loaded during the boat's two-hour stay, as well as other freight. The Memphis & Arkansas River Packet Co. that week appointed a full-time business agent at Little Rock, F. J. Darragh.

The S. S. BROWN dropped back down to Pine Bluff and loaded aboard 1,400 more bales. This sounds like a triumphal voyage. Rees V. Downs, who was present for the occasion, said later that the real purpose of the trip was to show off the new boat to the homefolks. The Nowlands lived at Pine Bluff. On the downbound voyage below Pine Bluff the pilots were taxed to manage so big a boat, especially in the corkscrew bends, like White Bluff and Brodie Bend. The river at these places turned in tight arcs. A great deal of



S. S. BROWN at Pittsburgh

This was taken in the Monongahela River at the foot of Market Street with the Wabash RR bridge in the background. She has steam up and is being readied for departure for Memphis. This view came to us from the collection of Capt. Sam G. Smith who operated the Marine Photo Co. at St. Louis. Apparently it is the only one of the BROWN he had; all of the others shown in this issue have been located since. A ladder is still up on the port smokestack.



The port tandem compound engine of the S. S. BROWN partially erected. The high pressure cylinder, on the forward end, is at the right; the low pressure one at the left. Steam from the boilers is admitted to the h.p. cylinder, and is exhausted into the l.p. cylinder from whence it is drawn out by vacuum into the condenser. Note that the lugs on the h.p. cylinder are not bolted down; oftentimes it was left hanging free.

damage was done to the shrubbery along the shores at the expense of the boat's elaborately ornamented superstructure. The BROWN got to Memphis on May 8 looking like a refugee from a butcher's meat grinder. The Arkansas River trip had been a P. T. Barnum spectacle for the natives, and it was not again repeated.

Mention of Capt. Rees V. Dwons in the prior paragraph points up the clannish relationships deep-rooted amongst these Memphis packet operators. At the time Rees was born his father, Capt. Madison (Matt) Downs, was pilot on the HATTIE NOWLAND and Capt. James H. Rees was master. So this young man was named Rees and the V. stood for Vernon, his mother's family name. The packet EUGENE was named for two persons; for Eugene Nowland, son of Capt. and Mrs. E. W. B. Nowland, and for Eugene H. Downs, younger brother of Rees V. Downs. Eugene Nowland did not follow the river as did his brother Ed, Jr.; he studied in Europe and became an accomplished violinist. Capt. Rees Lee was named also for Capt. James H. Rees, of which more later. The steamer BAYLESS LEE, which became the DELTA, was named for the family of

Mrs. James Lee, Sr. who was a Bayless. Capt. Matt Downs and his son Rees both were master-pilots on Nowland steamboats up the Arkansas, and son Rees later became the master of the Rees family operated KATE ADAMS and then general manager of that boat's operations.

Capt. E. W. B. Nowland's Arkansas River Packet Co. collapsed almost overnight. Without much doubt the national financial panic and resultant business recession of 1907 was a contributing factor. The outcome, had not the indebtedness of the S. S. BROWN dragged him down, might have ended in a much more pleasant story for Ed Nowland. His packet company had survived thirty years of good-&-bad, but in May, 1908 the firm was placed in the hands of the receiver. The S. S. BROWN was advertised for sale in The Waterways Journal. There were no takers.

In July, 1908, the BROWN was brought from retirement to run a special excursion, under charter, from an Ohio River port (Paducah, we think) to New Orleans. Capt. Charles Nichols was one of



CABIN OF THE S. S. BROWN

(See picture on opposite page)

Capt. Sam G. Smith presented this picture to your editor a long time ago. It was made at Vicksburg on the occasion of the first arrival of the new boat at that port.

Cap'n Sam did not know all of the persons, but he did identify positively the three gentlemen standing at the foot of the table. Standing at the left is Capt. Ed Nowland, Jr. In the center stands the steward whom Sam remembered was a Mr. Roofener. At the right stands Capt. Marion Ryan--and Sam says he was aboard as "guest" captain.

It would be interesting if some S&D member looking at this scene could identify one or more of the six ladies seated at the table. Or if anyone recognizes the young man in military uniform seated with them.

The photographer took this picture looking toward the front of the cabin. Please note that the light fixtures are electrical without the customary (for that period) auxiliary oil lamps.

Capt. Marion Ryan was about 57 when this picture was taken, native of Tobinsport, Ind. and he had spent most of his boating career with the packet operations on the Ohio River between Louisville, Evansville and Henderson. When the Lee Line bought the CITY OF OWENSBORO and took her south to become the CITY OF OSCEOLA it was Capt. Ryan who delivered her to Memphis.

He came out as the first master of the new MORNING STAR when she was built at Jeffersonville in 1901. Our conjecture is, although maybe a wild guess, that he was aboard the STAR when she was chartered to the Nowlands after the DELTA burned and during the building of the S. S. BROWN.

Bert Fern knows for a fact that Capt. Francis Marion Ryan (his full name) and wife are buried in the cemetery at Cloverport, Ky. near the monument of Capt. J. M. White. Inscribed on the headstone: CAPT. F. M. RYAN, 1854-1911 and MARY L. RYAN, his wife, 1858-1924. Mary Ryan was a Cloverport girl.

When the Lee Line bought the BROWN and renamed her REES LEE they made no material alterations to the cabin interior. So any of our old-timers who round tripped between Memphis and St. Louis on the REES LEE may recognize this scene.

This cabin was completely removed, and a dancefloor laid in its place, when the REES LEE became the excursion boat MAJESTIC.

her pilots and Frank W. Martin was steward. Mr. Martin in some manner had an accident on the New Orleans levee, struck his head, and died. That fall the BROWN pinch-hit in the Memphis-Arkansas City trade for several weeks while the KATE ADAMS was having boiler repairs. And that was the last running she did.

The abandonment of the Memphis-Vicksburg trade was of special concern to the Lee Line, which had through service to St. Louis and Cincinnati, and much reshipping for Mississippi River points south of Memphis. Early in 1909 the Lee Line entered their GEORGIA LEE in this Memphis-Vicksburg run, Capt. Ed Nowland, Jr., master, and William J. (Billy) Keith, purser. The merchants of Little Rock, gravely concerned since the failure of Captain Nowland's boats, organized through its business men the Little Rock Packet Co. and bought two packets, the GRAND and the RAPIDS, to run Little Rock-Memphis.

Evidence of health in Memphis packet operations at this period is plentiful despite the failure of the elder Captain Nowland. The owners of the KATE ADAMS contracted with the American Bridge Co. for a new all-steel wharfboat, constructed of 1909, with a book value of \$40,000, to become their Memphis terminal. This hull was 220 by 48 feet with a cement and asphalt deck, steel sides, framing and roof. The towboat MONITOR delivered it.

After lengthy negotiations during 1909 the Lee Line bought the S. S. BROWN, in an arrangement undisclosed, renamed her REES LEE, and entered her in the Memphis-St. Louis trade. The trade to Vicksburg was continued by various of their boats, principally the SADIE LEE and PETERS LEE, until the latter sank at Lake Providence while backing away from the landing (she hit a barge) in August, 1913. She went down over the hurricane roof. At that time Capt. William (Billy) Stapleton was her master; Al Pritchard and Mose Smith, pilots, and "Billy" Keith, purser. The Lee Line bought the CITY ST. JOSEPH as a replacement.

Apparently the REES LEE (ex-S. S. BROWN) was a successful venture for the Lee Line. Probably the only serious trouble she got into was breaking her paddlewheel shaft at Hickman, Ky. in the summer of 1911, after which she was towed by the WASH HONSHELL to Cairo for a new one. The Lee Line passenger folders applauded her as the all-steel hull, fireproof, elegant flagship of the line.

And here is where the writer gets into the picture, briefly, standing on the guard of the JOE FOWLER downbound from St. Paul to Cairo and then to Louisville. At about 10:30 a.m. on June 21, 1914 we met the REES LEE upbound Memphis to St. Louis, and this was somewhere below Cape Girardeau. Steward Billy Sampson of the JOE FOWLER, who liked to talk about steamboats and who collected photographs of them, impressed upon me the noteworthy event we were witnessing, a modern steel hull packet built at PITTSBURGH, PA. where I came from, by the REES FAMILY who I undoubtedly knew (I didn't) and first named S. S. BROWN for a PITTSBURGH MAN. Well, watching that big white boat go by was quite a sight, I'll grant; these 50-odd years later I retain a clear mental vision of the scene, complete with Billy Sampson's sound track.

That was the only time I ever saw the boat, but later on I listened to a great deal from Capt. D. W. Wisherd who went in cahoots with Capt. Peters Lee (one of that same Memphis clan) in 1915. These two converted the REES LEE into a super-duper excursion boat renamed MAJESTIC, with sublime disregard to the hoodoo "M" name they gave her (all the more astonishing inasmuch as Captain Wisherd had lost by sinking a prior MAJESTIC just the year before), and, for that matter, Capt. Peters Lee owned a Memphis hotel--right you are--named Majestic. Parenthetically, the letter "M" is the 13th in the alphabet, and much was made of bad luck associated with it in naming steamboats.

Once I asked Captain Wisherd if he had met, or knew Capt. Ed Nowland, Jr. and what he was like? "Ever play tiddlywinks?" he smiled. "Yes, I knew Ed, in fact had him captain on the MAJESTIC for a time, up at Kansas City--we spent a season there--and I had him captain on the G. W. HILL later. Ed Nowland--the younger--never stayed put very long a time. He had the SHILOH chartered from the St. Louis & Tennessee Packet Co. and lost her and most of the freight, too, at Memphis in 1913. He was captain on the J. H. MENGE, did you know that? That was in 1915, and he ran her in the Memphis and Vicksburg trade where he had the S. S. BROWN. Then he was with the company who ran the STEEL CITY in the baking powder trade from La Salle and East St. Louis to New Orleans; I think Capt. Sam Smith engineered that. Then he was with Streckfus a while, captain on the SAINT PAUL--he'd just been there when I got him for the

MAJESTIC to run excursions out of Kansas City in 1919. Rees Downs resigned as manager of the Federal Barge Lines and Ed Nowland took his place and stayed with it a couple of years. Next I heard he had resigned and was taking the H. D. MUNSON down from St. Louis to New Orleans, she'd been sold to Mexico; then he was over on Warrior and Tombigbee rivers as captain on the A. M. SCOTT, and that brings him up to 1923 when I got him on the G. W. HILL. Ed was a likeable person but he was a tiddlywink; nobody could snap him into the cup."

Recently we visited in Pine Bluff, Ark. and were informed that Ed, Jr. married, a son was born, and some years later Ed Jr. became mentally deranged. Fortunately his wife was able to procure an annulment. She remarried and at last reports lives in Texas. Since the time of his affliction she has provided the means for his care. Ed Jr.'s father, Capt. E. W. B. Nowland, died in Memphis in April, 1927, at which time the Arkansas River was experiencing what now is referred to as "the great flood," a catastrophe which racked up \$43-million in property damage and caused the drowning or starvation of 50,000 farm animals.

The S. S. BROWN as an excursion boat called MAJESTIC was well known at New Orleans, Peoria,

Kansas City and at most towns between. At one time Capt. Walter Wisherd had installed a miniature scenic railroad and a merry-go-round on the main deck as a lure for the kids on matinee excursions. She burned on the Illinois River while undergoing renovation for the upcoming season in May, 1922.

Her machinery was salvaged and in 1929 was placed on the towboat WALTER A. WINDSOR--the same engines which Rees had built for the S. S. BROWN. River buffs will better remember this towboat as the ROBERT F. BRANDT, and her picture appeared on the back cover of our Dec. '71 issue.

Capt. G. Peters Lee acquired sole rights to the MAJESTIC hull and made a cargo barge of it. In 1931 he leased it to George H. Partin of Memphis, who loaded aboard a cargo of baled cotton which was towed to New Orleans by the towboat ROBERT GORDON. It sank with this cotton aboard in the New Orleans harbor on Wednesday, Dec. 16, 1931.

I returned, and saw under the Sun,
that the race is not to the swift,
nor the battle to the strong, neither
yet bread to the wise, nor yet riches
to men of understanding, nor yet favor
to men of skills; but time and chance
happeneth to them all.



LAID UP UNDER THE HILL

The original of this picture was broken in two when we got it. We patched it as best we could. No identification was provided. Obviously it was taken from a bridge, so the location has to be Memphis. So here is the S. S. BROWN sleeping at shore, a blithe white elephant.

The Richardson Printing Corp., Marietta, which prints S&D REFLECTOR, has made its first stock offering to the public. Capital Securities, Dayton, O. is handling the offer of \$495,000 to investors. Robert E. Richardson is president of the firm. The directors include R. Neil Christy of Marietta Concrete Corp.; Dr. Kenneth E. Bennett of Colonial Enterprises; Josephus T. Thomas, practicing attorney; Robert D. Broughton of Broughton Foods Co.; Andrew B. Einspanier of the Diem & Wing Paper Co., Cincinnati, and Dean W. Russell who has been with the Richardson firm for 25 years.

Sirs: Regarding your article on page 60, Dec. '71 issue concerning the Coast Guard's 'about--face' with respect to the DELTA QUEEN:

In my opinion the entire American Merchant Marine, not the DQ alone, is in imminent danger of dissolution and the Coast Guard must share in the blame for this national tragedy. The fact is that to build a vessel to the present-day standards is so expensive that we can no longer compete with the rest of the world.

An example: A simple light fixture, approved by the Underwriters' Laboratories after thorough testing, sells for about \$7 downtown. That same light fixture bearing the CG imprimatur costs a shipbuilder \$26. Pipes that carry high pressure steam on locomotives will not be permitted to serve at sea. Wiring that serves at the powerhouse will not do on a boat. Almost every article for use on a boat or a ship, however trifling it may be, costs two, three, even ten times as much as it should.

Then there is the CG's obsession with non-combustible materials. They are right. Steel will not burn at ordinary temperatures and wood will. Their error is in assuming that structural failure and combustibility are synonymous. Not so. A wood frame will last much longer in a fire than an unprotected steel frame. The prime example proving this is the McCormack Center fire in Chicago, where a non-combustible building was exposed to fire and collapsed before the fire department could make an effective fight. A steel ship would do the same.

Pointing with pride to an exemplary safety record compiled by river steamboats has no effect on the laws that the CG is sworn to uphold and that it promulgates in the honest belief that they are for the common good. No, the momentary panic in our legislative halls caused by 'disasters' at sea like the YARMOUTH CASTLE fire has a far greater effect than the record. How ironic, too, that each month we kill and maim more people on our highways than have suffered in maritime accidents on the rivers since 1900, yet the protests of the Ralph Naders among us are over-

whelmed by the fact that nearly every voter drives a car and will not willingly learn how to do it.

Every day each of us takes chances that would frighten Daniel Boone out of his wits. Staying home is no haven, either, with a 707 apt to fall out of the sky due to a demented skyjacker.

Surely the risk of sleeping on the DQ is no greater than crossing the street to mail this letter. Yet she may be chloroformed because of the pitifully small chance of an accident.

Alan L. Bates,
944 Logan St.,
Louisville, Ky. 40204

Sirs: Regarding your article on page 60, Dec. '71 issue concerning the Coast Guard's about-face with respect to the DELTA QUEEN:

There were no terms or conditions attached to the DQ's three-year exemption. We voluntarily offered to perform certain improvements in our letter of Nov. 25, 1970 to Congressman McCulloch. This offer was a substantial cut-down from a rather lengthy list of improvements which we offered to make if the bill for permanently exempting the DQ had been passed a month or so earlier.

We did all of the improvements we offered in the McCulloch letter, and more. This past winter we even went further so, with the exception of a bow thruster, we have performed part or all of the safety improvements we offered had we received a permanent exemption.

William Muster, president,
Greene Line Steamers, Inc.,
6900 Santa Monica Blvd.,
Los Angeles, Calif. 90038



This rather unusual view was taken at Boude's Ferry, O. looking across the Ohio River to Augusta, Ky. on July 1, 1946, and the photographer was Karl W. Smith, now living at 8090 Kellogg Ave., Cincinnati 45230. The AUGUSTA is moored at the foot of the grade sort of playing landing boat for the operation of the O'NEILL approaching at the right. The AUGUSTA was built on the grade across the river at Augusta in 1923 on a wood hull 64.7 by 32, and she wound up her days almost where she was born, beached out and dismantled at Augusta in the summer of 1950. Capt. Kline O'Neill was operating the ferry service those days. You still can cross in 1972, the service being continued by Robert O'Neill who runs the diesel drive-on MISTER HANES. When Kline O'Neill built the AUGUSTA he used the 9" by 3 ft. stroke engines originally on the PIONEER CITY (later renamed CENTRAL CITY) built in 1891. The O'NEILL originally was named ROSEMARY when built at the Marietta Mfg. Co., Pt. Pleasant, W. Va. on a steel hull 64.9 by 27 in 1939. Capt. Paul F. Thomas ran her at 26th St., Huntington as the ROSEMARY, and she was sold to Kline O'Neill in 1944 and renamed O'NEILL. Soon after this picture was taken she was rebuilt and converted to diesel (Cummins 130 hp.) and eventually was dismantled in 1954. A good many years ago the wharfboat at Augusta was run by John O'Neill. A number of prominent rivermen came from Augusta, among them Capt. Louis (Lou) E. Bradford noted for his straw hat summer and winter, white starched shirt and diamond stick pin. Capt. Art Shriver lived there, and also Capt. Russell F. Riley. There was a lower landing at Augusta called McKibbens for the family of Hugh McKibben who migrated to Sewickley, Pa. later on and successfully developed family real estate at Baden, Pa. called "Virginia Terrace."

And, while we're at it, add the PASTIME (right) to the "built for fun" contingent. She was built at Pittsburgh in 1900 on a wood hull 58 by 9 for Charles G. Rogers of Esplin (Allegheny County) Pa. He sold her for \$2,100 on May 16, 1902 to Harry M. Rogers, Allegheny, Pa. These gentlemen used her for fun. In the winter 1902-1903 sold to John E. Leonard of Brownsville, Pa. and within months he sold her to W. N. Acklin, West Brownsville. In August, 1905 sold to Samuel Y. Anderson, Sewickley, Pa.

Well, Sam Anderson took out picnic trips and with a small flat (see picture) he gathered up garden produce from Neville Island and delivered it in Pittsburgh. The picture was taken at Sewickley at that time, foot of Ferry Street looking across at Stoops Ferry.

Editors like to enlarge on hometown doings. One year prior to getting the PASTIME, Sam Anderson was associated with another boat venture at Sewickley. He and Chris and Ed Becker, and also H. B. Parker of Bellevue, Pa. bought an old ferryboat, the PORTSMOUTH, and ran excursions at Sewickley with her. None of these gentlemen had a steam license, so they hired Capt. Joe Briggs. Everybody had a fine time, and occasionally they ferried over to Stoops Ferry. Capt. John C. Anderson took a turn at the wheel, then 76, veteran of the early "side-wheel line" in the Pittsburgh-Cincinnati trade, and a 49'er to California via the Missouri River aboard the CONSIGNEE. Capt. John was a cousin of Buffalo Bill Cody, wore his hair same way, and Julia Cody Goodman, Buffalo Bill's sister, came to Sewickley (she then was 82) to visit Capt. John in the fall of 1925. She had never met him before. Capt. John died in 1928, well over 100, so we remember him vividly, and so does Bob McCann.

The PORTSMOUTH got to Sewickley by a peculiar route. She was a regular ferryboat at Portsmouth, O. from the time she was built, 1895, until replaced by the CHESAPEAKE in 1904. Then she was sold and started up the river towing Newman's Water Circus, but hit a rock and sank. The circus people got the KATIE Mc to take their outfit back down the river, and then's when Sam Anderson and the others got the PORTSMOUTH. They didn't keep her long. She was the only steam ferryboat Sewickley ever had.

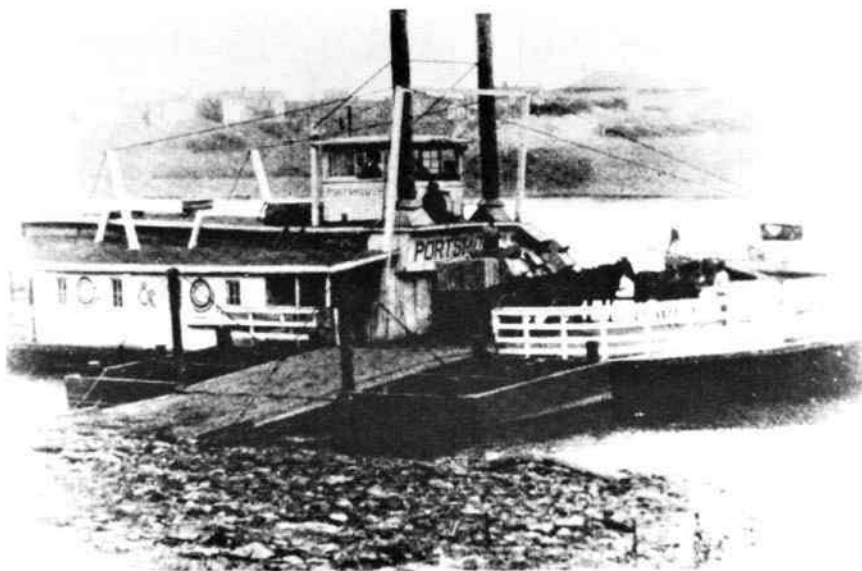
But back to the PASTIME. Sam Anderson and the others acquired her in August, 1905, and sold her two months later. So not much doubt about the date, and almost the month, when the accompanying picture was taken.

Charles Nelson and John M. Hess of Pittsburgh owned her about three months and then she was sold to Dwight Thompson, Pittsburgh. In October, 1907 she was sold to Fred A. Heperline, Beaver County, Pa. who formed the Ambridge Transportation Co. This was a deal in which the Ambridge "Citizen" was



PASTIME

This single-deck pleasure boat was owned for a time by a group from Sewickley, Pa. (see text). The name PASTIME may recall to a few old-timers an excursion barge (non-propelled) which was operated on Green River (1897-1905) of that same name, and also one named PLEASURE, both owned and run by the Marsden Company, Spottsville, Ky.



PORTSMOUTH

This ferry, plainly marked C & O, operated between Portsmouth, O. and South Portsmouth, Ky. on the Ohio River connecting with C&O trains. She served briefly at Sewickley.

delivered across to Woodlawn, Pa. customers, and passengers ferried. This flopped, and in July, 1908, Jerry Gumbert bought her and formed the Return Towing Co. About a year later he sold her to Jesse Klinefelter, Sharpsburg, Pa. Then in March, 1910 she went to John J. Lemley, Point Marion, Pa.

Lemley put too much coal on her head at a tipple 3/4 miles above Lock 5, Monon River, and she sank, this on Sept. 5, 1910. Then, at 3 a.m., Nov. 6, 1910 Lemley had her moored for the night at a small coal mine, 1/2 mile above Lock 12, Monon River, where she caught fire, burned and sank.

This would end the matter, save

that your scribe was rowing around in a skiff at the above described location in June, 1917 and also in the boat was Capt. J. Orville Noll. We were skylarking around while the VALLEY GEM was getting coal. Capt. Orville looked down, saw the PASTIME wreck, and hooked up an engineroom bell with a spike pole.

That was the first and last time we ever saw the PASTIME, thanks to the crystal clear Monongahela River water in the Morgantown-Fairmont reach in 1917. Not long ago John W. Garden says he stood on the bridge at Fairmont and saw the rocks on the river's bottom--so the Monon tries hard.

LITTLE KANAWHA RIVER, WEST VIRGINIA

(The elevations and distances are those at the foot of the shoal, as the survey was made while ascending the river.)

Remarks by the Editor 1972	Miles from Parkersburg	Name	Fall, in feet	Length, in feet	Remarks by E. J. Carpenter 1874
<p>The accompanying upstream description of the Little Kanawha River from Burning Springs to Bulltown was made in the fall of 1874 by E. J. Carpenter. He acknowledges copious use of an earlier survey made in 1838, and so we infer that the names of the shoals, creeks, etc. were established by 1838. Locks 1, 2, 3 and 4 were operative in the fall of 1874 when Mr. Carpenter examined the upper portion of the stream. In fact, Lock 4 had just been completed.</p> <p>We are left to wonder what circumstance brought on the urgency to consider the extension of dams to this place called Bulltown in 1874. There is no such place today. Burnsville is not mentioned at all, the town presently at Mile 122.5, and considered (1935) by the U.S. Engineers as "the head of open river navigation." Bulltown apparently was some 8 miles above present Burnsville.</p> <p>The original four locks and dams were bought by the U.S. Engineers about 1898. Meanwhile the Engineers had built No. 5 at Burning Springs, opened in 1891, extending slackwater to cover the shoals at West Fork Ripple. Mr. Carpenter makes no mention of any settlement at West Fork in 1874, although he does note "the old Depew Dam" below there, no longer in existence, but indicating, we would think, an old-time settlement of some type. Creston, W. Va. did not exist in 1874, and was created when slackwater came to West Fork.</p> <p>"The worst place on the river" in 1874 was at Muscle Shoals, between Grantsville and Glenville. The Congress appropriated \$18,000 in 1878 to fix this place and to generally improve the upper portion. Within two years, and under the direction of U.S. engineer W. E. Strong, several thousands of snags between Glenville and West Fork were removed. Many large rocks were dynamited. At least eight stone wing dams were built, the longest (500 ft.) at Big Root Shoals 10 miles below Grantsville.</p>	0.0	Parkersburg			
	3.5	Shacktown			
	3.5	Lock No. 1	15.7		
	14.0	Leachtown			
		Lock No. 2	10.1		
	17.0	Hughes River			
	22.0	Well's Ripple			
		Lock No. 3	11.8		
	26.3	Elizabeth			
	32.0	Palestine			
		Lock No. 4	12.0		
	38.5	Burning Springs			
44.0	Buffington Shoals	3.9	2,020		Head, slack-water navigation. This fall includes Cow Ripple and Island Run Shoals.
45.0	Cow Ripple				A large rock bar on north side of river.
47.5	West Fork Ripple	4.1			Ripple just below the mouth of West Fork. It is the worst place below Muscle Shoals; very shoal and swift at the site of the old Depew Dam, where there is solid rock-bottom.
50.5	Flat or Two-Run Ripple	5.7	10,560		Very shallow; river wide and bottom flat; gravel and boulders.
52.7	Beaver Rocks				Extend with the river about 60 feet, and rise 9 feet above low water; they cover an area of 35 by 40 feet and are very dangerous to the rafts and flat-boats.
53.7	Nailor Bend	1.4	900		Swift current and shoal water; in the bend is Nailor Rock, 50 feet from the right bank and 6 feet above low water.
56.0	Mouth of Lower Leading Creek	3.3	900		Remains of an island in the river; gravel and sand bar on the right bank grown over with brush.
61.0	Deveise Ripple	2.5	2,400		River wide and shallow; sand and gravel bottom; large sand bar on the left at head.
62.5	Down's Ripple	1.0	600		Gravel and sand bottom, with large flat rocks.
63.5	Mouth of Anna Maria Creek	2.5	750		Remains of an old dam near the right bank; coarse gravel bottom.
66.5	Stocking Run	1.8	450		A large gravel-bar on the left; making a narrow channel and swift current.
68.5	Big Root Shoals	3.1	1,350		River 200 feet wide; bottom flat; rock bottom on right at foot; large rocks on bank at foot.

Most of the "boulders" used in building these low wing dams were taken right out of the river. In the bends and narrow channels a great number of overhanging trees were cut down. All such improvement was made expressly to improve the channel for "rafts and push boats."

The U.S. Engineers discontinued improvements and channel maintenance above Grantsville about 1888 but continued to recognize the upper stretch, at least to Glenville, as a navigable waterway, which it was in fact. No mention is made in U.S. Engineer reports of powered boats going above Creston until the sternwheel gasoline boats YUKON, CLIPPER and CALHOUN were listed in 1899, "being a new line of transportation" between Creston and Grantsville.

It is pertinent to notice that various "mill dams" had been constructed on the Little Kanawha prior to Mr. Carpenter's report of 1874, and by that date, all of them were in ruin save one, Hardman's mill dam at Glenville. From fragmentary evidence most of these, probably all, were from the one at West Fork Ripple (now Creston) upstream to Glenville. The U.S. Engineers report of 1880 records the removal of an old mill-dam at Little Ugly Shoals, 49 miles from the mouth of the river. Also mention is made that "timber chutes provided with suitable gates (have been) built in private mill-dams to pass rafts through, which, otherwise, would be held in the pool above." We infer this refers to the dam at Glenville. The 1887 report refers to "Holt's Mill Dam" at Glenville, which had suffered damage and deterioration, and was partially restored by the U.S. Engineers. "The chute was found badly out of repair... All old timber in bad condition was taken out and replaced by new, and all repairs nearly completed, when a rise in the river put a stop to the work..." Apparently this was the last U.S. money spent on the Glenville mill dam. It must have washed out prior to 1894 when a comprehensive report by Major D. W. Lockwood made no mention of it.

In his 1874 report, E. J. Carpenter refers to a survey of the Little Kanawha made in 1838 made appropriately by an engineer of the Virginia board of public works, Mr. C. Crozet. In 1915 the U.S. Engineers bought the towboat R. J. ARMSTRONG and renamed it CROZET, employing it in the construction of upper Ohio River locks and dams, among them

73.5	Beall's Ripple	6.7	1,500	This fall includes Heardman's Ripple.
75.0	Heardman's Ripple			
76.0	Mouth of Pine Creek	1.0	22	Channel very crooked; large gravel-bar on left at foot.
77.3	Mouth of Leaf-Bank Run	1.0	300	A large gravel-bar on the right at foot; channel very crooked.
		5.0	4,300	Half a dozen small ripples from Leaf Bank to Grantsville and shoal all along.
78.0	Grantsville	1.8	250	
79.0	Bull River Shoals	1.0	210	River 240 feet wide; gravel-bar on right.
80.0	Hoffman's Ripple	2.1	2,175	Gravel bar 6 feet high on the right covered with trees and brush; rocks on the left near foot 9 feet high; channel 70 feet wide; stumps and snags at foot.
83.0	Steer-Creek Ripple	2.4	600	Channel full of large boulders; wide and shallow.
85.0	Rice's Ripple	0.9	600	
86.0	Acre Island	1.4	1,020	Island covered with trees and brush; gravel bar 4 feet high at head; two large rocks on left bank of river; one 5 feet and the other 12 feet high; high-water channel 75 feet wide.
87.0	Laurel Shoals, mouth of Laurel Creek	3.2	1,350	River divided into two channels by an island, covered with trees and bushes; channel on left; gravel-bar 4 feet high at head.
89.0	Muscle Shoals	4.5	2,280	A small island at foot of the shoals and one at the head; low gravel-bar on left, at head of ripple; the channel is narrow and very crooked; current swift. This is considered the worst place on the river.
90.0	Buck Shoals	0.8	150	Very narrow channel, gravel-bar at head 3 feet high.
92.0	Tanner's Fork	0.3	150	Sand-bar above ripple; pile of snags on right.
	Shanty Run	1.4	210	Narrow, crooked channel.
	Fishpot Shoals	1.3	200	Small island 6 feet high at head of shoal on left.
93.0	Mill-Seat Ripple	0.2	510	River wide and very shallow; pile of snags extending two-thirds across the river.
96.0	Cedar Creek	0.4	240	River 216 feet wide from bank to bank; sand and gravel bottom.
98.5	Third Run Shoals	1.4	725	Channel 80 feet wide at foot of shoals, and very crooked, making a sharp turn to the left; gravel-bar 5 feet high, at head.
99.3	Stinking Creek			
101.0	Leading Creek	2.0	2,280	Channel very crooked; trees touch across river; sand and light gravel bottom; quick-sands at mouth of creek.
101.5	Red Oar Bar	2.0		Steep rock bank and rock bar on right; bar 4 feet high.
103.0	Glenville	7.3		Hardman's mill-dam has a lift of 5.7 feet when full; at time of survey, 4.2 feet.

No's. 21 and 27. We would be interested to know if this name CROZET honored the early Virginia engineer.

In 1874 Mr. E. J. Carpenter was assistant engineer in the U.S. Engineer Office, Cincinnati. We have no other information about the gentleman. An "informal" report would have made good reading we think, with Mr. Carpenter in a relaxed mood. He might have expanded about how it went up there in the wilderness of a narrow, crooked stream; of the people he encountered, their habits and customs; the wildlife, perhaps, where the cry of a painter was not uncommon, and where elk had roamed, and amongst those rocks must have dwelled some uncommonly large rattlers and a liberal number of copperheads. His account does not mention just how he and his party proceeded upstream to make the survey--our guess is a push boat of some type, poled through the natural pools, and dragged up through the ripples. Mr. Carpenter always spells the word so: "ripple," never "riffle" in his accounts; he usually spells "Parkersburgh" with the "h" tacked on, and his big rocks are "boulders."

We commend to our readers his report of December 31, 1874 as a lively account of what the Little Kanawha valley looked like about 100 years ago--even though he does not talk about painters, panthers, or what have you.

REPORT OF A SURVEY OF THE LITTLE KANAWHA
RIVER MADE IN FALL OF 1874
by E. J. Carpenter
Assistant U.S. Engineer,
Cincinnati Office.

COLONEL: I have the honor to submit the following report of the survey of the Little Kanawha River, from Bulltown to Parkersburgh, assigned to me by your orders August 21, 1874.

A survey of the river was made in 1838 by Mr. C. Crozet, then engineer of the Virginia board of public works. I have succeeded in getting a tracing of the map made from this survey, and a copy of it accompanies this report. As the Little Kanawha Navigation Company had run a line from Parkersburgh to Nettle Run, I proceeded to the latter point and continued it to Bulltown.

The annexed table of shoals, elevations, &c., and the accompanying profile of the river, are from these notes. The distances are in part from Mr. Crozet's map.

The Little Kanawha River is formed by the confluence of what are called the Right and Left Forks of the Little Kanawha, in the eastern part of Braxton County, West Virginia. Its headwaters are very near those of Buckhannon River and of West Fork, both of which are tributaries of the

105.5	Stewart's Creek	0.4	135	
106.0	Hay's Bar	0.8	450	
107.0	Mud Lick Run	2.8	750	
110.5	Sand Fork Ripple	1.4	1,050	
	Second ripple above Sand Fork	1.5	1,050	Solid rock bottom full width of the river; two rock bars.
	Stout's Ripple	1.8	120	
112.7	Dusk Camp Run	5.6	2,100	Large gravel-bar on left, at foot, covered with brush; gravel-bar on left, at head; river makes a sharp turn to the right; bottom, coarse gravel.
113.7	Stout's Mill	0.1		
	Holt's Ripple	2.8	900	
	First ripple above Copen Run			
	Second ripple above Copen Run	2.2	1,350	
118.5	Hyer's Run	3.5	450	River, at low water, 20 feet wide.
119.5	Buffalo Shoals	5.9	2,220	River 225 feet wide; long island, 4 feet high, covered with brush; gravel-bar 3 feet high, on right, at foot.
121.5	Oil Creek	0.0		
122.0	Lumberport	1.2		Between Lumberport and Cutlip's mill are six ripples, with an aggregate fall of 4.1 feet.
124.0	Cutlip's Mill	4.7	600	
127.0	Bennet's Run	1.1	300	From Bennet's Run to Bulltown are thirteen ripples, with an aggregate fall of 7.6 feet.
130.7	Bulltown			

Monongahela, and also near those of Elk River, an important branch of the Great Kanawha.

Its general course is northwest, through Braxton, Gilmer, Calhoun, Wirt and Wood Counties, to the Ohio River at Parkersburgh. In the western part of Gilmer County it runs south of west for about twelve miles. The river is very crooked and full of sharp turns, especially in Calhoun and Wirt Counties, where, in a direct distance of twenty-four miles, the river makes fifty-three.

With its tributaries, the Little Kanawha drains Wood, Wirt, Ritchie, and Gilmer Counties, the greater part of Calhoun, Roane, and Braxton, and portions of Lewis, Upshur, and Doddridge, an area of about three thousand two hundred square miles.

The country through which the river runs is extremely rough, with hills the entire length of it.

Above Burning Springs the river-bottoms are seldom more than a few hundred feet in width, and the country is very thinly settled. Below this point, in Wood County, the bottom-lands are somewhat wider, and the country is as thickly settled as any other part of the State, Parkersburgh, with a population of 5,546 in 1870, being in size the second city in the State.

Elizabeth and Burning Springs, in Wirt County; Grantsville, in Calhoun; Glenville, in Gilmer; and Lumberport, in Braxton, are the only towns on the river. They have from one to two hundred inhabitants each, and serve as distributing-points for supplies to the surrounding country, most of



A fleet of "gasboats" upbound on the Little Kanawha River in West Virginia. They are climbing up over Big Root Shoals, Mile 68.5, between Creston and Grantsville. One of the first improvements above slackwater was placed here, a wing dam of rock 500 feet in length, although no symptom of it is visible here. In 1878 the U.S. Engineers built eight such wing dams and one cross dam between Creston and Glenville. Here is the list: West Fork Shoal (Creston), Mile 47.5, 300 ft. long; Lower Leading Creek, Mile 56.0, 485 ft. long; Big Root Shoals, Mile 68.5, 500 ft. long; Leaf Bank Run, Mile 77.3, a cross-dam entirely closing off the left hand chute; Grantsville, Mile 78.0, where an existing dike was lengthened 75 ft.; Steer Creek Shoal, Mile 83.0, 250 ft. long; Acre Island, Mile 86.0, 220 ft. long; Laurel Shoal, Mile 87.0, 175 ft. long; and Middle Run Bar, location undetermined, 100 ft. long. We ran this same picture in the Dec. '70 issue, surmising it was taken between 1915-1920, and so far have had no reason to alter this estimate. So the original wing dam at Big Root Shoals in 40 years may have washed away. We have no idea whether any of these ancient dams still exist now that almost a century has elapsed since their construction; but chances are there is nothing much left, if anything at all. The names of the five boats in the picture have not been identified. We are grateful to G. W. (Jerry) Sutphin not only for this photograph, but for stat copies of the early U.S. Engineer Reports from which we have extracted most all of the information presented with this story.

them having several stores. Elizabeth, Grantsville, and Glenville are county-seats.

This part of West Virginia is covered with a fine growth of poplar, oak, ash, walnut, and chestnut timber, except along the river and its large tributaries, where it has been cut away as far up as Lumberport. At present there is a very extensive trade in barrel-staves from Elizabeth to Glenville. In the vicinity of Burning Springs alone there were about five million staves collected awaiting the completion of the locks below for shipment to Parkersburgh, and thence to Aurora, Ind.

It is said, however, that the trade in staves is rapidly diminishing, as the kind of timber required (perfectly clear, straight-grained oak) is becoming scarce on the river and on the large creeks.

Very little lumber is manufactured for exportation, except at Elizabeth, twenty-six miles from Parkersburgh, and at Lumberport, one hundred and twenty-two miles. At the latter place Messrs. Byrnes Brothers & Hoffman have very large saw-mills, and cut annually about two million feet of various kinds. This lumber is shipped to Parkersburgh, being floated down in flat-boats. Besides lumber and staves, the exports of this part of the State amount to very little. Grain is raised, but only in quantities sufficient for home consumption and as the country is so rough, it will probably never produce more than can be disposed of by the people themselves.

At some points there is good grazing-land, and the production of wool and cattle is generally about equal to the demand for them.

At Bulltown there were quite extensive salt works, but no salt has been produced for four or five years. Coal is found in the hills all along the river from Burning Springs up, but, except between Glenville and Lumberport, the seams are only from 12 to 20 inches in thickness and do not furnish a very good quality of coal.

At Burning Springs several banks of the 20-inch seam are worked, but only the high price received for the coal, eighteen cents per bushel at the bank, justifies working a seam of this thickness.

At Lynch's saw-mill, three miles above Glenville, a seam of coal from 5 to 7 feet in thickness appears at an elevation of about 80 feet above the river bed. It dips to the southeast, disappearing below the river-bed and re-appearing at about three miles below Lumberport, where it is worked, the openings being about 30 feet above the river. It runs out of the hills again a few miles farther on.

At Stout's mills it is said that several years ago, when the mill-dam broke during a rise, the water cut through the stone river-bottom and washed out a quantity of coal. The mine at Lynch's saw-mill has been worked for more than twenty years, though not systematically. It has a smooth, hard roof, and floor of slate, and the coal is removed by blasting. One man in this mine takes out from three to four hundred bushels per day. He intends shipping the coal as far down the river as Elizabeth. At this bank coal loaded into flats is sold for 6 cents per bushel. At the banks above Stout's mills the price is 3½ cents per bushel at the mouth of the mine. Most of the coal from this place is hauled to Lumberport.

The river is so narrow, and during high water, the only time when coal could be shipped, has so swift a current that it is almost impossible for large boats loaded with coal to get around the frequent sharp bends without going ashore, or becoming entangled among the trees and bushes that cover the banks to the low-water line.

For this reason I do not think that this coal can ever be taken to market at rates that will permit it to compete with that on the Big Sandy and Great Kanawha Rivers, although it is of excellent quality, and very easily mined.

Some years ago a company attempted to mine this coal, but the losses in transportation by the river were so great that they were obliged to stop.

The Little Kanawha Navigation Co. have built four locks and dams, making slack water of not less than four feet at low water, from Parkersburgh to Spring Creek, a distance of forty-three miles. The work was commenced about 1867, and completed early in the present month. The object of the improvement originally was to furnish transportation to Parkersburgh for the coal-oil that was then produced in great quantities at Burning Springs. The work was delayed for various reasons, and now the wells have stopped flowing. The price of oil has declined so much that it does not pay to pump the wells, and very little oil is now produced. The company expects, however, that the tolls on rafts and manufactured lumber will pay a fair interest on their investment.

All of the locks and dams seem to be very substantially built. The lock-chambers are 143 feet long and 23 feet wide. The dams consist of cribs 10 feet long, built of sawed oak timbers 12 inches square, and well bolted together. They are filled with broken stone, and protected on the upper side by a double row of sheet-piling.

Three of the dams are built with four steps on the lower side, so arranged as to break the fall of the water and prevent undermining.

The dams are 42 feet wide on the base, and are well anchored to the river-bottom, which in almost every case is of solid rock for nearly the full width of the river. All the stone for the work was taken from the river-banks, and in only one case had to be transported more than a few hundred yards.

The fall of the river from Bulltown to Leading Creek, a distance of about thirty miles, is 2.49 feet per mile. From Leading Creek to Spring Creek, fifty-eight miles, it is 1.35 feet per mile, and from Spring Creek to Parkersburgh, forty-three miles, it is 1.16 feet per mile. From Bulltown to Spring Creek, the head of the present slack-water navigation, the fall is 147.64 feet, or 1.69 feet per mile.

I do not think it would be advisable to build dams on this part of the river higher than they are below, for, although the river has less oscillation, the banks are not so high, and the bottom-lands might be in greater danger of overflow.

Twelve locks and dams, with an average lift of 12.6 feet, would therefore be required to give a minimum depth of 4 feet of water for this distance.

The cost of the four locks and dams built by the Little Kanawha Navigation Company is said to be about \$240,000. The cost of the locks above would probably average about the same as Lock No. 4 of the present system. As the dams would have less length, their cost would probably be somewhat less. Taking the cost of lock and dam No. 4 as a basis, I estimate the total cost of the improvement at \$480,000, or an average of \$40,000 for each of the twelve.

I consider this estimate very low for first-class work.

The bottom of the river is usually of sand and gravel, with large boulders. The navigation company found rock bottom for all of their dams except one; and, although the rock does not ordinarily appear on the upper river, I am of opinion that the sand or gravel covering is usually of slight depth.

Below Yellow Creek the bottom-lands are seldom less than 35 feet above the river-bed. Above this place they are from 6 to 10 feet lower.

Back-water from the Ohio River has been known to extend as far up as Burning Springs. At this place the Little Kanawha has a range of 37 feet between high and low water.

At Rice's Ripple I found the high water mark of 1852 to be 38 feet above low water, and that of several rises in the spring of the present year was 23½ feet. At De Kalb the mark of the flood of 1852 was 36 feet above low water, and ordinary rises reach 24 feet.

At Lumberport the marks of several rises last spring showed a height of 13 feet; and the highest mark that I was able to find showed a rise of 24 feet.

From the profile it will be seen that any radical improvement of the river other than by locks and dams is impossible. Rock bottom at various places prevents dredging; and, in any event, the great fall of the river above Spring Creek, and the very limited supply of water during four or five months a year, make it impossible to accomplish any good by this method, or to obtain more water than there is at present on the ripples. Rafts and heavy flat-boats seldom run on less than 8 feet of water, from 4 to 6 feet more than their draught; for the swift current renders it impossible to keep the channel closely going round the numerous bends. At this stage there is no danger from snags, nor from the rocks that ordinarily cover the ripples. At Nailor's Bend, however, there is a very dangerous rock standing 6 feet above low water, and so situated that it seems almost impossible for a raft to pass without going over it, as in fact they usually do. This rock was formerly several feet higher, but was cut down by blasting. Its base is about 12 by 15 feet.

Beaver Rocks, a short distance below, extend 9 feet above low water, and 50 feet from the bank of the river. They cover an area of 35 by 40 feet.

The pools between the ripples are of various depths, and below Grantsville they range from 6 to 20 feet in depth at low water. From Grantsville to Lumberport the depth on the pools is seldom more than 4 feet greater than on the ripples.

From Lumberport to Bulltown the river is little more than a succession of small ripples.

Mr. James McArthur, engineer for the navigation company, found the supply of water at Burning Springs to be sufficient for thirty lockages per day during extreme low water.

I made a few rough gaugings with the following results: At Bull River Shoals the flow was 12.58 cubic feet per second, or water sufficient for about twenty-one lockages, allowing for leakage about 25 per cent. of the whole amount. At Hay's Bar the flow was 8.72 cubic feet per second, enough for nineteen lockages.

Very respectfully, your obedient servant,

E. J. CARPENTER

Addressed to

COL. W. E. MERRILL,

United States Engineers. December 31, 1874.



LARRY GEISLER and LITTLE TOOT

The picture above was sent to us by Larry Geisler, taken last August, and he is standing aboard the tiny tug LITTLE TOOT at his dock along the Ohio River at Duffy, Ohio. Larry says this tug showed up at his place, downbound, and the odd part is it was homemade at Bass Harbor, Maine at a cost of \$10,000 (which is something of a record for a 16-foot pleasure craft.) The owner, if not the builder, was Garry Moore of TV fame. Just how this LITTLE TOOT got to Pittsburgh is something to speculate about, but she came via the New York State Barge Canal, that much is sure, and when she docked at Larry's place the destination was St. Louis. Anyhow Garry Moore's son was aboard, in charge, and he and crew hopped off and took out for Columbus, O. and elsewhere. Three weeks later--LITTLE TOOT meanwhile moored at Larry's dock--two gentlemen and three young ladies departed in the boat southbound. Larry went in pursuit and caught them at Lock 15. They had credentials. Larry was more interested in collecting \$12 dock fee, which was duly paid, as the three y.l.'s clad in bikinis smiled wanly.

Those eight full-color 16x21" boat pictures so popular for framing are priced \$20 for the set, all from original oils by William E. Reed. The two "whistle blow" l.p. records in stereo are \$10.45 for both.

Send check to Mode-Art Pictures, Inc., Box 8050, Pittsburgh, Pa. 15216.



Irwin M. Urling recalls another "built for fun" steamboat, the REPOSE, shown above. Yes, we recall her; she "reposed" at Sewickley all summer in 1915, then a small job boat. The way the story goes, the REPOSE was built at Freedom, Pa. in 1898 on a wood hull 65 by 15, one boiler (yes, steam), and owned by William S. Leard of New Brighton, Pa. on the Beaver River. Leard used her for private outings, picnics, and the like. On at least one occasion he took a pleasure party to Pittsburgh and back to Rochester. He sold the boat, October 15, 1915, to Andrew Sayre, Pittsburgh. When the above picture was taken, in the fall of 1916, she was moored at Capt. Buck Muller's fleet, Ambridge, Pa. Boat broker John F. Klein had acquired her, and several months later he sold her to Capt. Gid Montjoy, Vicksburg. There the REPOSE shoved a barge and served in the packet trade on Yazoo River between Vicksburg and Belzoni, Miss. She was lost near Vicksburg by sinking about 1919-1920. Anyhow, for 17 of her 22 years she was privately owned and used for pleasure.

Ben Hayes, columnist of Columbus, O., recently came across this item in an old-time issue of a newspaper published at Ripley, O. called "The Castigator."

A mite, a smidgin and a dibbydab were small amounts of money or butter, in that ascending order, and there were "around" five dibbydabs in a dab of butter. Two dabs equaled a right smart; two right smarts equaled a passel.

The riverbank savvy held that a passel was considerable, on the lower edge of the breaking point. "The Castigator" ascertained that a chunk of goods approached the profuse side, and the name of the lot sometimes was a good chunk, other times a great chunk; a great chunk was much more than a good chunk.

If a man amassed more than a great chunk he had a heap. The designation above heap was rimpation; that was getting over into abundance. If a person had a rimpation of something he had a lavish of it, "the Castigator" explained.

A country mile can cause country smiles because one can run longer than a loser's explanation.

"The Castigator" chose to be precise about distances along country roads, splitting designations into three categories:- no piece at all, a right smart piece and a far piece.

Adds Ben Hayes: "With these specifics who needs mileage posts?"

Sirs: I was entranced with the story of the H. K. BEDFORD (March '72 issue). Of particular interest was the detail that Capt. Mary B. Greene had been master of that steamboat in the Louisville-Cincinnati trade during low water in 1897, "the first and maybe the only time a woman was captain on a Mail Line packet."

My first Greene Line trip was on board the TOM GREENE, January 26-28, 1933. This was shortly before the birth of Capt. Tom's first child, and Capt. Mary B. Greene was staying with Mrs. Tom Greene in Cincinnati. On the return trip leaving Cincinnati on Friday, January 27, we had aboard Capt. Mary B. Greene as master, inasmuch as Capt. Tom had stayed home with his wife.

The weather was cold that trip, the wind blowing hard, snow falling, and when we landed at Aurora, purser L. M. Dupraz volunteered to do the roof work so that Mrs. Greene need not expose herself. To this she acceded, and so Mr. Dupraz went to the roof and clerk Wilbur Baird checked out the freight.

But Mother Greene, as her close friends in the younger generation called her, stood it as long as she could, and then walked out to the rail on the boiler deck and started hollering at the roustabouts, promising there would be a "housecleaning" if they didn't get the freight on at a faster clip.

I ponder whether by some chance I made one leg of the last round trip with a Lady Captain in the Mail Line trade--and this on my first trip aboard a Greene Line steamboat?

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



STUCK IN THE MUD

Steamboats have been named SUN, SUNBEAM, SUNFLOWER, SUNFLOWER BELLE, SUNRISE, SUNNY SIDE, SUNNY SOUTH, SUNSET and SUNSHINE.

The SUNRISE got off to a cloudy start. She was slated for launch at the Howard Yard, Jeffersonville, Ind. during low water in the summer of 1897. She was an ordinary sternwheel cotton packet some larger than the BELLE OF LOUISVILLE.

Top picture at the left shows her ready to go.

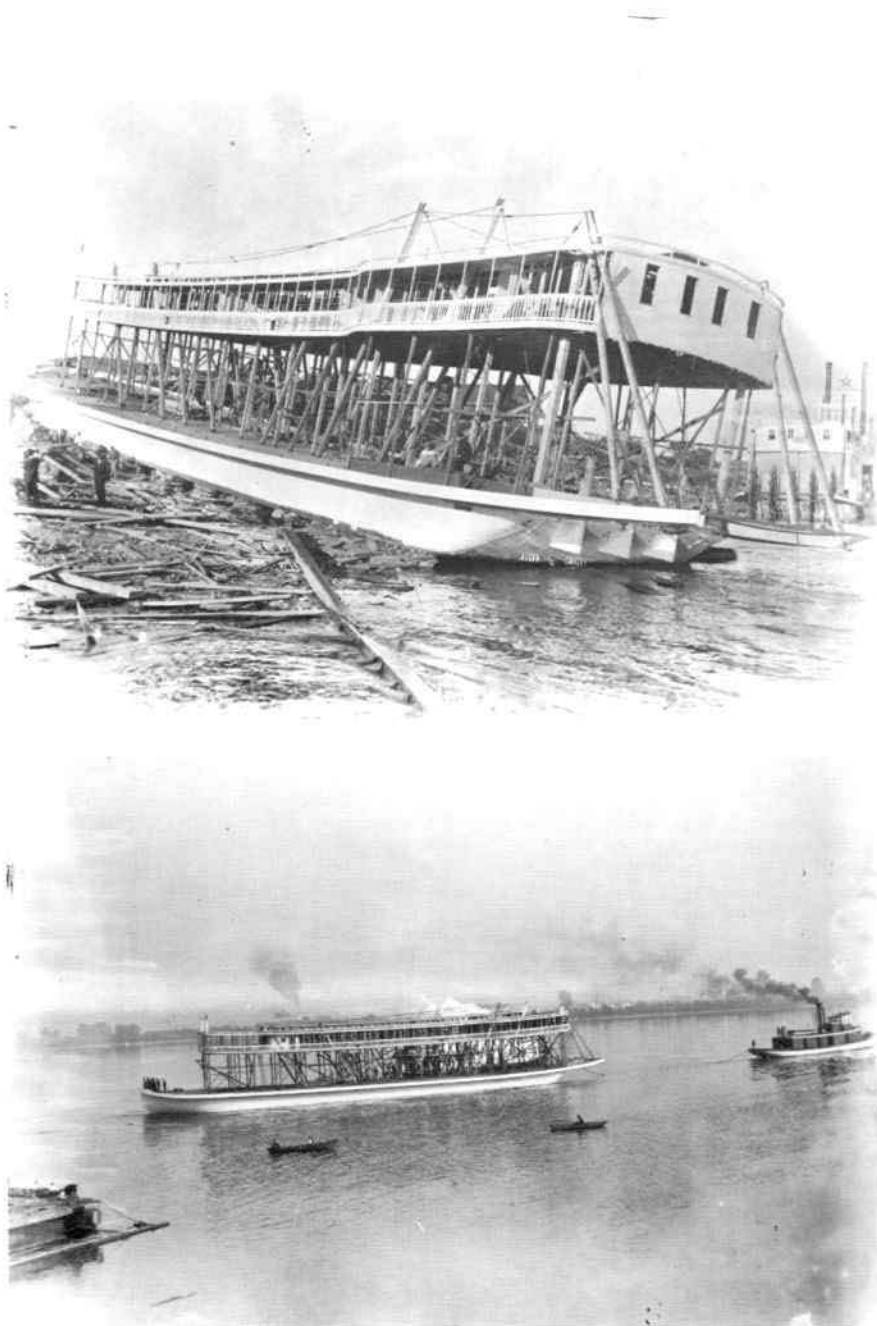
The wedges were knocked out and she started down the ways for an end-on launch. But ah, her stern cushioned atop of a sludgy mud bar. Oh yes, everybody knew the bar was there. Usually the momentum was plenty to carry a new boat over the slippery-slick into deep water. But not this time. The SUNRISE stopped still, as you may note in the center view on this page.

So then the photographer went around on t'other side and out on a barge. The picture at the bottom on this page was snapped. The stern had raised slightly off the ways; the hogchains had sagged; the hull took on a slight warp. Capt. Jim Howard, who photographed this complete series, related to Alan Bates that one time during a launch of a packet the hogchains jumped off the braces. So thenceforth, said Capt. Jim, guide planks were nailed on (see the picture) to keep them on. The boat showing at the right in the bottom picture is the ELECTRA, which became a partner of the SUNRISE in the New Orleans and Red River trade.

The towboat FULTON and the tug WASH GRAY were called in to persuade the SUNRISE to rise, which, after a few yanks, they succeeded in doing. Note how the hogchains went taut after the boat was in the water.

Four of these pictures were made from the glass plates rescued from the Howard Museum fire. Lin Caufield, a professional photographer, and also a member of the BELLE OF LOUISVILLE operating board, made the prints, and they came to us thanks to Alan L. Bates.

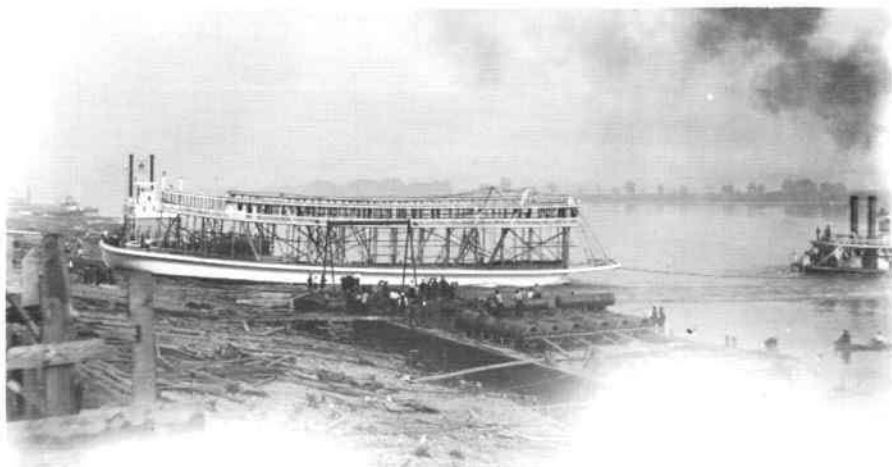
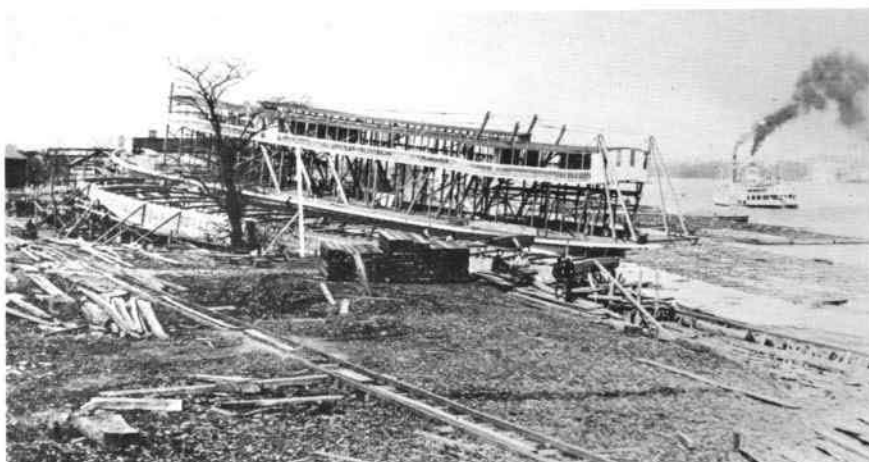
The SUNRISE ran between New Orleans and Shreveport, Capt. J. W.



Brinker. Included in Leonard V. Huber's "Advertisements of Lower Mississippi Steamboats" is an ad announcing the SUNRISE from New Orleans to Vicksburg in 1901, Capt. B. C. Rea, master, and T. C. Sachse, clerk, taking the place of the VALLEY QUEEN. She burned at New Orleans on April 25, 1902. Barely one month later on May 22, 1902, the JOHN K. SPEED burned at the same dock.

Captain Brinker did not survive the SUNRISE; his death came soon after the boat was built. The Red River Line sold its boats to the Cumberland River, a deal including the ELECTRA (which shows in two of these pictures), the W. T. SCOVELL and the RED RIVER. The ELECTRA ultimately was sold to Capt. Owen Burke in Mobile and was renamed SUNNY SOUTH. When Capt. Burke bought the J. H. MENGE (Sept. '71 issue, page 5) he sold the SUNNY SOUTH to New Orleans parties and they lost her by capsizing on Mobile Bay while towing her across.

Incidentally the star between the stacks on the SUNRISE was a bit more than decorative; it was outlined in electric lights and the novelty of this is well remembered along Red River even today.



TWENTY MILES OF STEAMBOAT WRECKS is the title of a new paperback pamphlet authored by R. Allen Coleman and published by River City Publications, Box 3412, Omaha, Neb. 68103. Mr. Coleman limits his investigations to the confines of Douglas County, Neb. in which Omaha is located. All of the wrecks discussed occurred on the Missouri River, 13 in all.

Some of the victims are fairly well known to river buffs; the LADY GRACE built at Madison, Ind. in 1865; the GENERAL TERRY built at Freedom, Pa. in 1878; the LAST CHANCE built at Burlington, Iowa, in 1870; the JOHN R. HUGO built at Evansville, Ind. in 1879, and the VALLEY QUEEN (ex-JO HORTON FALL) built at Jeffersonville, Ind. in 1913.

Enclosed with the booklet are three detailed section maps showing where on the Missouri the ones mentioned above were lost, and where the balance were either lost or suffered damage.

No mention is made of the cost of this book, but we would assume that a couple of bucks mailed to the publisher would get you one.

LIFE ON THE RIVER is a new book released by Crown Publishers, Inc. @ \$12.50 authored by Norbury L. Wayman described in the jacket blurb as "local historian, graphic artist, draftsman, city planner," obviously located in the St. Louis area. We say obviously because most of the 700 illustrations have originated from The Waterways Journal, the St. Louis Public Library, St. Louis Mercantile Library Association, the Streckfus Line, Boatmen's National Bank, the Jefferson National Expansion Memorial, National Park Service, or the Missouri Historical Society.

The book has 338 pages including index (same page size as S&D REFLECTOR) and does for the Western Rivers what Ben Klein has done for the Ohio & tribs in his OHIO RIVER HANDBOOK, a supermarket of information, and for those who don't care particularly for the information there always are the pictures to look at.

The 700 pictures reproduced in modern offset would be bargain plenty with no text at all, if they were all good pictures, which unfortunately they are not. We would rate these illustrations as 10% excellent (including most of the line drawings), 20% good, 20% middling, 30% passable, and 20% poor or sloppy. Of the 50% passable and poor ones we know for a fact that very good prints do exist of them, or most of them, and a work of this calibre would have benefitted vastly had the picture editor humped himself a bit more strenuously.

The operation of packets and excursion boats predominates. There is no space allowed for pictures or descriptions of the colossal coal traffic between Pittsburgh and the lower Mississippi, nor of the Upper Mississippi rafting industry.

YOU'RE LOOKING AT MY RIVER is a paperback book of cartoons and comment by Capt. Charles Y. Duncan, Jr., 168 pages, \$1.95, published by The Waterways Journal. Charlie has translated the frustrations of modern barge towing into a crew's-eye comic section. The radar conks out when the pilot most needs it, the radar repair man sent to fix it is inept, and the pilot confesses he is happier with a busted-down radar so's he can lay up in fog. There are "leaker" barges in the tow, bridge piers are hit, engineers are lazy and uncooperative, the dispatcher routes barge pick-ups with a dart board and the pilot is continually confounded by numbskull deckhands, typified by a character named Farquhar Tuttle Pennington.

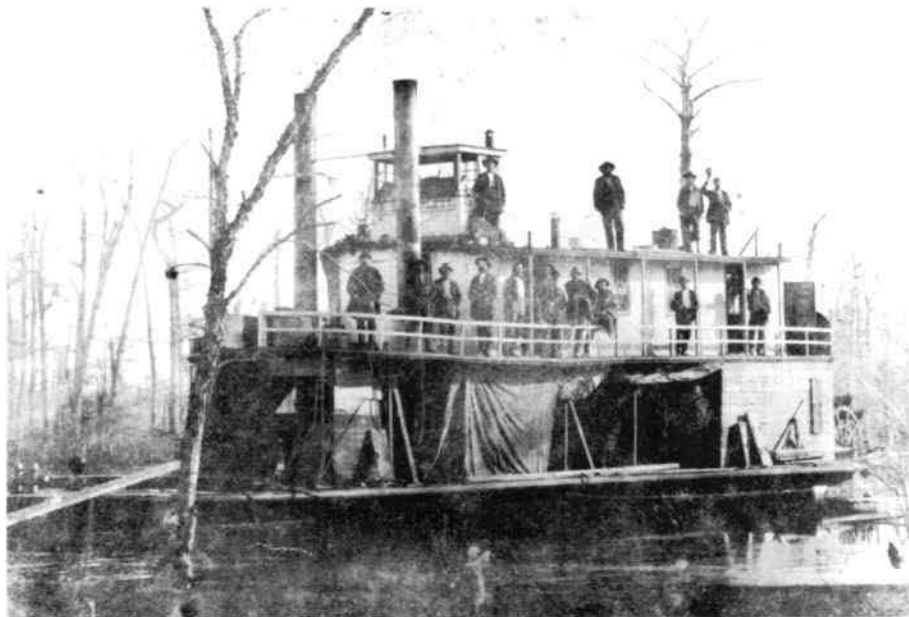
Charlie Duncan, in his introduction, says that towboat crews are not as bad as his pictures show them to be. "From the pilot-house to the engine room, into the galley, and out on deck, are some of the finest people that I have had the pleasure to work with and know," he writes. Not content with that, Charlie pushes his luck to say that this modern crop of river gentlemen is an improvement over the old days "when boat crews were met at the top of the bank by local officials admonishing them to go back to the boat, since they were not allowed in town for obvious reasons."

The AMERICAN CANAL SOCIETY was formed January 1, 1972 and issues a newsletter, initially on a quarterly basis. Their objectives are "to encourage the preservation, restoration, interpretation and usage of the canals of the United States, past and present; to cooperate with individual canal societies, to act as a focal point for action; and to provide for the exchange of general canal information."

The officers are Capt. Thomas F. Hahn, USN, president; William H. Shank, vice president and secretary, and William E. Trout III, vice president and treasurer.

Membership dues for 1972 are \$2, sent to Mr. Shank at 809 Ratton Road, York, Pa. 17403. This \$2 fee is good only until July 1, after which applications should be accompanied with \$4.

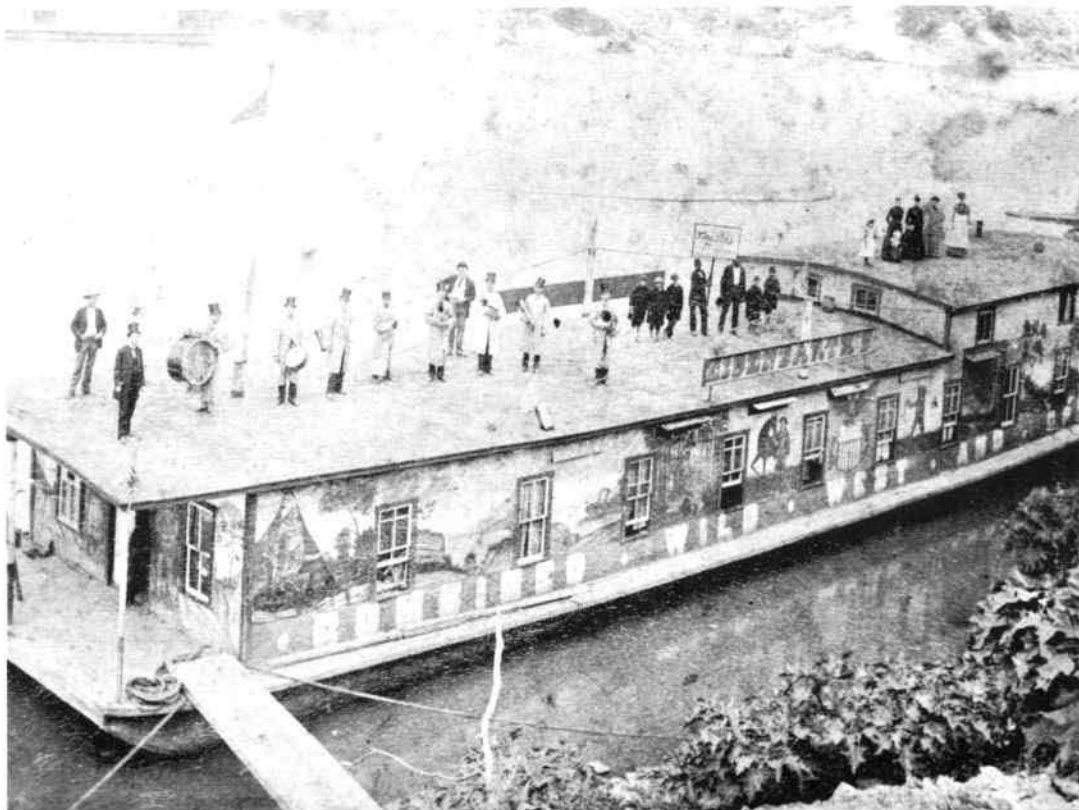
The officers elected for 1972-73 by the Washington County (Ohio) Historical Society on March 16th last are: Nelson Brown, president; Charles Remley, first v.p.; Harry E. Pettit, second v.p.; Erman Southwick, recording secretary; Jerry B. Devol, corresponding secretary; and Prof. Owen P. Hawley, treasurer. The nominating committee was composed of Charles Remley and John Knox, Jr.



The above was handed us by Bert Fenn, made from an old tintype, showing the R. S. TRIPLETT exploring the St. Francis River in Arkansas, 1878. At that time she was owned by Capt. G. W. Lyon of Tell City, Ind. who had bought her for \$1,400 cash on the barrelhead from her former owner, Capt. R. S. Triplett. Triplett built her at Owensboro two years prior, using the engines, etc. from a pint-size ferry named BENWOOD dating 1866. So by rights the R. S. TRIPLETT belongs to our recent listing of privately owned pleasure craft. A hard look at that small paddlewheel would make you wonder if she ever made it back to Tell City.

Capt. G. W. Lyon about this same time owned the PAROLE and later (1893) he built the G. W. LYON at Tell City, and then moved to Greenville, Miss. But the R. S. TRIPLETT expedition to the St. Francis River must have remained a high spot in his career, and especially for the cook who fed the party.

An exceptionally rare view of EISENBARTH'S COMBINED WILD WEST AND OPERA floating theater, probably his first. It dates in the 1890's. On Feb. 10, 1900 Capt. Eisenbarth bought a freight barge built at Marietta in 1896, 151.5 by 25.3 named the E. B. POTTS NO. 2 and built on it his first EISENBARTH SHOWBOAT. It was rammed and crushed at Grand Tower, Ill. in the fall of 1902 by the towboat SPRAGUE down-bound on her maiden voyage from Dubuque. Then he built a replacement at Parkersburg in 1903 and operated it until he sold it to Walter P. Needham and retired on March 1, 1909.



Sirs: Recently I had the pleasure of visiting with Eugene and Mrs. Eisenbarth at their cozy home in Jensen Beach, Florida. Gene is the son of the illustrious Capt. Ellsworth E. Eisenbarth who pioneered high class drama on

his showboats at the turn of the century. Also Gene and his wife, billed as "Gene and Jo, Illusionists Extraordinary" have been top-flight, headline entertainers for almost 50 years.

I don't know whether there is

such a thing as a 'Riverboat Hall of Fame' but the late Capt. Ellsworth E. Eisenbarth is my candidate. In the course of a few years this prim, slightly-built, rugged disciplinarian parlayed a one-wagon medicine show into one of the largest floating theaters on the Mississippi System. And, contrary to the advice of the experts of the day, Capt. E. E. Eisenbarth presented the works of Shakespeare and Goethe on his stage so successfully that he retired from the rivers in comfort at the age of 45.

Gene told me several anecdotes about his father:

Capt. E. E. had a pet pony. He rode it up the hill at various showboat landings to buy groceries and supplies. However instead of tying the pony to a hitching post, the publicity-conscious captain was known to ride his steed into the emporiums. There he would wave before the consternation-stricken storekeeper a lengthy list of his requirements, toted up into a sizeable order. Storekeepers in the smaller towns learned to look forward to the clop-clop-clop of the captain's indoor visits on pony-back. This probably was during his early days when he was running Eisenbarth's New Wild West & Floating Opera.

The average take at an Eisenbarth performance was \$400, sometimes better. There were lean times, too, particularly during spells of rainy weather or flood. On one occasion the good captain sold the showboat piano to buy needed groceries.

After his retirement in Mari-



Capt. and Mrs. Ellsworth E. Eisenbarth and family in the steam automobile, photo taken on Front Street in Marietta. Query: Is this a White or a Stanley Steamer? Notice the calliope in the back seat. There were four children in the Eisenbarth family although but three appear here: Dennalla (later Mrs. R. C. Marshall); Ignace (later Mrs. T. C. McCurdy); Julia (later Mrs. John Roberts) and son Eugene. See accompanying letter.

etta, O. Capt. Eisenbarth continued to visit showboats that played there. Gene remembers several occasions when his father paid the coal bill to enable some less fortunate operator to reach the next town.

At the apex of his success, Capt. Eisenbarth correctly foresaw the devastating effect that the infant moving picture industry would have on all then-known forms of show business. He sold out in 1909, and ran the Grand Theater in Marietta.

Gene also remembers the 1910 Stanley Steamer in which Capt. Eisenbarth installed a miniature calliope. As a youngster, Gene remembers that calliope reposing in the family basement, and Gene also recalls an attic loaded with parade banners, posters, letterheads, etc.

Yes, I remember Capt. Eisenbarth. My last recollection is when I marched up to his house in Marietta with the Marietta Boys' Band to serenade him on his birthday. We boys did not even know why they called him captain; and we had no hint that we were witnessing the end of so great an era. Captain Eisenbarth was a highly respected citizen in our community until his death in 1925.

Charles A. Sprague,
4507 N.W. 43rd Terrace,
Fort Lauderdale, Fla. 33313

=Charles Sprague is brother of ex-police chief Tom Sprague of Marietta. We share with Charles the memory of seeing and meeting with Capt. E. E. Eisenbarth, although at the time we had but faint notion of his fame; the old gentleman frequently called at the Marietta wharfboat when packets landed. -Ed.

In our last issue we noted that Walter Quiggan was about to celebrate his 100th birthday. He did



Miss Dennalla Eisenbarth at the console of the steam calliope mounted in the family car. S&D REFLECTOR ran this picture in its second issue, having procured the loan of the original from Mrs. McCurdy shortly before her death. It has proved immensely popular.

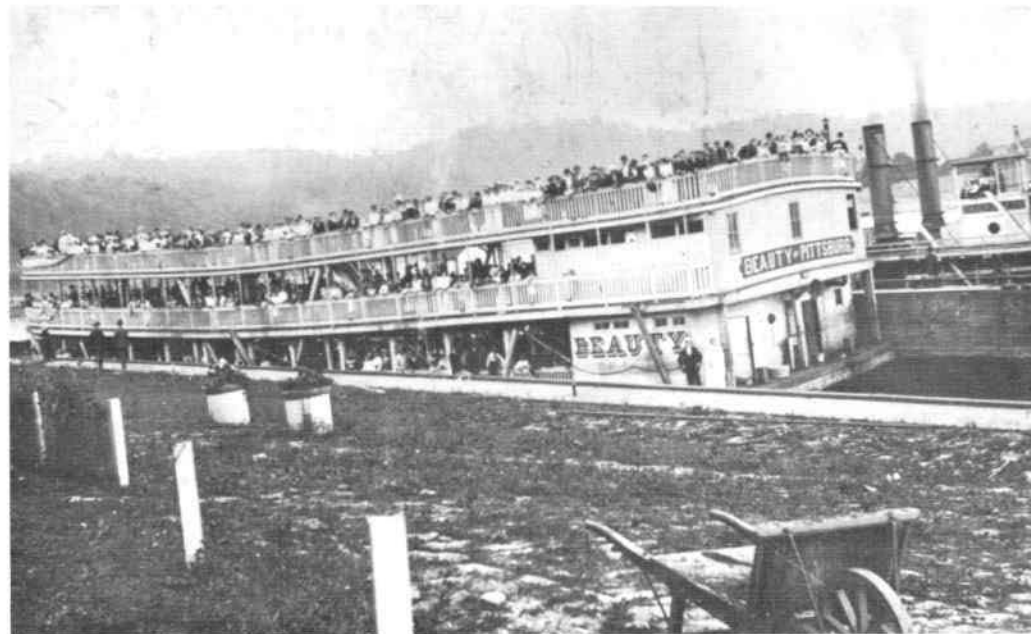
and about 400 well-wishers came. The party was staged on the date of the occasion, last February 6, at Lakeside Place in Highland Heights, Kentucky.

"Oh, I've had my troubles, but who doesn't?" he remarked, drawing on a long cigar. "Been smokin' since I was fifteen."

William E. Reed recently completed a striking oil painting of the CHESAPEAKE (first), commis-

sioned by John H. Byrd of South Point, Ohio.

Mrs. Homer (Martha) Litten, who resides in Clarington, O., informed us on April 19 that J. Mack Gamble now is in the McGraw Nursing Home, Adena, Ohio, on Route 250 between Bridgeport and Cadiz. Mrs. Ede Weisman reports that Mack is in good spirits there. The move was made so that Mack can benefit from more constant attention from his physician.



Excursion barge BEAUTY is being locked upbound in a Monongahela River lock, probably No. 3 at Elizabeth, Pa. This is sent to us by William E. Brandt who says "this is copied from a very scratched and faded old photo borrowed from a Mr. Foley of West Mifflin, Pa. and the towboat DAUNTLESS is in the outside chamber." On June 19, 1910 the BEAUTY sank at the foot of Market St., Pittsburgh, having been out of commission since October, 1909. High water came along and demolished the upper works. The towboat DAUNTLESS ceased running in 1899, so this old picture dates at least that early.

Sirs: There is a side-wheeler named VEVEY operating on the Lake of Geneva, Switzerland, and one of its ports of call is Vevey. We had the pleasure of spending three hours on this delightful boat last fall. The accompanying photo shows her about to depart from Quai Du Mont-Blanc, taken as we disembarked. In the background is the famous Jet D-Eau of Geneva, spurting a column of water approximately 470 feet.

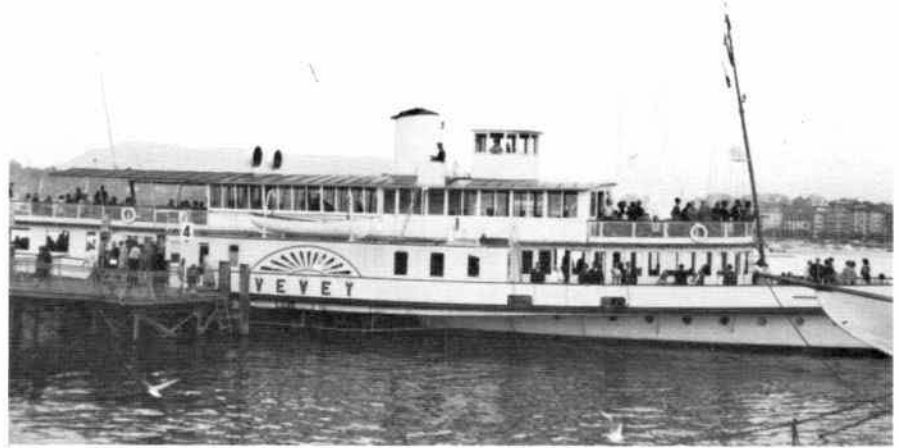
The VEVEY, originally steam, was built around the turn of the century. She is now powered with a Bush Sulzer diesel driving a 300 KW DC generator which activates two DC motors, each geared to a side-wheel. She is fast, highly maneuverable, quiet and reasonably vibration free.

Since there is a town along the Ohio River named Vevay, Indiana, I am wondering if any packet ever carried that name? I would think that such would be the case---the Indiana town occupied a prominent place in the steamboat era, and also in American literature, being the birthplace of Edward Eggleston of "Hoosier Schoolmaster" fame.

John W. Garden,
36 Pontiac Road,
Pittsburgh, Pa. 15241

=Yes, CITY OF VEVEY. See picture on this page. We're in the dark as to why the Swiss who settled Vevay, Ind. put in the final "a" instead of retaining the original Vevey spelling. -Ed.

Sleepy summertime at Marietta years ago had its compensations for Lou Seshar. Big towboats, upbound with empties, were laid up for low water, stretched along the shore down to Mile Run. The VALIANT was one of them, and the objective for young lads like Lou was to get aboard, a project like



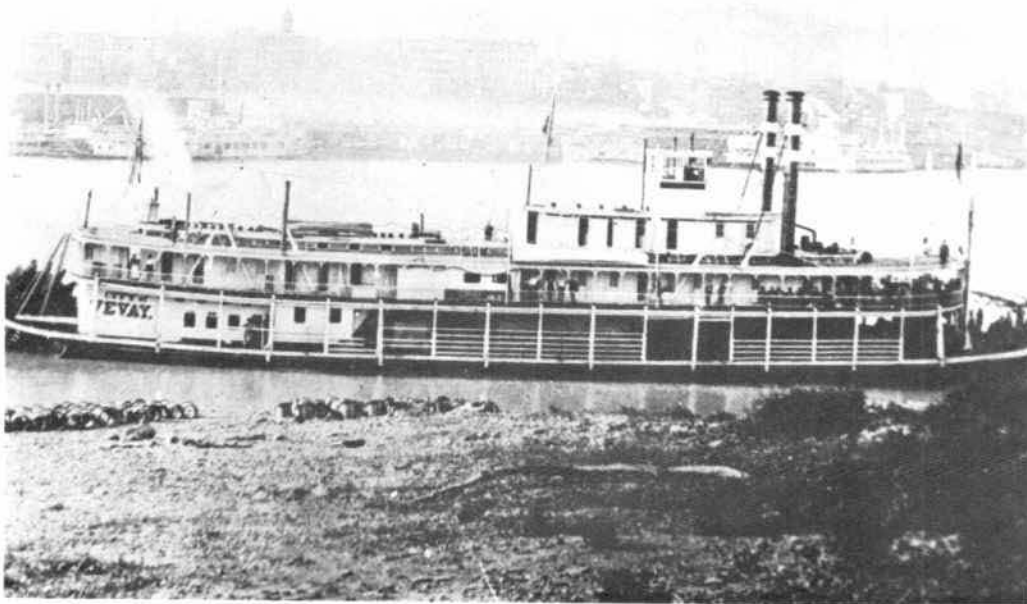
The side-wheeler named VEVEY
She operates on Lake of Geneva, see letter.

working your way into a secret lodge. The VALIANT was moored near the Argand refinery, and Andy Moneypenny was her watchman. Lou hung around on shore doing a lot of wishing, and then Andy said, "Hey boy, if I give you eight cents will you fetch me a dozen fresh eggs?" It was a deal so Andy yawled over (fresh painted yawl) with the eight cents and soon Lou was back with the poke of eggs. Lou's pay was permission to "inspect" the VALIANT. He missed nothing from the engine-room to and including the pilot-house. By running such errands a good many boys of Marietta and Harmar gained access aboard these great towboats, a brief glimpse into a gorgeous and romantic land of Oz. No boy who managed such

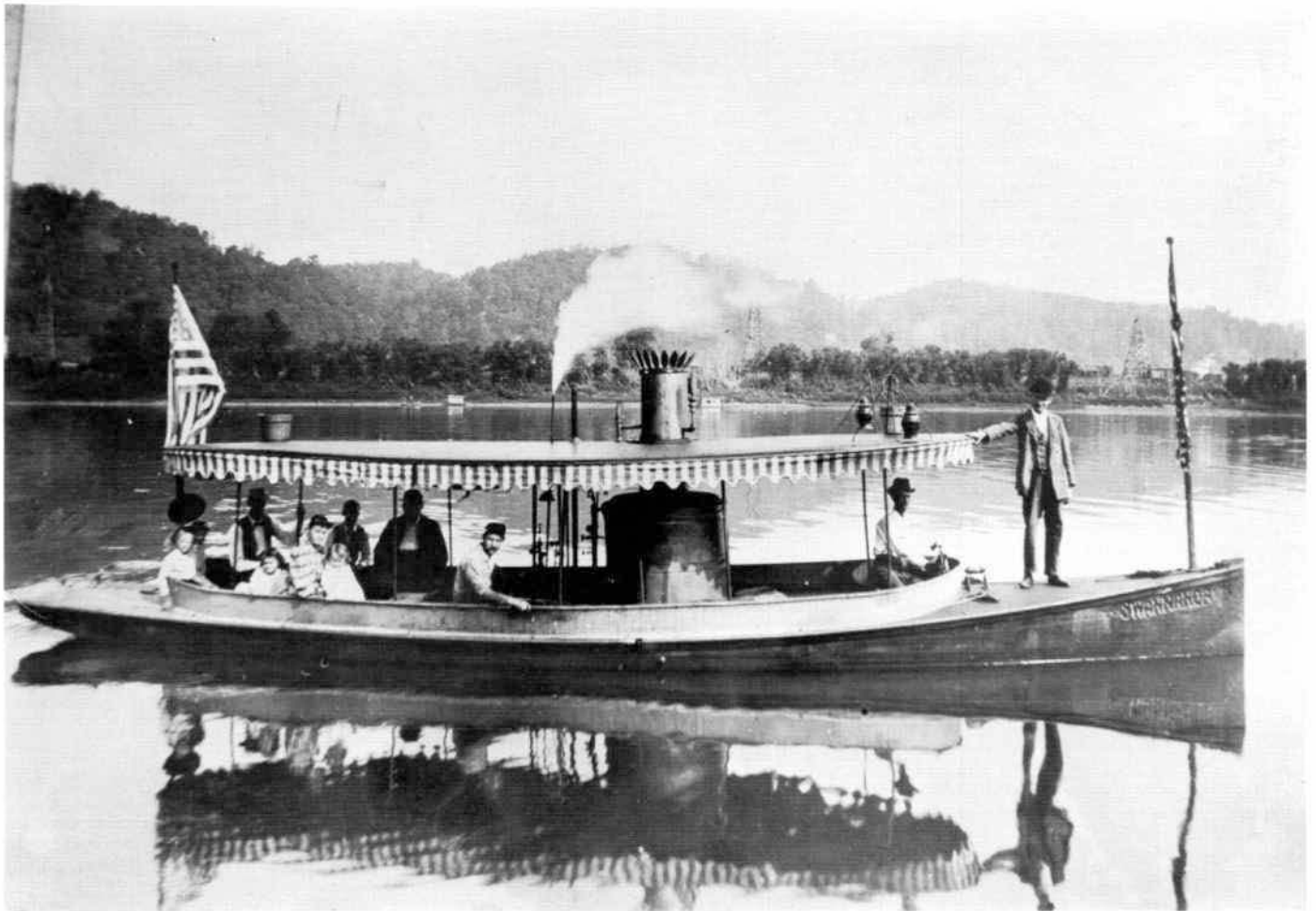
accomplishment ever forgot...well take Lou Seshar now...he's still remembering the VALIANT.

Leonard and Audrey Huber were heard from aboard the DELTA QUEEN upbound New Orleans to Memphis in March. They joined the National Trust for Historic Preservation cruise.

S&D's board member Robert Thomas got a full-page spread in the March 2 "Times-Leader," Martins Ferry, O. Five pictures were featured, three of them showing the new model Bob has created of the Eisenbarth--Henderson "Float in g Palace" showboat.



The CITY OF VEVEY was named for Vevay, Ind., see letter at top left. Originally built in 1881 as the CITY OF FRANKFORT at Madison, Ind., she was bought by the White Collar Line, lengthened, renamed, and became a regular packet in the Cincinnati-Madison trade until at least 1895. We know of no other steamboat named for Vevay.



This picture was handed to us some years ago by the late Walter W. McCoy who enjoyed digging up photographs connected with the history of his home town, Sistersville, West Va. Walt had no information about this steam yacht SWANNANOA other than it was pictured at Sistersville about 1897-1900. We couldn't help him any. "Now this sounds almost beyond belief," Walt said, "but one time Mary and I were driving through North Carolina and I saw a name on the entranceway to an estate, and it read SWANNANOA. I didn't stop, but afterwards was sorry, and next time down that way I aim to find out where such a name as that came from "

Well, as things turned out, Walt didn't get back to North Carolina.

So, armed with such a tenuous clue, we have just looked in our Zip Code Directory and sure as God made little geese there is a town in North Carolina named Swannanoa 28778. Collier's World Atlas knows about it too, and Swannanoa, N.C. is just east of Asheville, pop. 1800, on the Southern RR. It is in Buncombe County.

This called for a look-see in Webster's, and we wish to report that the word "buncombe" also spelled "bunkum" meaning humbug came straight as an arrow from Buncombe County, N.C. An old-time congressman of that area felt compelled periodically to rise to the floor and "make a speech for Buncombe" which consisted mainly of hot air.

But what all of this has to do with an attractive steam yacht named SWANNANOA at Sistersville, West Va. circa 1897-1900 is still as much of a puzzle as it was in the first place.

Sometimes it doesn't pay to know too much. We feel just as happy looking at this picture in complete ignorance. The people are having a good time, and we salute the proprietor (probably the long drink of water standing on the forecandle) for putting little feathers on the stack and an awning-strip with scallops around.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, OHIO 43110

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