S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

Vol. 9, No. 3 | Marietta, Ohio | September, 1972



Sirs: Two theological footnotes inspired by the June issue:

1) The First Presbyterian Church of Port Gibson, Miss., page 20: My pastor, Dr. Henry Pope Mobley, Jr. (a Presbyterian divine slightly younger than me with an unbelievable sense of humor) is a most remarkable fellow and a tremendous human being. Maybe I am prejudiced because he has performed two weddings, conducted two funerals and christened two grandchildren in my immediate family. I have a sense of feeling cheated when I don't have the opportunity of attending his services in my home church every Sunday.

Henry Pope (we call him Pope Henry) is from Clarksdale, Miss. and he knows the delta country right well. One Christmas he preached about this Presbyterian Church at Port Gibson. His story was that several blocks from the church, in that olden time, was a sporting house. In front of it, painted on the sidewalk, was a hand pointing in.

The good brethern of Port Gibson (including, no doubt, Ray Spencer's forebears) adopted the same symbol for the steeple of their church. They figured this way:- that the hand pointing IN represented the evil forces; so the hand pointing UP would represent the best influences in town.

Odd as it may seem, when our good Dr. Mobley, Jr. delivered this sermon he had no idea that the chandeliers in the Port Gibson church were from the ROBT. E. LEE.

Our church has a large membership (about 1600) and Sunday sermons are given twice, in two services, to accommodate the multitudes. After acquainting Pope Henry about the chandeliers I stayed for the second sermon that morning to see if they were added. They were.

Henry gave the Christmas program for the Rotary Club of Louisville that year and told the same story complete with chandeliers.

2) The Ryman Auditorium in Nashville, pages 5 and 7: A leading historian of the Metropolitan Opera Company in N.Y. is Quaintance Eaton, girlhood friend of Louise Hawkins (widow of Jess Hawkins, a founding father of the Louisville Propeller Club)--which couple came to S&D with us several years ago.

Miss Eaton, visiting in Louisville on a researching trip for a new edition of the Metropolitan Opera Annals, was brought to Rock Hill by Louise Hawkins. The Met had made appearances in Louisville and Nashville in the 1890's.

Their appearance in the Union Gospel Tabernacle at Nashville was one of the first non-religious uses (today some people will argue that point) to which the building was put.

Capt. Thomas G. Ryman gave consent with considerable anguish, or maybe the rest of his Board overrode him. At any rate the story goes that all during the performance (I think it was Lohengrin--a religious opera if ever there was one) Capt. Ryman stayed on his knees in the basement, praying that God would forgive him for the desecration of the building.

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

John A. Burnworth, former mayor of Marietta, has been named a trustee of the Ohio Historical Society, his term effective until Feb. 17, 1975. Having John Burnworth on the board of trustees restores active Marietta participation in Society affairs. The late William M. Summers, who died March 18, 1969, championed Marietta area affairs. He was vice president of the Historical Society. O. H. S. has title to the steamboat W. P. SNYDER, JR. and operates Campus Martius Museum. The new Ohio River Museum at Marietta, presently nearing completion, is also a property of the Society, which has its headquarters in Columbus.

COVER PICTURE
the smoke-belcher on the front page is the towboat RENOWN discussed in the SARAH EDENBORN story (see below).

The Ohio Hotel & Motel Association, with headquarters in Columbus, bestowed upon S. Durward Hoag last July 1 a singular Merit Award as the Motor Hotel Lafayette celebrated its 54th birthday at the fabulous crossroads fernix the Ohio River.

Steve Hoag's father, the late Reno G. Hoag, opened the hotel on July 1, 1918. Today Steve is the president, general manager, and mother hotel innkeeper. His success has come to national attention since chain-operated motels have blitzed most hotels in modest sized towns out of business. Nontheless S. Durward Hoag, to quote Capt. H. Mowrey, executive v.p. of the Ohio Hotel & Motel Association, "has been singularly successful financially."



SARAH EDENBORN
Built in 1909 she still exists.

The smoky picture of the towboat RENOWN on the front page was taken by Karl W. Smith of Cincinnati sometime in the 1945 to 1949 period when she was towing for Island Creek Coal Co. between Huntington and the Cincinnati area. Above is the same towboat, new, at Cincinnati in 1909, originally named SARAH EDENBORN. American Bridge built the hull and framing at Ambridge, Pa. and she was completed at Cincinnati by the Charles Barnes Co. The real-life Sarah Edenborn was from Shreveport. Her husband, William Edenborn, was a wire rope manufacturer at St. Louis 1870-1890 and then he headed up a railroad, the Louisiana Railway & Navigation Co., a part of the Louisiana & Arkansas RR, now part of the Kansas City Southern RR Co. The SARAH EDENBORN and the WILLIAM EDENBORN (there were two of the latter) towed transfer barges at Angola, La. Mr. Edenborn became wealthy, died in 1926, and his widow survived to the age of 89, dying in St. Louis in 1944. Her estate listed for probate exceeded ten million, and she was buried at Shreveport. Capt. Joseph W. Lewis was master of the SARAH many years, and J. E. Lewis was the pilot. Capt. Birch McBride bought the SARAH in mid-summer 1941 and if we are not mistaken Alan L. Bates was one of the crew who brought her to Louisville. Sohio Petroleum bought her in 1942, and renamed her RENOWN. Sohio was going "great guns" in the river business and was one of the largest operators until Sun and Sohio jointly built a 22-inch pipline from Longview, Tex. to Lima, O. Sohio sold the SARAH to Island Creek Coal who operated her until 1949. Today she is the wharfboat for the BELLE OF LOUISVILLE.

Sirs: We recently got the latest model Xerox machine at our office which will copy a book without having to split it open flat, and it will print on both sides of the paper. And sit up and beg if you whistle twice.

After two week-ends of experimenting I came up with a very limited Xerox reprint edition of five copies of an 1878 souvenir booklet of the J. M. WHITE, published in Louisville. One of these is sent with my compliments.

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

=The 66-page booklet plus covers is an astonishing document setting forth as it does in minute detail the J. M. WHITE's construction and equipment including her Chickering grand piano. Also reported in full are the Articles of Incorporation for the Greenville & New Orleans Packet Co., her owning firm. Among the stockholders, a surprise to us, is Capt. Samuel S. Brown of Pittsburgh who was featured in our last issue in the story about the packet S. S. BROWN. Our profound thanks to Bert Fenn, and our compliments. His new Xerox turned out a creditable job. -Ed.



Ship me somewhere east of Suez, where the best is like the worst, where there ain't no Ten Commandments an' a man can raise a thirst. In Singapore harbor these days floats a Mississippi-aped night club, SINGAPORE LADY, complete with two twin-stacked, feather-topped tenders (right foreground). This picture comes from Ensign Mike Cordasco of the USS CONSTELLATION, friend and neighbor of Cmdr. E. J. Quinby, Summit, N. J. Mike and Lt. jg. Dick Rutter are shipmates on the big bird farm.



When you turn to page 18 in this issue you'll see a profile drawing of the DWIGHT F. DAVIS sandwiched across the page. Now of a sudden we have come upon a photograph of that same boat, the one shown above. This was taken at the Ward Engineering Works plant, South Charleston, W. Va. in 1929, steam up, an inspection party aboard, and ready for her trials. Ahead of her she has in tow the double-deck excursion barge EDWARDS MOONLIGHT built at Charleston in 1922, 101 by 26, owned by Capt. Annis Boggs. At the extreme left is the U.S. snagboat TOM STALLINGS just completed by Ward for U.S. Engineer service on the White and Arkansas Rivers. The JAMES SUTHERLAND at the right was owned by the West Virginia Sand & Gravel Co. The DWIGHT F. DAVIS is described on page 18, but let us add that she was named for the U.S. Secretary of War who is better remembered as donor of the Davis Cup, an international lawn tennis challenge cup now signifying world team championship.

Sirs: The attempt by the Swains to introduce oscillating cylinders to the Western rivers (June '71 issue) is a good example of what's one man's meat is another man's poison.

Oscillating engines were never very popular in the U.S. In Europe they were used a lot. There were a few such jobs built here in the East during the '80s and '90s, but for the most part the beam engine reigned supreme. I had the pleasure of riding two steamers so fitted (with oscillating cylinders)--both abroad--one in Germany and the other in Switzerland. The Swiss boat was the BEATUS built in the early 1870's and which ran until the mid-1960's. She had a compound condensing engine with Stephenson link motion valve gear. The bright work looked like it was chrome plated, and she ran without any sound at all.

By the way, in a past issue you asked what an "inspirator" was. It is the same as a feed water injector, the old term for it. Injectors apparently were not too popular on the Western rivers. The use of raw river water was a factor. The tapered nozzles and cones inside get coated with crud when muddy water is used, whereupon the instrument gets balky. Injectors had wide application on railroad locomotives from back in the 1870's and 1880's until they were superceded by steam driven pumps during the big power era of the 1930-1940 period.

Conrad Milster,
Chief Engineer,
Pratt Institute,
Brooklyn, N.Y. 11205

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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

As we go to press, Aug. 1, the details of the S&D program for our Sept. 16 meeting are still in preparation. Karl W. Smith, boat buff and fine photographer of Cincinnati, has volunteered to put on a slide show of the steamboats he "shot" while commuting between Portsmouth and Cincinnati some years ago. The cover picture on this issue is one of his creations. Also of prime interest will be the large steam-powered model of the J. M. WHITE which will paddle up the Muskingum.

The Annual Meeting of S&D will be held at Marietta, Ohio on Saturday, September 16, 1972.

All members and families are invited to attend.

- Board of Governors meets at 9:30 o'clock a.m. at the hotel.
- Buffet luncheon commences at noon at the Marietta Boat Club.
- Membership meeting at 2:30.

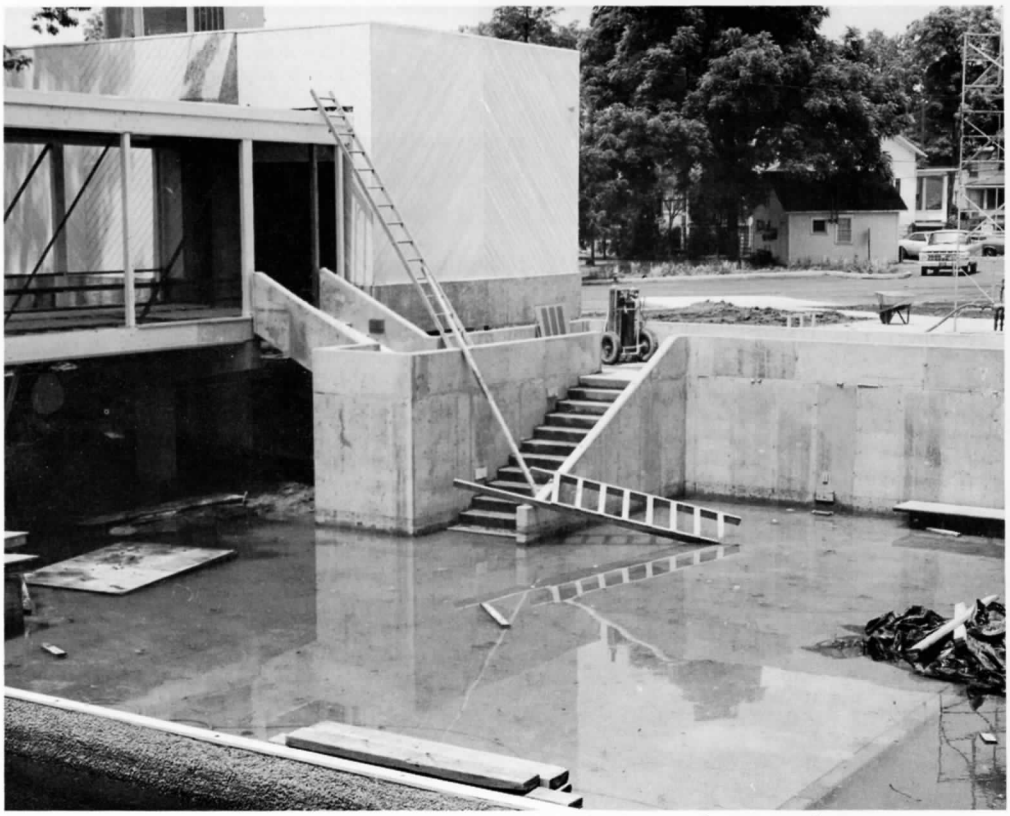
The J. M. WHITE will steam up the Muskingum on a schedule to be announced.

- Annual banquet and program at the hotel promptly at 6:30.

For advance room and banquet reservations apply at desk or phone MOTOR HOTEL LAFAYETTE 614-373-5522.

Come Friday and stay over Saturday night.

A library afloat is news. About a year ago Harvey Simmonds instigated the beginnings of a "River Library" cased in a locked cabinet in the after lounge of the DELTA QUEEN. Passengers may borrow the books by filing a circulation card. The idea got off to a conspicuous start thanks to Ruth Ferris who donated a number of volumes. More are needed. If you have spare river books send them to Harvey Simmonds, Str. DELTA QUEEN, Public Landing, Cincinnati, Ohio 45202.



-S. Durward Hoag, photo.

This is the new Ohio River Museum presently under construction at Marietta, as seen on June 26, 1972. The official gauge at the junction of the Muskingum and the Ohio was reading 36.7, a drop of .6 from crest. The flood waters cover the concrete center court.

This test case shows that a 47 ft. flood would cover the floors in the exhibit rooms. Or, probably less, if the Muskingum was putting out. On June 26 all of the rise came down the Ohio; the Muskingum was placid.

Therefore the following floods at Marietta would have flooded out the three new buildings:- 1948, 1945, 1943, 1937, 1936, 1913, 1907 and so on back through the years. The highest stage in recorded history at Marietta was on March 29, 1913, 58.7 on the old gauge (the present gauge, since Feb. 29, 1936, reads 1.6 ft. higher).

River dwellers have been lulled into false security; the June 24 flood in the Ohio River at Pittsburgh, despite elaborate control dams on tributaries, topped at 35.82 ft., third highest in the city's history.

The Heritage of Florida

Edward A. Mueller, secretary of the Department of Transportation, State of Florida, is a boat buff of long standing. Ed has been sending us bulletins and pictures of Western steamboats which operated on the St. Johns River in Florida between Jacksonville and Sanford and Enterprise. Currently he is doing a noteworthy run-down in "Steamboat Bill" of the St. Johns' traffic. The distances from Jacksonville according to an old "card" which may have stretched the miles a bit go as shown:

Palatka	75
Astor	137
De Land	162
Blue Springs	172
Sanford	196
Enterprise	205

Most unique of the fleet was the QUEEN OF ST. JOHNS, a propeller packet built at Cincinnati in the spring and summer of 1884. Her dimensions were 192'6" by 36'4" by 7'5" which made of her a sizeable steamboat. As you may plainly see in the accompanying picture, she had a full length cabin with a skylight; boilers set on deck usual style; one white-banded stack and pilothouse set forward. The engines were down in the hold, although the engineer handled the throttle from the main deck. Surviving accounts agree that she was single prop and her machinery consisted of two upright engines inherited from a former prop packet called the RAPID TRANSIT.

She was built at the James Mack yard at the upper end of Cincinnati and after her launching on June 28, 1884, she was dropped to the foot of Ludlow Street to receive boilers and machinery, towed down by the ALEX MONTGOMERY. The Cincinnati "Commercial" said she was the biggest propeller boat ever built on a Western river, a statement which would be hard to dispute.

The single prop, made in Buffalo, N.Y., was said to be 8 ft. dia. with a 12½ ft. pitch, which, if so, commands respect in these modern diesel times. Anyhow it was so very big, that prop, that when she stood still the top of it was out of water a foot or so, and extended down well below the keel line, and under the prop was a skeg which caused her to draw better than 6 ft. at the stern when she was loafing at shore. Doubtlessly under headway she drew much more than that.

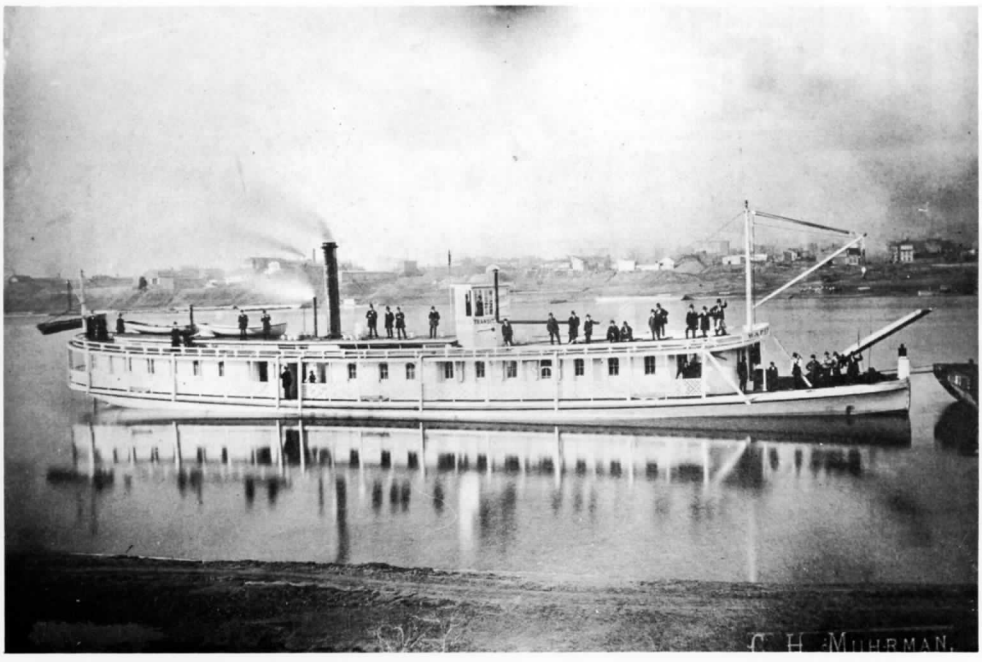
All well and good for the St. Johns, probably, but this deep-draft propeller packet got into a considerable delay right at the start. The Ohio River dried up before her completion, and stayed dried up all that 1884 summer, with the QUEEN OF ST. JOHNS idling at Cincinnati. Many people came to look her over, for she was an unusual specimen of marine architecture, and among the spectators were the two U.S. Steamboat Inspectors of that area who were having second-thoughts about a new-fangled boiler she had installed. As the summer wore on they ordered it removed and replaced.

Ultimately, which means on the evening of the 16th of October, 1884, she departed Cincinnati for New Orleans "with 150 tons of freight and fifty cabin passengers." Pilots Charles Owens and John Morlidge were sharing watches.

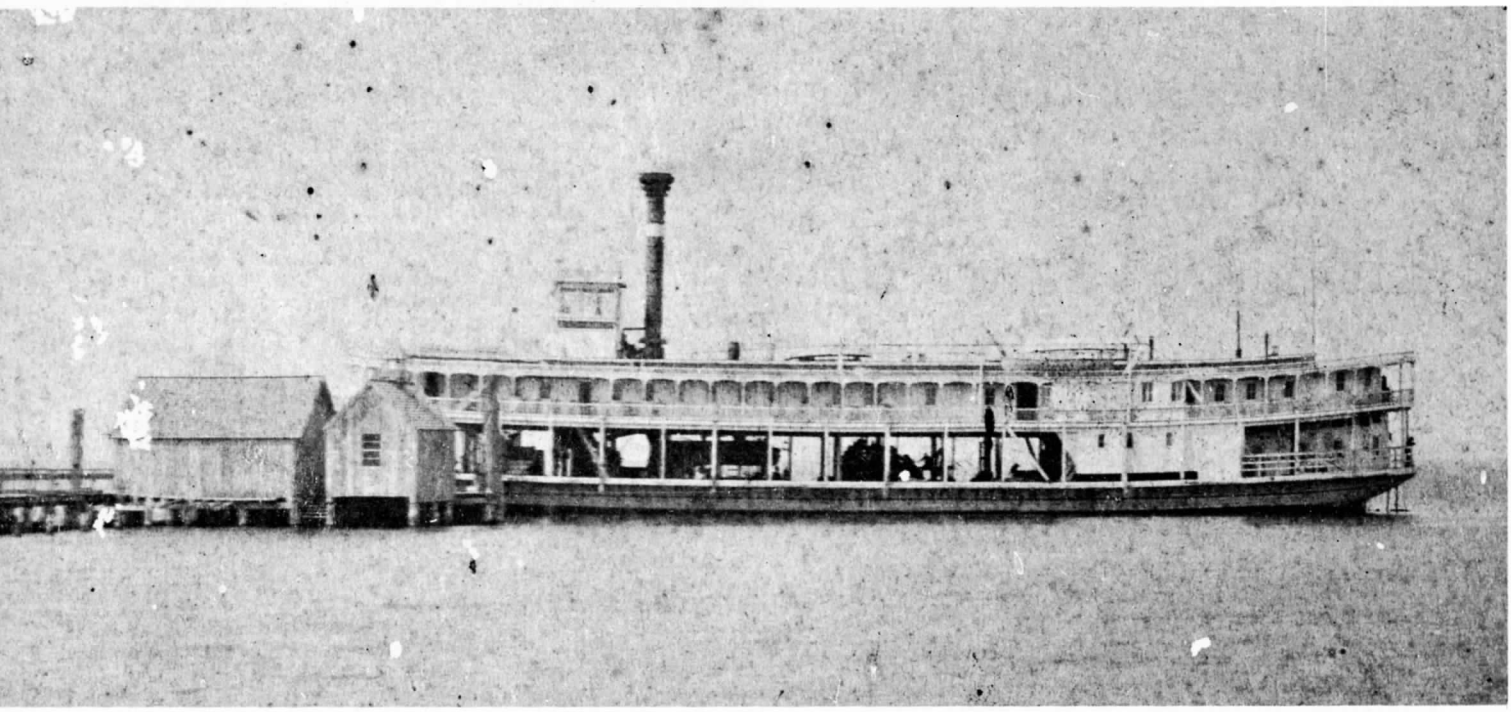
She knocked out a cylinder-head about six miles above Warsaw, Ky., up in Sugar Creek Bend, and was towed to Madison, Ind. for repairs. She got to Louisville on the 23rd--five days from Cincinnati, and for reasons undisclosed laid up. She got a new prop at New Albany and started on south either in late December or early January, 1885. She arrived at Jacksonville, Fla. on Monday, March 2, same year. Evidently there were wounds to bind, for she advertised her first "grand excursion to Sanford" departing from the foot of Newman Street on March 12 at 10 a.m. On this maiden voyage she grounded for several hours on a bar and was pulled off by a passing steamer, the GOVERNOR WORTH. She was drydocked for repairs after her return.

Several more such excursions followed. On the second one she had but 35 paying guests. In May a special trip was advertised to Green Cove Springs, teamed up with the CHESAPEAKE, the two boats lashed side by side. This rather unique stunt was unique in other respects. The CHESAPEAKE was built at Harmar, O. (across the Muskingum from Marietta) in 1883 and had been taken to Jacksonville by Capt. Edwin F. Maddy in May, 1884. She was a three-boiler side-wheeler on a hull 188 by 26 and had briefly run in the Parkersburg-Gallipolis trade.

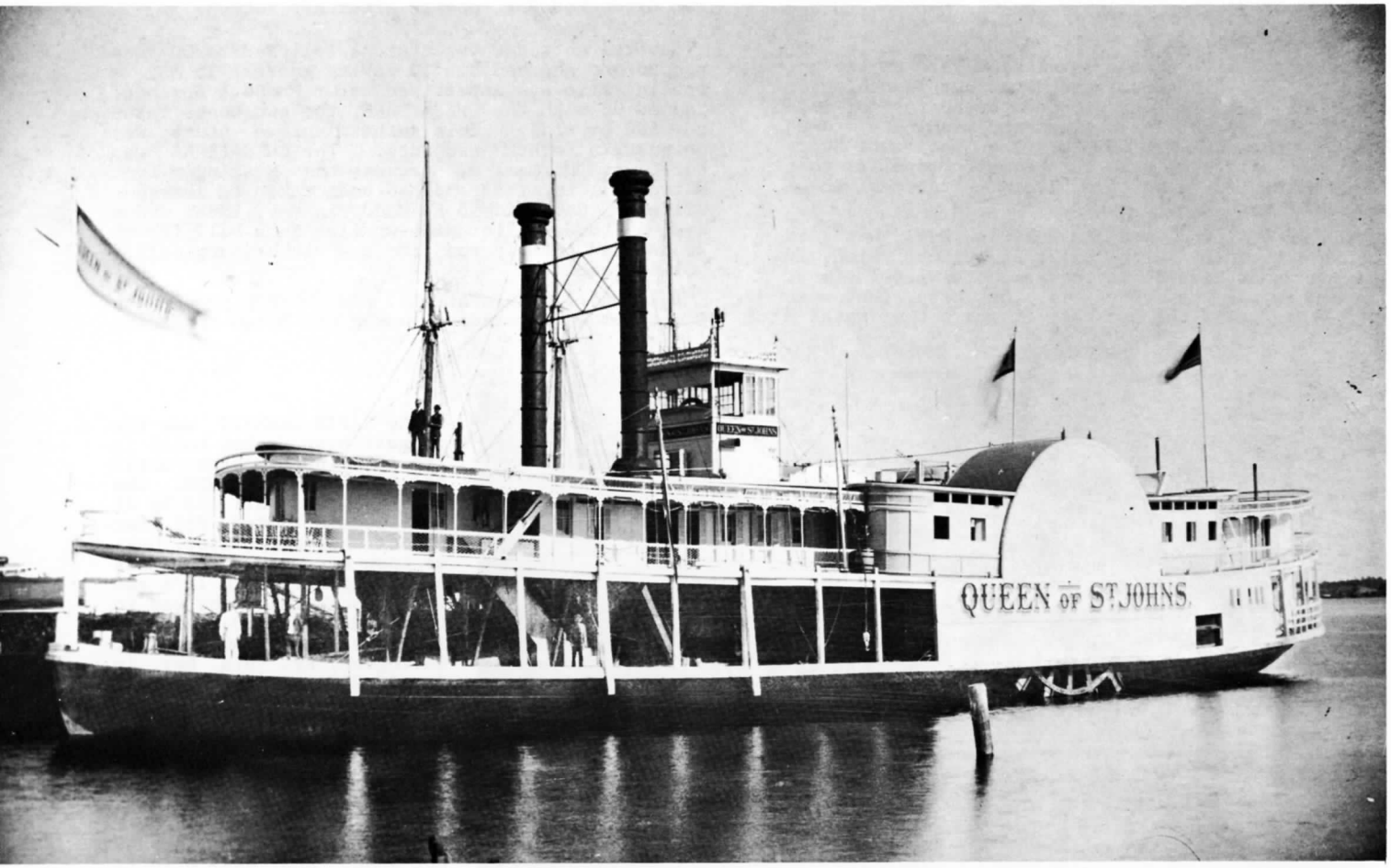
This was a picnic affair, and 700-800 people ate ice cream and promenaded under the broad spreading



The RAPID TRANSIT was the largest prop packet built in the Cincinnati area until the QUEEN OF ST. JOHNS. She had a wood hull 153 by 28 and became noted for her speed. Her owner Capt. Oakes took her to New Orleans upon completion in 1878 and four months later she was in the hands of the U.S. Marshal there. Val P. Collins of Covington, Ky. bid her in for $3,200, put her in tow of the LIBERTY NO. 4 and brought her home. In 1879 she ran Memphis-Commerce for a few months, Capt. William Ashford, master and J. Frank Ellison, clerk. She was in the Cincinnati area for the next few years doing we know not what, and was briefly renamed ENQUIRER before dismantling. Her machinery was placed on the QUEEN OF ST. JOHNS.



Cincinnati-built prop packet QUEEN OF ST. JOHNS



Same boat as above after conversion to side-wheels



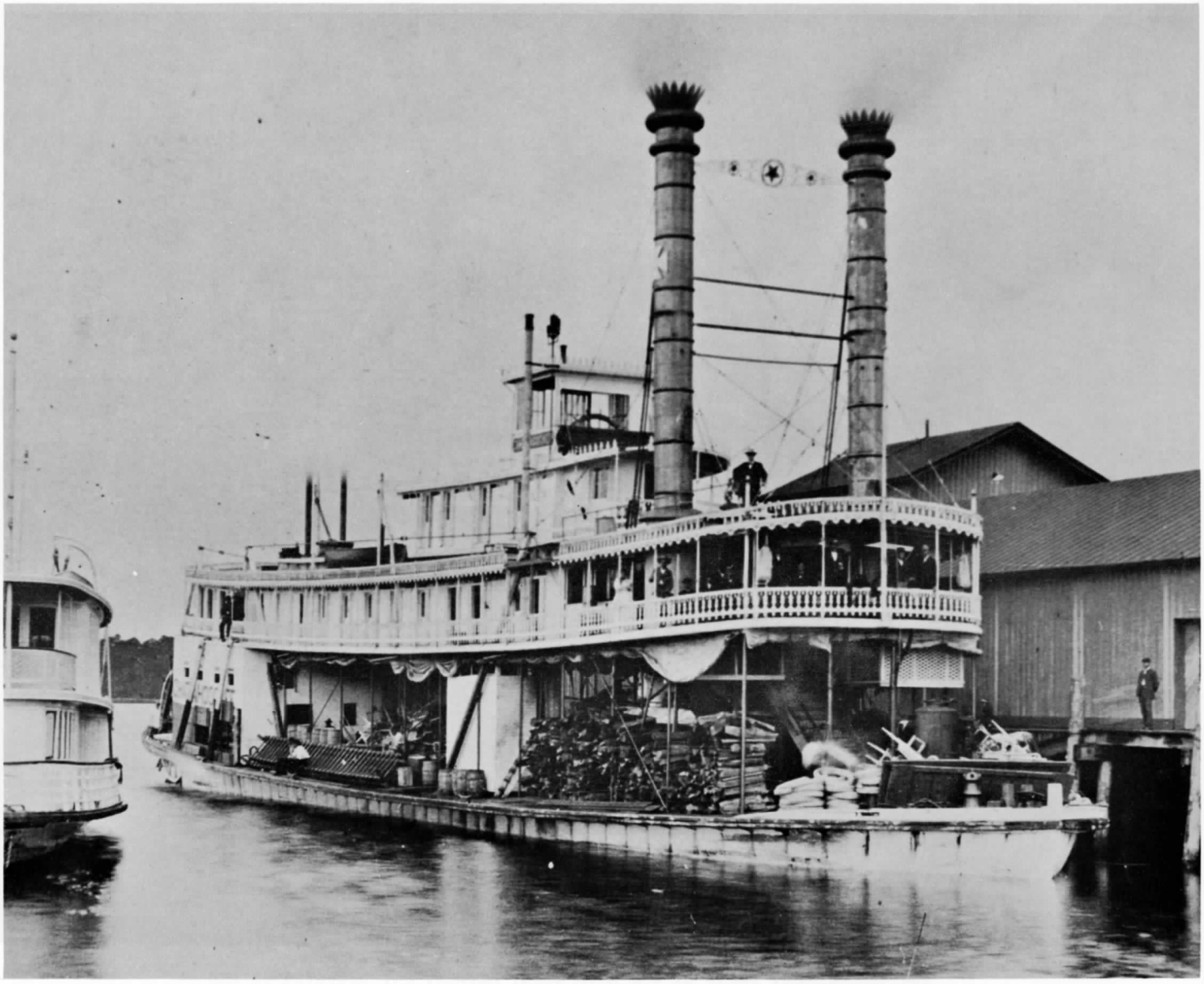
The CHESAPEAKE, built at the Knox Yard, Harmar, O., pictured on the St. Johns River at Jacksonville in Florida.
-photo from J. S. Mitchell, Jax.

oaks at the celebrated spring, imbibing thereof, slaking thirst with professed contentment, for this excursion was under the auspices of the Duval Division, Sons of Temperance.

By now, obvious to all, the QUEEN OF ST. JOHNS was no gee-whiz as a propeller boat. That July she was taken to a shipyard and converted into a side-wheeler. This metamorphosis was about the most dramatic conversion of a river steamboat. The reader may observe the pupa turned moth in the two accompanying photographs. The job had its embarrassing moments; there were no suitable engines in Florida for this transformation. The management bought and had shipped down from the Ohio River a set of old towboat engines which had been on the BENGAL TIGER. --And that's a story in itself, about the BENGAL TIGER built in 1863; she made trips up the Allegheny to Oil City, Pa. in her youth and eventually became the first boat owned at Cincinnati by the Hartweg brothers.

Apparently this side-wheel rebirth, beautiful as it was, flattened some Jacksonville pocketbooks. By mid-August, 1886, the QUEEN had been acquired by John Christopher who was well known in that territory. Later he pioneered refrigerator ships to carry oranges north and had interest in many ocean steamers. A newspaper ad gave notice: Tourists and Shippers - FAST LINE - St. Johns River steamers. New, large, fast and elegant Mississippi passenger steamers CHESAPEAKE and QUEEN OF ST. JOHNS. The boats left Jacksonville at 2:30 p.m. from the wharf of the Florida Railway & Navigation Company, foot of Hogan Street, making close connections with all railroads, and also with boats at Sanford for Indian River. Each boat was up one day and down the next. Competition both river and rail proved too much.

In the summer of 1888 John Christopher transferred the QUEEN OF ST. JOHNS to Wilmington, N.C. and ran her briefly as an excursion boat between there and Southport, N.C. near Cape Fear. We will venture the opinion that this was about as far up the East Coast a Cincinnati-built steamboat got to in 1888 or since. Apparently no attempt was made to operate her in 1889 and she was tied up along the river bank at Wilmington. On July 10, 1889, about 9 p.m., she burned. Two steam tugs went to the scene, the MARIE and PHILADELPHIA, and played hoses to no good effect, but the MARIE extinguished the flames which had spread to Bowden's naval stores yard.



This is the best known photograph of the first steel hull packet built for service on U.S. inland rivers. James Rees & Sons Co., Pittsburgh, pioneered the construction of this type, their first sale being to a customer on the Magdalena River, South America, 1878. That pioneer, the FRANCESCO MONTOYA, was shipped in parts and assembled at destination. Many repeat orders followed in rapid succession. But not until 1881 did Rees land an order for a domestic steel hull steamboat. She is shown above, the CHATTAHOOCHEE, built to run on the Chattahoochee River to Columbus, Ga. This view was taken when she was transferred to the St. Johns River in Florida, operated by the H. B. Plant interests.

Capt. Edwin F. Maddy was the most interesting riverman ever produced along the upper Ohio River. He started out clerking on the old side-wheel ORIOLE in 1871, got married in 1874, and started owning dib-dabs of stock in boats he commanded---locals out of Gallipolis, O. mostly---with a reputation of being the "gentlemanly captain." He built the CHESAPEAKE (second) in 1883 in an all-out bid to have and to hold the local traffic between Gallipolis and Parkersburg despite the fact that the Ohio River RR. was creeping down the valley, scything established packet lines as it came. The persuasion to seek greener fields uncluttered by cinders was overwhelming, and the side-wheel FANNIE DUGAN had successfully made the salt water transit of the Gulf and the Atlantic from the Ohio River to Jacksonville in the summer of 1882. The FANNIE's triumph was the talk of the rivers, for she was ten years old and limber and decrepit and an apt candidate for the boneyard. Her Florida owner, Capt. C. B. Smith, had the good judgment to stiffen her hull and bulkhead her main deck, the work done at Covington, Ky., before he headed her into the briny deep.

What Capt. Ed Maddy saw when first he cased the St. Johns River in Florida was the old FANNIE DUGAN pinch-hitting for the DeBary-Baya Line, which had lost their iron river side-wheeler FREDERICK DeBARY by fire in December, 1883. The calm St. Johns, the southern clime, the orange groves, the influx of winter tourists--all of this was a bit overwhelming to an upper Ohio navigator who had spent his life fighting ice, floods and droughts. If Captain Maddy had any lingering doubts, the big flood in the Ohio River, spring of 1884, dispelled them. He decided to take the CHESAPEAKE to Jacksonville.

So in June, 1884, when the Ohio River RR. was running its first trains between Wheeling and Parkersburg, with construction crews laying track on down the valley, the CHESAPEAKE, Capt. Edwin F. Maddy in command, was taking out a "moonlight" on the St. Johns, auspices of the Jacksonville Public Library, making a landing at Mayport where the passengers strolled along the beach to the Convent Home where there was "a dazzling display of Chinese lanterns along the piazza of the hotel, and the large ballroom was profusely decorated with palmetto and evergreen." There the librarians danced until midnight, and the CHESAPEAKE steamed back under a full moon. Solos and choruses of the "Pirates of Penzance" were sung by a group who had lately staged the opera.

The "gentlemanly captain" commenced running his boat on a regular schedule between Jacksonville and Sanford. He had his brother Will Maddy with him. Between the two they outdid Dale Carnegie. The "Florida Times Union" said in print, "Capt. E. F. Maddy is no doubt as efficient an officer as he is a courteous gentleman."

We are vague on details, but Ed Mueller reminds us that in the midst of this Odyssey of moonlight and orange blossoms the side-wheel BELLE OF THE COAST, brought over from New Orleans, was added to the St. Johns River fleet. She came there in the fall of 1885. The BELLE was built at Cincinnati in 1880, wood hull like all the rest, 187.4 by 37. She was an impressive creature with cotton guards and towering smokestacks designed for the New Orleans-Bayou LaFourche trade. Ed Mueller says on her first trip on the St. Johns she lost her stacks overboard and the pilot got fired.

In the winter of 1885-1886 the "Tourists and Shippers Fast Line" was operating the CHESAPEAKE, BELLE OF THE COAST and the QUEEN OF ST. JOHNS, all with Ohio River origin, and Capt. Edwin F. Maddy was the manager. This "Line" was an agreement among the principals concerned, and each boat retained its individual stockholders. The old FANNIE DUGAN, according to official records, was dismantled at Jacksonville in 1886.

Maybe she was. In 1922 your editor rode aboard the sternwheel OSCEOLA from Jacksonville to Sanford, and before departure took a look-see aboard the side-wheel CITY OF JACKSONVILLE and was some surprised to see that her roof bell was inscribed FANNIE DUGAN. Enroute up the St. Johns that night we made the acquaintance of the purser (who was perched in the office strumming a ukulele) and when we got to talking about the DUGAN he said, "When we get to Sanford in the morning, you cross on the ferry to Enterprise, and when you get on the dock look sharp on the left side of it facing shoreward and you'll see the hull timbers of the old FANNIE DUGAN, for that's her resting place." She was there. At Enterprise.

What Capt. Ed Maddy found out soon enough was that he had traded his Ohio River troubles for a new crop of difficulties far worse. In the fall of 1884 the H. B. PLANT, Capt. Isaac Hall, was right on the CHESAPEAKE's tail, same trade, same schedule. There was rate cutting and all of the horrible trimmings. The Jacksonville, Tampa & Key West Railway was grading its line to Sanford. The CHESAPEAKE got into the clutches of a U.S. Marshal and on May 22, 1886 Capt. William P. Hall bought the boat and returned her to the Mississippi River where she ran less than a year. She burned at New



Several noteworthy alterations were made in the superstructure of the CHATTAHOOCHEE. In this picture she has wire railings, and it is known this photograph was made some later than the other shown. When she returned to the Mississippi she had her boiler deck extended out over the forecastle, texas lengthened aft, and sported twin swinging stages. She had the wire railings when she burned at Vicksburg on December 7, 1893, and almost took her running mate, the RUTH, with her. She had been running Vicksburg to Greenville, owned by Mulholland Bros. and her skipper Capt. Nimptz. This view comes from the Library of Congress.

Madrid, Mo.

As addenda to all of this, and please forgive the intrusion, Capt. Ed Maddy did his last steamboating as master of the QUEEN CITY in the spring of 1913. It was a real fine ending for him. He took the position in April, succeeding Capt. Arthur Browne. The river held up until the end of May and when the QC left Pittsburgh for Cincinnati on Wednesday, June 4 it was her last trip--and I mean her last trip. She didn't make another trip in the P&C trade until the summer of 1918. A 12-year old kid, which was me, had reasoned to himself that some sort of a Katy-bar-the-door was in progress, so we jumped aboard our Columbia patent coaster-brake bicycle and pedaled out on the Sewickley highway bridge at 5 p.m., hoping she had left on time and would be passing under. Dams were down.

The QUEEN CITY was on time, and did pass under, and for a fleeting second I saw seated on a chair well forward on the hurricane roof an officer (he wore a uniform cap) and it isn't going to hurt anything one bit to let me believe, as I always have believed, that I had this glimpse of the very famous Capt. Edwin F. Maddy. He died at home in Gallipolis barely seven months later on Friday, January 2, 1914. My "uncle" Joseph C. McDonald, aware of my river interest, had subscribed to The Waterways Journal for my 1913 Christmas present, and when I read in the Pittsburgh "Gazette Times" the special dispatch from Gallipolis telling of Captain Maddy's passing I composed my first, and the WJ's all-time naive, letter to that publication advising them of the news. Of course the next issue bulged with an extended biography from the pencil (yes, he scribbled in pencil) of Frank L. Sibley, the Gallipolis correspondent. Other columns were packed with lament for the deceased, and with sympathy for the widow and children and relatives. But, tucked in a corner, was my letter from 315 Hazel Street, Edgeworth, Pa. It was captioned FROM OUR 12-YEAR OLD FRIEND.

That was my first solo performance with the printed word, trite, awkward, but from the heart. Strangely I got an answer, not from the Maddy family which had enough to do just then, but a letter came from a man in Oil City, Pa. named Donald T. Wright. He thanked me for writing the WJ and poured out his personal grief, for he had made many trips with Captain Maddy on the steamer OHIO, and, in his belief, Captain Maddy was his idol, and he hoped we would grow up to emulate him. The advice was sound, the performance lame.

Now here is a tid-bit we did not suspect. Our friend Ed Mueller, inveterate dredger of Florida steamboat information, brings news that even as the CHESAPEAKE was moonlighting excursionists to the strains of the "Pirates of Penzance" there was still another Ohio River-generated steamboat on the St. Johns, the best of all, the steel hull sternwheeler CHATTAHOOCHEE.

This steamboat is featured in the James Rees & Sons Co. catalogue as "the first steel hull packet built for river service in the United States," an undeniable fact. Her compartmented hull was 155 by 31. She didn't raise any great storm around Pittsburgh, too much overwhelming excitement with the new KATE ADAMS, WILL S. HAYS, RAYMOND HORNER and the BOAZ. Anyhow she was taken away to the Chattahoochee River for which she was named. But in the summer of 1884 she was plying the Jacksonville and Sanford trade, two round trips a week, Capt. John W. Fitzgerald. She belonged to Henry Bailey Plant's "Peoples Line." Here is a local news item dated March 26, 1885: "Purser Vance reports that the CHATTAHOOCHEE is full every trip up and down the river and he never saw the likes of people in their state before." Sort of ambiguous, but you get the picture. She continued the trade at least into June, 1885.

Three of these Ohio River-built steamboats we have talked about made the round trip. The BELLE OF THE COAST, CHESAPEAKE and CHATTAHOOCHEE were returned to the Mississippi. In this respect a precedent was set.

There is a story of two river side-wheelers, both built at New Albany, Ind., which went to sea during the Civil War. The ALICE VIVIAN and the JAMES BATTLE attempted to carry C.S.A. cotton from Mobile to Havana, Cuba. There are various versions of this business; one account claims the VIVIAN made one such successful trip. They were overhauled and captured 50 miles off Key West by the U.S. gunboat DE SOTO. Both were taken to New Orleans as prizes of war. Another account states that the VIVIAN made two such cotton-runner trips to Charleston, S.C.

This story of the steamboats on the St. Johns River during the 1880's nontheless is a special chapter, and our thanks again to Ed Mueller for the pictures and most of the factual information.



This picture was taken in 1943 aboard the tourist sternwheeler GORDON C. GREENE by the late Andrew J. Lodder of Cincinnati. From the left: Capt. Tom R. Greene, Capt. Mrs. Gordon C. Greene, and Capt. Chris B. Greene. The little lady was the mother of these two stalwart sons, and she was often spoken of as Capt. Mary B. She was born June 20, 1868 at Hills, Washington County, Ohio, daughter of Rhoda (Whitney) Becker, and Peter Becker. Her father Peter came from Rhinish, Bavaria, Germany. She spent much of her lifetime aboard her husband's steamboats and died on board the DELTA QUEEN, at Cincinnati, on April 22, 1949. Barely a year after this picture was made her son Chris (right) died, suddenly, of a heart attack at the Greene Line wharfboat in Cincinati, this on October 20, 1944. He was 43. Capt. Tom, the younger son (left) suffered a heart seizure aboard the DELTA QUEEN, was removed to a hospital at Evansville, Ind., where he died on July 10, 1950, aged 46. No one named Greene is associated with today's Greene Line.

CRICKET - GREENDALE

BY CAPT. JESSE P. HUGHES

BUILDING THE CRICKET was the idea of Capt. Gordon C. Greene. He was in need of a boat that would carry packet cargo on "a heavy dew" during summertime low water. He remembered such a boat, the SCIENCE, which ran on top of the water, an outstanding innovation, nondescript (guys holding up her stacks were 3/8 cowtail manila), and a good dollar-maker around Wheeling for years. The little CRICKET turned out to be a fair imitation; she drew 15 inches with steam up.

The GREENWOOD was carrying eggs, butter, poultry and livestock to Pittsburgh at this time. So the first job the CRICKET was put to was to assist on the upper stretch of the Ohio, where the water got lowest of all. When the GREENWOOD couldn't make it, her cargo was transferred to the CRICKET for Pittsburgh delivery.

To keep the CRICKET occupied at other times, she was operated on the Big Sandy River. But her first great experience was to act as a low-water snagboat for the U. S. Engineers. In the fall of 1900 the regular snagboat E. A. WOODRUFF got stopped below the bar at Falling Run, below New Albany, Ind., and was laid up there. Capt. W. H. Christian persuaded his superiors to get a light draft boat towing ahead of it a flat with a derrick mounted on it. The CRICKET was selected, and she spent two months between New Albany and Evansville extracting snags which were "out for air" during the low river stage. Capt. Theodore Davis commanded her.

That winter she was back in Big Sandy, and in the summer of 1901 she shoved the Markle & Swallow showboat on a tour. Matthew O. Swallow, a young man whose father had struck oil on his farm near Sistersville, was fairly well to do. William R. Markle, of Steubenville, had the showboat know-how. At the time it was built at Parkersburg, this showboat was the biggest on the river, the interior finished in ornamental pressed steel, and a lot of wooden scroll-work on the exterior to give the showboaty look.

My job was to shove this new creation from town to town with the CRICKET. We worked our way up the Ohio River to Wheeling, showing at the towns enroute. Then we started back down, doing the same thing, and proceeded up the Kanawha. At Charleston there was standing room only. We went on above Charleston to show at the small coalmining towns.

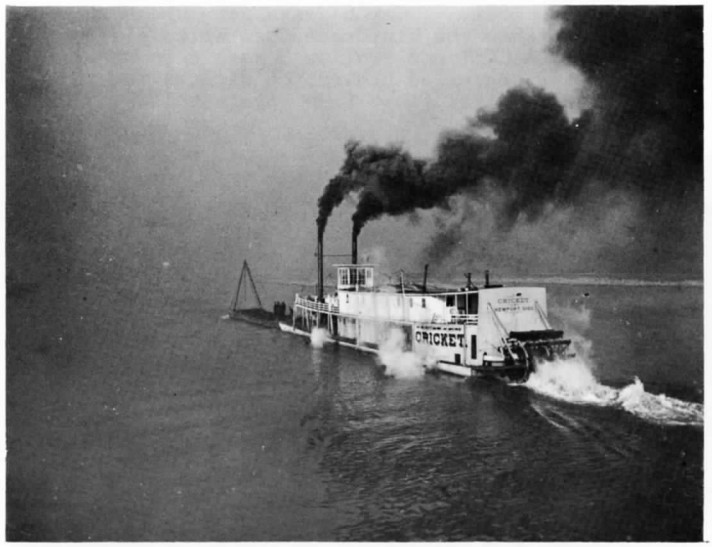
We were showing at Winifrede, a matinee afternoon performance, with the river away up in the willows--a cloudburst had sent down a sudden summer flood. During the show a coal miner ran down the center aisle shouting that a barge of coal had broken away from Black Cat tipple and was headed for the showboat. The audience took leave with such speed that the actors didn't realize for a moment that they were playing to an empty house. The irony is that no barge had broken loose. We lay there at Winifrede three days while the flood raged and subsided taking with it coal tipples, houses, and a great quantity of drift.

We retraced our way back down the Kanawha, and on down the Ohio, showing at many towns, and last of all showed at Evansville. The CRICKET's term of charter expired there, and another towboat was procured.

There always seemed to be a job of some sort for the CRICKET to do. In the fall of 1902 the Campbell's Creek Coal Co. was building an ice pier at Cincinnati and needed a raft of logs taken there for the purpose. The river was dead low, so Capt. E. A. Burnside arranged for the CRICKET to do the towing. A bevy of pilots went along to "look at the river" while all the rocks and bars were ex-



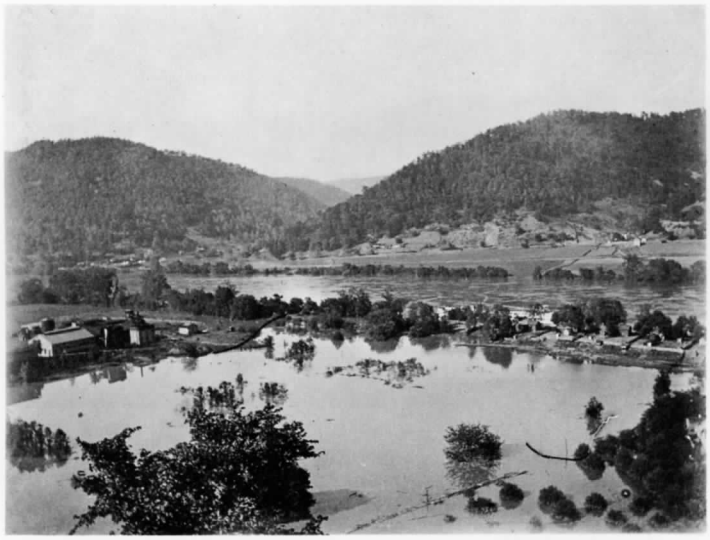
Taken at Willow Island, West Va. in 1900, the first year the CRICKET ran. All of the pictures used with this story were taken by Capt. Jesse P. Hughes. He went ashore to get this shot while the mate and crew were loading aboard a bull.



Here is the CRICKET in service for the U. S. Engineers, shoving a small flat with an A-frame derrick rigged on it for jerking snags. She was about to enter the Louisville-Portland Canal when Cap'n Hughes snapped this.



While towing the Swallow & Markle showboat, Cap'n Jesse took this shot showing Capt. W. R. Markle (right) and a group of actors.



This is the Kanawha River flood at Winifrede on May 22, 1901. Cap'n Jesse got up on the hill to show the Winifrede Coal Works (left) but the CRICKET and Swallow & Markle showboat are partly concealed behind the willows toward the right. River flows from right to left.



Here is the Swallow & Markle showboat band at Derby, Ind. just after the street parade was concluded. The square placards ballyhoo the show, COME AND SEE--AT THE RIVER TONIGHT.



This was taken at Charleston, W. Va. on the Kanawha River in 1902. The GREENWOOD (largest) is at the wharfboat and the EVERGREEN is moored alongside. Above, headed downstream, is the CRICKET which was running between there and Montgomery, W. Va.

posed, and among them were Capt. Shoofly Wright, his nephew Loyal Wright and Capt. Rush Burnside. I, too, enjoyed observing. We brought back to Pt. Pleasant two empty coal barges, the river still very low.

The CRICKET was originally built with a scow, or barge-shaped bow, most practical for light draft construction. This had disadvantages. When the river was roughed up with wind waves the CRICKET slapped and banged and shook her stacks to such an alarming degree that often we had to go to shore for safety. She was built "open hull" and waves would ship aboard.

After running two years we changed her; gave her a model bow, and decked her, and added guards. She was a lot safer but now she drew 20 inches. In 1903 she towed the Great American Water Circus on a tour of the lower Ohio. We commenced at New Martinsville, where the owner, a Mr. Newman of Ironton, O., had assembled on two flatboat hulls an enormous floor covered with a circus tent. So actually this was a circus afloat, three rings, seats, side shows and all the trimmings. The acts included trapeze artists, clowns, a magician, monkeys--but no wild animals. Nearest thing to a wild animal was a pseudo-creature named Jocko, two men cavorting under a blanket. In addition to piloting this circus with the CRICKET, I also played the calliope. One of the features displayed aboard was a mock-up automobile; it couldn't run or even move, but there was a crowd swarmed around that creation at all times.

We started out in April and did fine. Had to cancel the performance at Leavenworth, Ind. due to a smallpox scare. At Uniontown, Ky. we were doing a night show when the packet JOHN S. HOPKINS slipped up alongside to land at the wharf. Her stern swung slowly and bumped the circus. Somebody in the audience screamed, and that's all it took. Within moments the whole crowd was on shore. That ended the show at Uniontown.

Several days later, showing at Paducah, Mr. Newman decided to return up the Ohio River. He had been of a mind to continue down the Mississippi, but had decided (and rightly) that the construction of his circus was too flimsy for that. So we back-tracked to Ironton, O., playing to lean audiences, and there the show was disbanded.

At the conclusion of her Big Sandy River work in 1904 which--as things turned out--proved to be the last time we ran her up that stream, the CRICKET was chartered to Capt. Tisher who operated her in the local trade between Steubenville and Wheeling. When this stint was completed, no boat ever again ran between those cities. That fall during low water she ran the packet trade between Cincinnati and Chilo, O. until closed out by ice in late December. She lay under the Coney Island dike with other boats for protection.

The Greene Line by now had moved its sphere of activity to Cincinnati, and in 1905 she was bringing Kanawha River coal in flats from the mines to stoke the Greene fleet. Capt. George Hutchison, who had been on her in the Big Sandy trade, was in charge of the operation. That fall the regular Chilo packet M. P. WELLS was taken to Pt. Pleasant and rebuilt to become the CHILO, and the CRICKET ran in the trade until early October.

There were two major floods in the Ohio River in the spring of 1907 just two months apart. When the second one came along the CRICKET happened to be at Pt. Pleasant. Service by the regular packets to Pittsburgh had been disrupted, and the Gill Produce Co. of Gallipolis chartered the CRICKET, loaded her with a consignment of chickens and eggs, and sent her off for Pittsburgh on the flood's crest. Capt. Rush Burnside and I were the pilots. The water did not start to subside until we were just below Ravenswood, W. Va.

We came up around the sharp bend at Long Bottom in the dark and were some surprised when we heard guns going off. Some of the people in that small town were shooting our direction. This was no un-

usual thing during a flood when the wave action of a passing boat was likely to break inundated windows and cause structural harm to flooded buildings and houses. Shantyboat dwellers were inveterate addicts at this clay pigeon for real game. The CRICKET, loaded as she was, and small as she was, wasn't making commotion enough to wet the drift. But apparently the monotony of the flood had persuaded a few of the Long Bottomites to have a bit of target practice at our expense.

I asked the engineer to shut down the electric light plant, which he promptly did. To those on shore the boat simply disappeared in the dark. We heard a voice of triumph: "Ha hah; we shot the lights out of her anyhow!"

Running a loaded boat up the river in a blackout is not the safest thing in the world, especially riding a flood's crest. I poked her nose in the willows above Long Bottom and we lay there until daylight. The rest of the trip, on a falling river, held no further disturbances.

We ran the CRICKET in the packet trade on the Kanawha for a season or so. Age and constant service were beginning to tell on her, and she was drawing nearly two feet. In the summer of 1909 we took her to the Enterprise Docks at Pt. Pleasant and built practically a new hull under her, four feet wider on each side, giving her a hull width of 26 feet. Other engines and a longer paddlewheel shaft were placed. Her cabin and pilothouse remained the same, but instead of two smokestacks we gave her a single one right ahead of the pilothouse. After all this work was done she was renamed GREENDALE. She was drawing about 15 inches, and she had almost double the former carrying capacity.

The GREENDALE entered service on Sept. 20, 1909, doing low water work upriver from Cincinnati. The rousters started calling her the "One arm John." In the March flood of 1910 the Pittsburgh & Cincinnati Packet Co.'s VIRGINIA wandered astray into a cornfield, stuck solidly, and perched there. The GREENDALE was chartered to Capt. Fred Hornbrook for the Pittsburgh-Charleston trade and brought to Willow Grove, W. Va. the contractor's equipment from Pittsburgh needed to railroad the VIRGINIA back to the river's shore.

In the summer of 1911, a large double-hull wharfboat was built at Pt. Pleasant and the GREENDALE was given the task of delivering it to Cincinnati. Capt. Elmer Fancher was the pilot, and at a disadvantage, for the superstructure of the wharfboat was far too high to see over, and his view was effectively blocked out. Capt. Jack Ward of Gallipolis was in charge of the operation, a veteran who continually used a big cane. Jack got up on the wharfboat roof, seated himself in a big chair, and gave steering directions by waving his cane to starboard or to port. The affair came off nicely and the new Greene Line wharfboat was placed at the foot of Sycamore St., Cincinnati, on October 18, 1911.

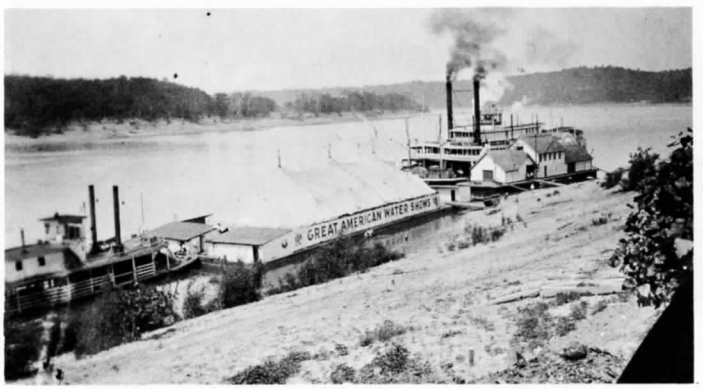
That was but 1/4 the battle. The old wharfboat had to be taken back to Pt. Pleasant, 203 upstream miles, a job that took eleven days to accomplish, laying up each night in the willows.

The H. K. BEDFORD was lost in ice above Marietta early in 1912 and the GREENWOOD took her place. That summer the GREENDALE ran the Pittsburgh-Parkersburg trade during low water, not finishing until along in October. In 1914 there was an unusually dry summer and fall. Capt. Ike Argo and I piloted the GREENDALE in the TACOMA's place until in late September even the GREENDALE was bumping bottom. We got grounded above Cincinnati on Nine Mile Bar and had to get the freight lightered off. Then--and mark this down for the books--she ran several trips for the Louisville & Cincinnati Packet Co. between those cities, probably the tiniest boat they ever had in the trade.

She survived the 1917-1918 ice gorges nestled in at the Cincinnati wharf where so much destruction took toll. By now various of the Ohio River dams



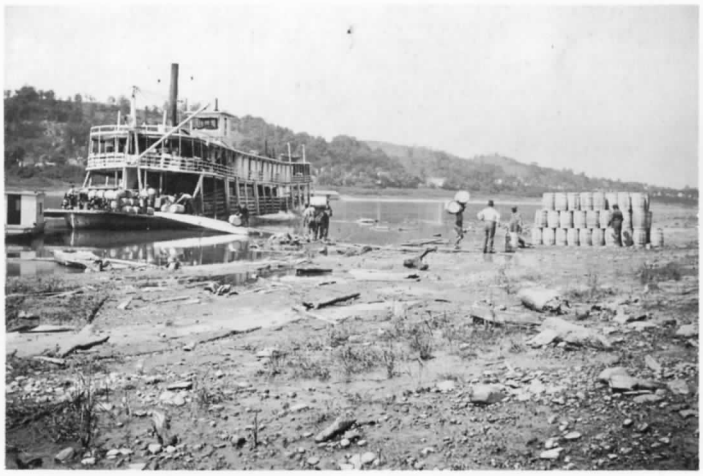
Here is the CRICKET on the docks at Parkersburg, W. Va. when her open hull was decked and a model bow placed. The docks were in the mouth of the Little Kanawha and this is taken looking toward the Ohio. The Parkersburg wharfboat shows across (top center) and above the B&O bridge pier (right) is the ENOS TAYLOR partly visible.



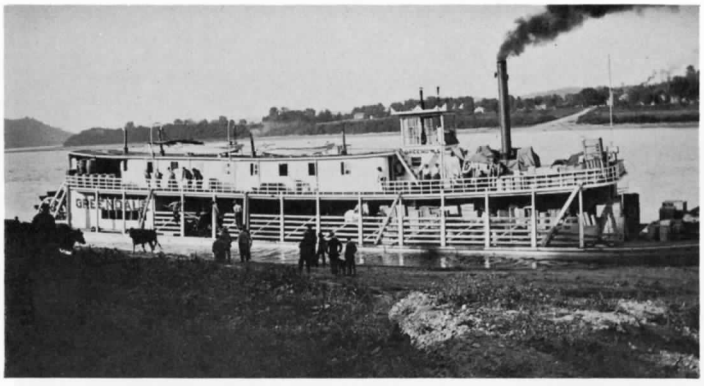
The CRICKET (left) is towing the GREAT AMERICAN WATER SHOWS, pictured at Leavenworth, Ind. on May 26, 1903. The MORNING STAR is doing business at the wharfboat. No show was given here due to a smallpox scare.



This was taken at the Gardner Docks, Pt. Pleasant, when hull of the CRICKET was being enlarged to become the GREENDALE.



This is the "One-arm John" GREENDALE landed at South Point, O. She's loading aboard barrels of apples, and also is discharging empty apple barrels. Capt. Gordon C. Greene, his back to the picture, is wearing a white shirt.



The GREENDALE was loading stock at Augusta, Ky. when Cap'n Jesse took this view in 1914. Note that she never carried a swinging stage.



The 200-ft. Greene Line wharfboat built on two wooden pontoons each 20 ft. wide is being backed out of the Kanawha River in tow of the GREENDALE at the right. At left is the side-wheel GREENLAND on the docks. Picture was taken by C. C. Bowyer.

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were completed and the business of scraping bottom was getting to be a lost art, for it was an art, and a lot of worry, and, at times, thoroughly enjoyable. The CRICKET sometimes had to be slowed down or stopped to allow a team pulling a farm wagon to ford the river ahead of her. And so the GREENDALE had outlived her usefulness to the Greene Line and early in 1921 she was sold to John Davis, a former Big Sandy boatman with plans to use her there. He gave her a full upper cabin, put the two stacks back, and started operations to Pikeville where there had been no service for eighteen years. He renamed her J. P. DAVIS. The results were not encouraging and so he sold the boat to a company based at Marietta who operated her briefly between there and Wheeling. She was laid up above Ohio River Lock 16 along shore in 1924 when a fall in the river caught her out and she became a wreck.

So that ends this little story which commenced in 1900 when the CRICKET was built at Parkersburg on a scow style open hull 132.6 x 18.3 feet. She wound up being 139 x 26.6. Her original engines were from a raftboat named STELLA, 9" bore by 2½ ft. stroke. After enlargement she had 9" bore by 3½ ft. stroke out of the T. D. DALE. Persons who may be interested in her drawings and dimensions may find a good bit in the S&D REFLECTOR, June '64 issue, pages 6-7. So goodbye, CRICKET; goodbye, GREENDALE. And hello to Dick Rutter who prodded me to write this piece.

Capt. Jesse P. Hughes authored a lively story for S&D REFLECTOR titled "Steamboating On the Big Sandy" in our March '67 issue, pages 23-28.

AN OPEN LETTER TO DENNIS TRONE
A highly sophisticated system blew up..

The sure-fire recipe to success and fame is to achieve something highly unusual. That you have accomplished. Seldom, if ever, was a steamboat race ballyhoo'd with such widespread coverage in the news media. Never before did we ever see a full-color brochure puffing up two paddlewheelers which didn't puff. The advance excitement brought visitors and sight-seers to Peoria even from the yon side of the Rockies. The build-up, the suspence, was beautiful.

Personally, we were in a slough of despond come July 14, an acute case of self-pity. We were devastated and shattered, figuring that all of our friends were watching the JULIA BELLE SWAIN and the DELTA QUEEN. Thousands watching. Thousands minus two--Grace and me.

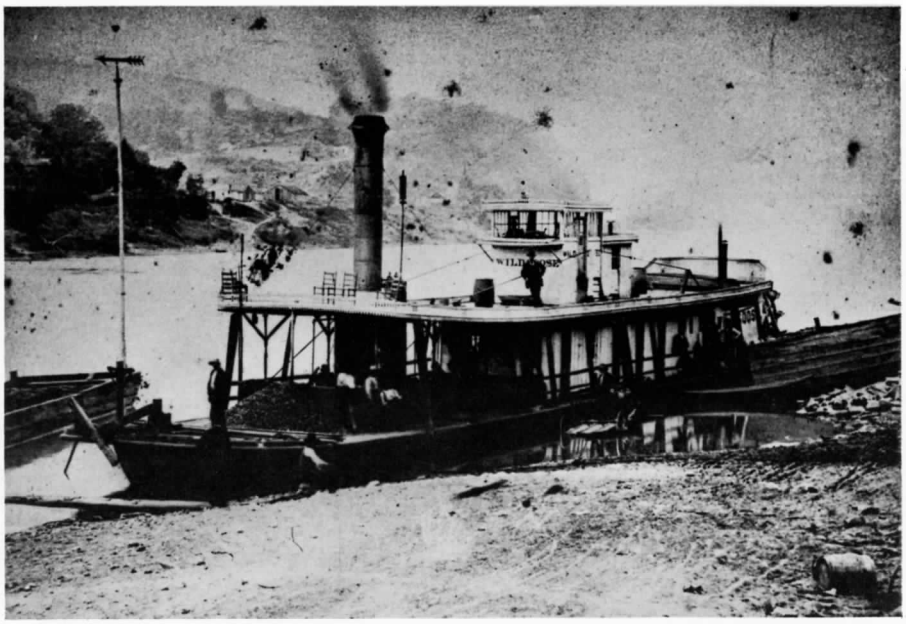
Then came a post card from C. W. Stoll dated "Bastille Day 7/14/72." The message was telegraphic so we'll set it in caps: SHE'S AS PRETTY AS SHE'S LOVELY--BUT COULDN'T RUN. ONE OF THESE HIGHLY SOPHISTICATED ELECTRONIC SYSTEMS BLEW UP--TODAY--OF ALL DAYS--YOUR SON JIM WAY AND FAMILY HERE--HAD NICE VISIT WITH JULIA BELLE SHELTON ALSO BOB BURTNETT.

Our initial wonder was what Bastille Day had to do with it, an event 183 years stale, which sure enough fell on July 14. Then it dawned on us that Dennis Trone had supplanted the fall of the Paris prison, in Peoria, with a new memorable event, the first steamboat race on the western waters which didn't happen due to mechanical difficulties.

The Chicago Tribune said later: "It was the biggest disaster to hit Peoria since the distillery fire of 1935." Another headline heralded: HOMETOWN's STERN-WHEELER STALLS.

We hand the laurels to you, Dennis. Nobody in Peoria history ever got four columns and four pictures in the Chicago Tribune simply by doing absolutely nothing at all.

And hey Dennis, we are in short supply of sympathy at the moment, having squandered a liberal supply on ourselves. And anyhow, you don't need it. Least of all do you need sympathy. All the world loves a good loser.



The WILD GOOSE was built at Charleston, W. Va. as a short trade Kanawha River packet, 1878. Capt. James H. Rowley, Jr. told us one time this tid-bit: "She was built by James Laidley, brother of Commodore F. A. Laidley, to run between St. Albans and Brownstown (now Marmet) and was about 75 feet long and had a sharp bow on each end. One engine was larger than the other and had to be kept throttled. She lasted in that trade about a week and I don't know what happened after that" he said. Maybe Harry White can add another chapter to this short story. He lives up in that Kanawha country, and in 1947 he bought the U.S. towboat GILLETTE and renamed it WILD GOOSE. Why? A throw-back to this old goose? It seems odd, too, that in 1879 a small boat built at Charleston was named LAME DUCK. Partner to the WILD GOOSE? Such weighty matters require prompt attention from Bill Barr, Herschel Burford and Harry White. Our thanks to William E. Reed for the print.

George D. Stuart became editor of the Valley Daily News, Tarentum, Pa. in 1921. He had inherited a liking for the Allegheny River from his grandfather George A. Stuart who had piloted steamboats to Oil City during the "oil boom." Consequently the Valley Daily News ran frequent editorials urging the further improvement of the Allegheny to Oil City and Warren.

George Stuart died on Wednesday, May 17, 1972, aged 75. For fifty-one years he had served his community, and for the last twenty of them under disadvantage due to illness and almost complete loss of his eyesight.

He was a long-time member of the Allegheny River Improvement Association. In March, 1928 when the steam sternwheel KITTANNING made a special trip up the Allegheny to Oil City and return, George Stuart was one of the few selected guests aboard. As matters turned out, that was the last steamboat to go there.

He is survived by his widow, Edna T. Stuart. Burial was in the Mount Airy Cemetery in Natrona Heights.

Capt. Fred F. McCandless will be 93 this month, September, 1972. He resides near Paducah at Cedar Crest, personal care home on US 62 in Marshall County, Ky. He is a little hard of hearing but otherwise fit. As Lieutenant Commander in the Coast Guard during the second World War he piloted LST-1, (Landing Ship, Tanks) from Cairo to New Orleans, the first one delivered. Later they poured from inland shipyards by the hundreds. LST-1 was built by the Dravo Corporation, Neville Island, Pa. and was commissioned Dec. 4, 1942. Her skipper was Lt. Com. O. C. B. Wev. Capt. McCandless was 62 when he took her down the Mississippi, and he then piloted 106 other war vessels down during four years. His last active steamboating was as mate on the BELLE OF LOUISVILLE at the age of 85.

Sirs: Once, so the story goes, there was a steam tourist boat which sank on the Mississippi and the passengers were staging a fancy dress party when it happened. When they got ashore they were picked up and all of them were put in a penitentiary. Is this a 'tall tale' or did it happen for real?

Curious.

=It happened. The GOLDEN EAGLE was homebound for St. Louis following an excursion to Muscle Shoals on the Tennessee. Capt. "Buck" Leyhe was in the pilothouse and Capt. "Trim" Wadlington was on watch. About 9:30 p.m., Saturday, June 14, 1941 the EAGLE was above Chester, Ill. about abreast of Barnett Hurdle Light. She hit an obstruction and was headed at once for the Illinois shore. Here is how James V. Swift told the tale:

"In the cabin the passengers were in the midst of the usual masquerade and stunt-night that marks the last evening out. They were immediately sent into the staterooms to get life-belts. As they hurriedly adjusted the heavy cork-and-canvas floats the maids circulated among the group, tying the strings and being of great general assistance. By the time the passengers had assembled at the head of the stairs to the main deck the boat was close-in to the shore. Throughout the wait for the starboard stage to swing in, the orchestra kept playing, and Hortense Wilder, hostess, sang and joked with the group. She even led them in group-singing.

"As soon as her situation was found to be dangerous Capt. "Trim" Wadlington sounded distress signals with the whistle in rapid succession. By the time the EAGLE had beached ashore her stern was settling fast. Her lights dimmed and then went out when the generator was immersed.

"The new diesel towboat VIRGINIA of the Cumberland River Sand Co. under charter to Pan-American Petroleum Co. and towing two barges, responded immediately, swinging in behind the packet even though she had a large tow of gas barges. Her spotlights gave the roustabouts a chance to see what they were doing after the EAGLE's illumination failed. She held her lights on the stage while the passengers filed off.

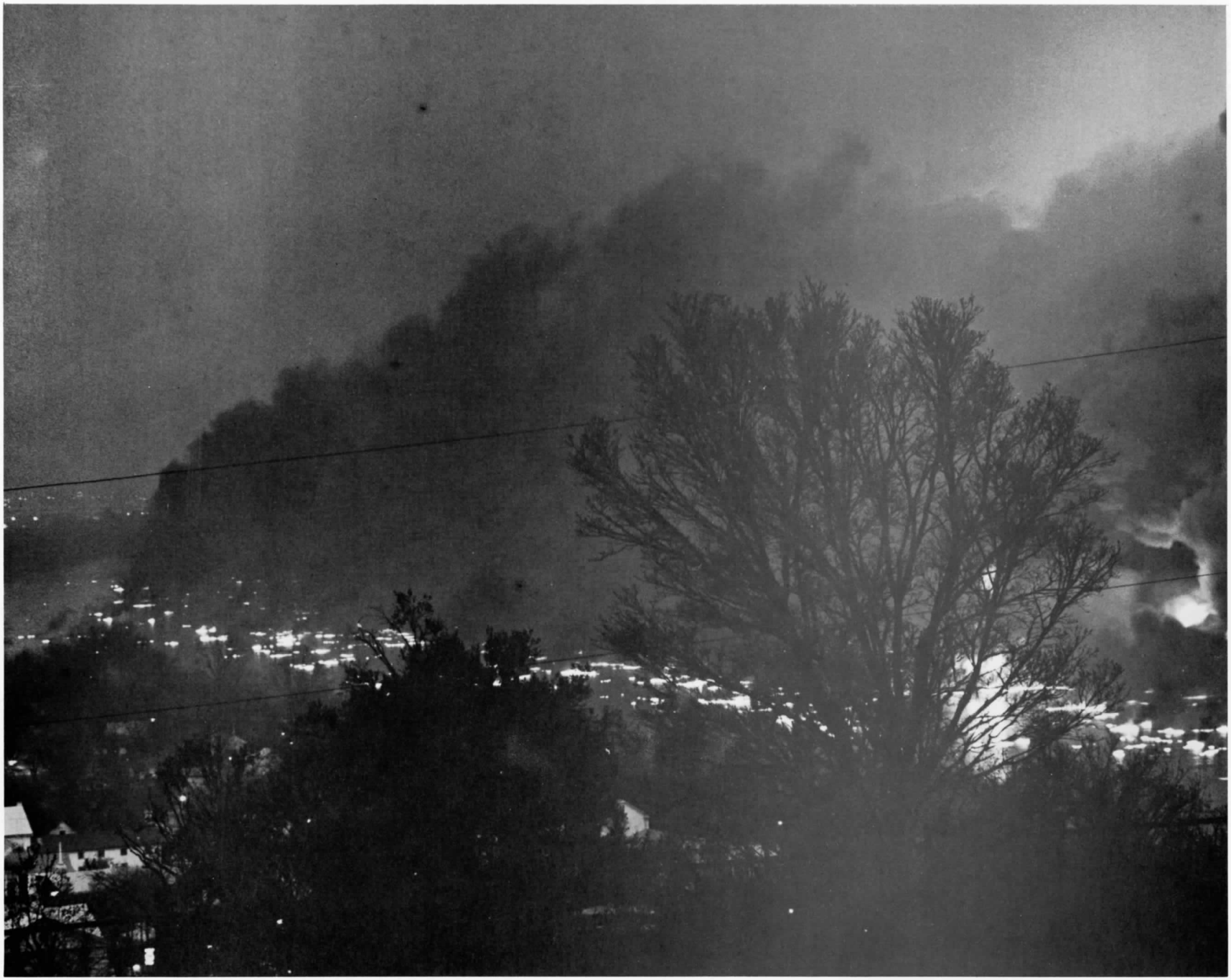
"It was after the passengers had left that the real tragedy happened. The GOLDEN EAGLE's stern was settling fast, and her headline drew so tight that it snapped. The backlash struck a group of crew members who were holding the stage. George Weems, colored waiter, had his back broken, and four others were slightly injured. Weems died in five minutes.

"After breaking her line, the EAGLE slid back into the river about thirty feet. The crew with skiffs brought ashore the baggage for the passengers.

"The emergency landing was made on the grounds of the Southern Illinois State Penitentiary. Prison trucks were dispatched, and in them the passengers were taken to the penitentiary. Assistant warden Arthur A. Bennett and Mrs. Bennett did all they could to help. Coffee and sandwiches were served.

"Many of the passengers, because of the masquerade were dressed in very quaint costumes that ran the whole scale of make-believe from Cleopatra to Daisy Mae. When the baggage arrived there was a general changing of clothes.

"The passengers remained in the prison until buses arrived from Chester to take them to St. Louis. There were aboard 53 passengers and a crew of 58. Many of the tourists were from Chicago." -Ed.



A RIVER OF LIQUID FIRE FLOWS PAST HAWESVILLE, KY. (Caption top of left column, next page).

(Picture on opposite page)

A RIVER OF LIQUID FIRE FLOWS PAST HAWESVILLE, KY., stretching all the way to Tell City, Ind., invisible behind the heavy pall of black smoke. This view from Kelly Heights was taken by photographer Don Wimmer for his newspaper "The Hancock Clarion," about 5 a.m. on Thursday, April 20, 1972. One of the two petroleum-product barges involved is engulfed in flames at extreme right. Hawesville's downtown section (lower left) is lit up in the glare. -Courtesy of The Hancock Clarion.



Bert Fenn, to whom we are indebted for clippings and pictures of the towboat accident and fire, took the picture at upper right. Says Bert: "A friend of mine, a good river rat who lives ON the river, phoned me at 5:30 that morning, so I went to the scene--still dark---orange fire everywhere and black smoke. I had to wait about an hour or more before it was light enough for my camera to take a shot or so of the fireworks here at Tell City, some miles below the accident."

A crafty historian someday could use Bert's picture to illustrate the Civil War's Battle of Memphis, and he'd maybe get away with the deception.



IN THE GREY LIGHT OF DAWN flames on the surface of the Ohio River cast their glow skyward. This photo by Don Wimmer was snapped from the first lookout above Hawesville, about 4:30 a.m., Thursday, April 20, 1972, following the boat-and-barge accident at the Cannelton Dam. The lights at Wes-Cor-Western Kraft at upper right show dimly in relation to the heady glow of burning fuel. -Courtesy of The Hancock Clarion.

OHIO RIVER ON FIRE HAWESVILLE TO TELL CITY

The diesel towboat THOMAS W. HINES was downbound on the Ohio River with two loads of gasoline and fuel oil in the pre-dawn hours, Thursday, April 20, 1972. She also had one empty. The river was high, the current swift.

On watch in the pilothouse was R. W. Griffin, 56, of Brookport, Ill. As he made his approach to the Cannelton Locks and Dam, under construction with locks on Indiana side, his boat and tow were drawn out above the dam. Maybe he thought he could round to and shove back to safety. Nobody knows, for Capt. Griffin did not live to tell his story.

The HINES tilted precariously as she was swept through the roller-gate piers. The tow broke up. The empty sailed through. The loads collided with the piers. One went through and sank below. The other wrapped itself around a pier, literally, and its liquid cargo spilled out, in some manner caught fire, and darkness turned into daylight for at least three miles as the Ohio River was dotted with islands of burning fuel. The pall of black smoke for a time hid the spans of the Lincoln Trail Bridge.

The HINES righted herself. Bob Haynes, her engineer, discovering that pilot Griffin was missing, managed to shove the towboat ashore on the Indiana side below the dam. Griffin was the only crew casualty of the nine aboard.

Towboats approaching from below, seeing the sea of fire, turned tail and ran. The ALLIED-ASHLAND, upbound with an oil tow, tied off below Troy, broke out of tow, and fought off the fire with chemicals.

The barge wrapped around the pier was allowed to burn itself out. On May 13, as work was going forward to remove the barge, F. M. Hudson, 53, a rigging superintendent for the J. A. Jones Company, contractors for the dam, was drowned on the job.

AVAILABLE

Volumes 6-8 of S&D REFLECTOR permantly bound in book form, 12 issues plus one 12-page story "Incredible Journey." 600 pages of pictures and stories. $40. Address Frederick Way, Jr., 121 River Ave., Sewickley, Pa.

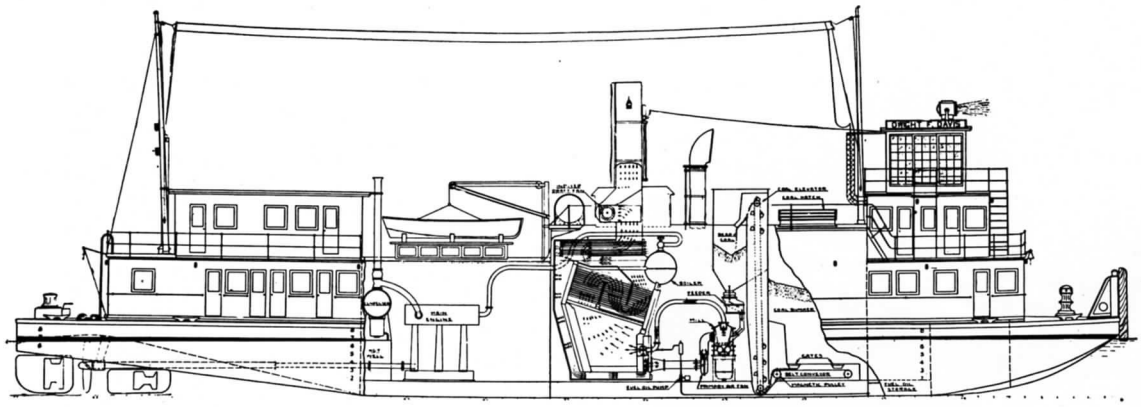
"Capt. Mack" looked after the Greene Line wharfboat at Cincinnati as long as it operated. His full name was Lanes Alexander McMurtrey, born at Burnside, Ky., the head of navigation on the Cumberland River, on February 2, 1886 and he started his river career at the age of 17. He ran on the ROWENA, and operated a gasboat on the upper Cumberland when the river was low. Then he was on packets of the Evansville & Bowling Green Packet Co. and in 1930 was on the SOUTHLAND operating south from Louisville. After that boat burned he was briefly on the CHRIS GREENE and then was with Ohio River Transit Co. and ran the gas packet REVONAH below Louisville until she was crossed out. He was on the OUACHITA and CARY-BIRD in the Louisville--Cincinnati trade for O.R.T. and when Greene Line bought out that line in 1936 he came back to Greene Line. For the last several years he has been doing part-time work with Capt. F. H. Johnston. He contracted pneumonia and was taken to the Speers Hospital, Dayton, Ky., about two blocks from his home. His brother James, Jr. says, "the old engine just stopped." Capt. Mack died on Wednesday, May 17, 1972. Other than his brother he left a daughter, Mrs. Robert (Jean) Jameson.

Regarding the PASTIME, described in our last issue, we have since come upon an account of that boat's brief career as a ferry between Ambridge and Aliquippa, Pa. in 1907. The story was written by Paul A. Revere, then, in 1907, the editor of the Ambridge "Citizen." Mr. Revere recalls that he was one of the stockholders, and, after duding up the boat with a fresh coat of paint, an inaugural excursion was advertised, 25¢ a head, departing Economy, Pa. to a point below Lock 4, Legionville, and return. The captain of the boat was Matthew W. Erwin, brother of Capt. Fred Erwin. The engineer did not show up, the crowd was enormous, and against better judgment and with a modicum of experience, Paul Revere took over this responsibility, which also included firing the boiler. All went well on the downbound leg, but on the return trip the current on the pass at Dam 4 was too much for the PASTIME and she stood still. Capt. Matt Erwin demanded more steam, and at this inopportune moment the boiler pump "froze." Mr. Revere worked feverishly to start it, the steam gauge climbed alarmingly, and the boat stemmed the torrent. By then the pump was again working. The excursion was declared an overwhelming success. One stockholder, W. E. Clark, said, "Think I'll take another hundred in stock." Editor Revere, still in shock from his crisis with the pump, cried: "Name your own terms, buy mine."

Editor-engineer Revere recalled this experience in later years, then residing at Newburyport, Mass. in 1939. Matt Erwin, who was in the office at Locks 4 and 5 on the Ohio River for 30 years, died in 1936.

Arthur H. (Art) Gray, Glenshaw, Pa., tells us that "he was there, Charlie" when in 1906 Painter's steam yacht WAUNETA (March '72 issue, page 21) was given a triple-expansion Charles L. Seabury engine, rated 350 hp. at 950 rpm. Also she was equipped with a 28 x 44 prop at that time. Art says that the Painters' ambition was to get 40 mph. with her, which they never accomplished. The Seabury engine was placed at the Rees shop in the Allegheny River, Pittsburgh.

Fred Semple, the St. Louis boiler and engine maker, has a home near Lovell, Maine. In August he hosted friends to a steam launch and model meet there.



Take a second to figure out what boat this is today, for she's ir operation. The DWIGHT F. DAVIS was built 1929 by Ward at Charleston with steam engines and boilers. Later was converted to diesel and renamed CHICKASAW, serving on Tombigbee and Warrior rivers. Now she is in the fleet of G & C Towing, Pt. Pleasant, W. Va. and recently was renamed the H. E. BOWLES.

The start of the race was at the head of Towhead Island, opposite the mouth of Beargrass Creek. Then the boats had a six-mile straightaway upstream to Harrods Creek. There they made a turnaround. The downbound leg was a 3½-mile straightaway to Cox Park.

The BELLE OF LOUISVILLE was lagging behind at the turnaround but rounded to in a jiffy while the DELTA QUEEN hemmed and hawed trying to come about.

The BELLE was well in advance of her contender at Cox Park, by a length or so, and won.

That's how it turned out at Louisville on Wednesday, May 3.

The BELLE had 581 passengers on board; the DQ about 340.

A radio reporter asked William Muster, president of Greene Line Steamers, if the QUEEN would be back next year for another race. "I think it's getting kind of dull this way," was his quoted reply.

Sirs: In re. the article and picture on page 40 last issue about Larry Geisler and his experience with the tug LITTLE TOOT:

LITTLE TOOT was the first miniature tug built by my friend Bobby Rich, owner of Rich Boat Shop at Bass Harbor (more properly Bernard), Maine. He designed and built LITTLE TOOT for his own use. He had her out on a test run and nearly got run down by a dragger whose skipper thought he was seeing a full-size tug a long way off.

Garry Moore has a summer place at Northeast Harbor. He fell in love with LITTLE TOOT, bought her, and took her to New York that fall. I believe Bobby built another for Garry later on to give away to someone.

A year after building LITTLE TOOT, Bobby Rich built the BENJ. F. JONES for me, the only one he has built powered by steam, far as I know. He built at least one other, diesel powered, for a man in Washington, D.C.

Bobby Rich and his son build lobster boats, principally, and occasionally a cabin cruiser or a small yacht. They are experts at the vanishing art of wooden boat construction.

Wm. W. Willock, Jr.,
Route 1, Box 199,
Chestertown, Md. 21620

Sirs: Ol' Mississip still running by here. Have a whistle from the Lee Line steamer JAMES LEE, and it needs blowing at a Whistle Blow.

Emmett Lewis,
Tiptonville, Tenn. 38079

=Anybody who goes to Tiptonville and doesn't look up Emmett Lewis is missing a good bet. -Ed.

S&D MEETING RECALLED

In Vol. 1, No. 1 of this magazine a brief history of S&D was featured. Due to some mental lapse the writer made no mention of the first membership meeting. The following account of it was written by J. Mack Gamble for The Waterways Journal and appeared in the Nov. 25, 1939 issue. As you read it, notice that but one resolution was adopted, to rename a light at Vanceburg, Ky., requesting that it be henceforth "James Rowley Light." The U. S. Coast Guard honored the petition and made the change.

Assembled in the ballroom of the Hotel Lafayette, Marietta, Ohio, at eight p.m., November 18, 1939, the Sons & Daughters of Pioneer Rivermen, newest river organization, heard Capt. Frederick Way, Jr. of Sewickley, Pa., author of "The Log of the Betsy Ann," and Pittsburgh-Louisville master and pilot, outline definite, constructive plans for the establishment of a river museum. Capt. Way, after sketching the need and desirability of such a museum, proposed that instead of waiting for a time when a building might be secured or erected for the purpose, beginnings of a museum should be established in a room to be set aside for the purpose by the library of some river city which would make the space available and provide the same care for the exhibits as given the library books. Mrs. Edith S. Reiter, the curator of the Campus Martius Museum, Marietta, suggested that it was possible space might be provided right in Marietta, oldest town in the Northwest Territory and a place rich in the traditions of Ohio and Muskingum River steamboating. At the same time, Capt. Way received a telegram from Capt. Tom R. Greene and Andrew J. Lodder, of Cincinnati, reading:

"Please do not decide definite location for proposed river museum until we have opportunity to discuss Cincinnati as headquarters. We will make an effort to secure location and have promise of models and other material."

It was arranged to appoint a committee to make plans for the proposed river museum and give consideration to the various locations that may be suggested. Capt. Way suggested that all members of the Sons & Daughters of Pioneer Rivermen begin assembling material suitable for placing in the museum. He promised that he would present a steamboat model, valuable river pictures and some steamboat relics. Robert Thomas, Clarington, O., builder of steamboat models, said that he would present some of his models to the museum, if established. Mrs. Bert Noll, of Sistersville, promised to present her only steamboat relic, a copy of sheet music for "Beautiful Ohio" which was presented to her years ago by Capt. W. E. Dunaway, master of the packet GENERAL CROWDER, during a Pittsburgh-Cincinnati trip aboard the boat.

Attendance at the Marietta meeting surpassed all expectations and, although additional chairs were continuously placed in the beautiful riverfront ballroom of the Hotel Lafayette, part of the audience had to stand throughout the program. There was a burst of spontaneous applause when Capt. Charles B. Litton, master of the steamer D. W. WISHERD, passing down with a large Campbell Line tow, saluted the association with blasts of the boat's whistle, which were answered by blinking of the hotel lights. Miss Elizabeth Litton, founder and secretary of the Sons & Daughters of Pioneer Rivermen, announced that the charter membership of the organization was completed and that the roll of members had "gone over the top" in fine style. The Union Barge Line towboat RELIANCE received the honor of being the first river steamboat to have its crew 100% in membership in the association and Capt. Walter C. Booth, master of that steamer, sent in memberships for all his family, thus taking a place along with the Harry J. Maddy family, of Gallipolis, and the family of Capt. Charles B. Litton, as being 100% registered on the rolls of the Sons & Daughters.

Coming all the way from Vanceburg, Ky. for the meeting was Capt. W. C. Dugan, mayor of that Kentucky city, a well known master and pilot and a radio entertainer. Capt. Dugan delighted the audience by singing "The Bells of St. Marys," "On the Road to Mandalay," and "Ol' Man River," the last song being dedicated to Capt. Mary Becker Greene. Mrs. Elaine Litton Rea, of Clarington, a daughter of Capt. Walker Litton, was his accompanist.

Hon. John G. Devaul, Common Pleas Judge of Monroe County, who was a member of the Advisory Committee of the Northwest Territory Celebartion, spoke on the early history of the Ohio River and the influence of steamboats and the river pioneers in the winning of the West. Judge Devaul mentioned many of the prominent steamboatmen of today who came from Clarington and Monroe County. He paid a touching tribute to the river pioneers when he said, "Many famous rivermen have 'passed beyond the range' and no longer answer the call of the living but their names and fame live on." He spoke briefly of the river service of Capts. Walker Litton, J. Mack Gamble, Sr., L. Cramer, Thaddeus Thomas, William Clark, Steve Thompson and Wash Mozena.

Making the most spectacular trip to the Marietta meeting was C. W. Stoll, Louisville correspondent of The Waterways Journal, who left the Kentucky metropolis Sunday morning by plane for Charleston, W. Va., expecting to transfer there to a bus for Marietta. Poor visibility made it impossible for the plane to land at Charleston so he disembarked at Huntington and caught an Ohio River train to



Capt. William E. Dugan
The "Bells of St. Marys..."

Williamstown, W. Va., only to find the Ohio River bridge still out of commission due to the recent fire. However, H. A. Carpenter's ferryboat PROMPT delivered Mr. Stoll safely in Marietta almost on the doorstep of the Lafayette, where he made a brief but witty speech which was roundly applauded by the audience.

Mrs. B. D. Richardson, of Malta, Ohio, made the address of welcome in which those in attendance were introduced to the history and scenic beauty of the Muskingum Valley. She read a number of river poems, which met great favor, especially the one entitled "Billy Was At The Wheel," which was dedicated to Capt. W. W. Richardson, a famous Muskingum River steamboat owner. Mr. and Mrs. B. D. Richardson entertained a number of the Marietta visitors at lunch on November 19 at their Malta home where there was opportunity for an inspection of the Richardson's own river museum which is worth going a long distance to see.

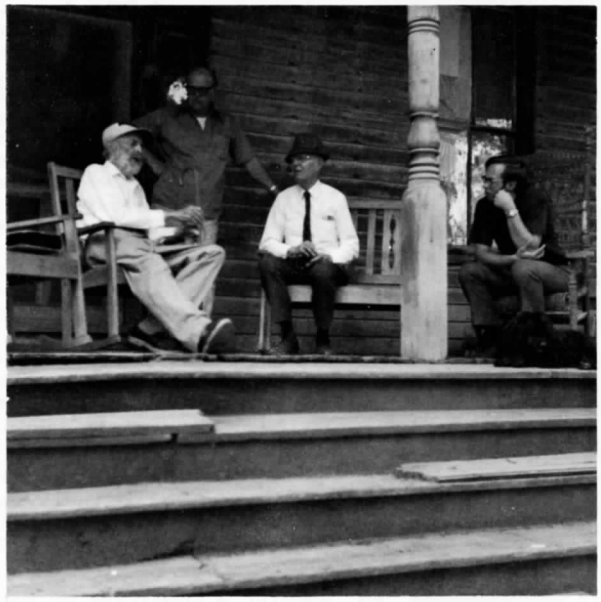
Messrs. Rowland R. Castle and W. C. Steele, of the U.S. Engineers, Huntington, were in attendance and presented some delightful moving pictures, showing the operation of Ohio River dams, flood scenes and many items of interest. A special film treat was the sound picture, "The Protected Valley," loaned by the Muskingum Conservancy District which gave the audience an excellent idea of the new Muskingum flood control dams. A. W. Kisinger and Dr. Henry W. Wilkins, of Brownsville, Pa., provided the third moving picture treat of the evening by presenting with descriptive comment by Dr. Wilkins, a film made by J. William "Billy" Kisinger, depicting the Monongahela River, its locks and dams, industrial aspect and beautiful scenery.

Hon. W. C. Dugan introduced a resolution, to be sent to the U.S. Lighthouse and Coast Guard Service, asking that Jeffers Creek Light, Mile 378.8, Ohio River, be renamed the James Rowley Light in honor of Capt. James H. Rowley, the elder, pilot of such famous steamers as the first BUCKEYE STATE, CINCINNATI, ALVIN ADAMS, THOS. SWANN, CRYSTAL PALACE and others, who was born within one-half mile of the location of the light. Capt. Rowley was a contemporary of Mark Twain, Bill Abrams, the Wittens, Cannons, Leathers, Klinefelters, and Alexanders.

Kentucky, Pennsylvania, West Virginia and Ohio were all well represented at the meeting. Among those coming from Pennsylvania were Capt. and Mrs. Frederick Way, Jr., of Sewickley; J. W. Zenn, Monongahela River correspondent of The Waterways Journal, and Mrs. Zenn, of McKeesport; A. W. Kisinger and Dr. Henry D. Wilkins of Brownsville; Capt. R. J. Hiernaux, owner of the towboats RICHARD and LEONA, accompanied by his daughter and son-in-law, from Charleroi; and Ross Reno, a grandson of Capt. Sam Reno, from Pittsburgh. Capt. and Mrs. William B. Rodgers had made hotel reservations at Marietta but at the last minute illness in the family prevented their attendance. Capt. H. A. Carpenter, of St. Marys, was a prominent representative from West Virginia, as was Capt. Brooks Roush, pilot on the steamers of the Costanzo Line at Wheeling. The Marietta area was well represented by Mrs. Augusta K. Bedilion of the "Times" staff; Mrs. Lottie Best, former owner and manager of the Marietta wharfboat; Chief Engineers Walter B. Webster, Norwood Chamberlain and George E. "Beach" Wilson; Purser Fred M. Hoyt, formerly part owner in the packet GENERAL WOOD; Col. Harry D. Knox, last of the family of famous boat builders; William Knox Richardson; Forrester Farley, of the U.S. Engineer Office, and C. L. Yates, Lockmaster at Dam No. 18; G. B. H. Sandford, former photographer for the Pittsburgh & Cincinnati Packet Line, accompanied by his son-in-law and daughter, Mr. and Mrs. Barth; Robert H. Bedilion, former steamboat purser, of Wade, Ohio, and many others.

From the Clarington area, among those attending were Robert H. Rea, engineman at Dam 14, accompanied by Mrs. Rea, who was the pianist for the musical portion of the program; George Saffle, assistant dam tender at No. 14 and Mrs. Saffle, a member of the Thomas family of rivermen; Chief Engineer and Mrs. Mason Thomas, and their daughter and granddaughter; Mrs. Homer Litton, wife of Capt. Homer G. Litton, and Miss Ruth Litton; Mrs. B. E. Kelch, whose great-grandfather operated the steamer LEONORA in Civil War days, and Miss Marianna Kelch; Miss Jessie Parr; Mrs. E. W. Brague, and Mrs. Belle Dietrich, members of the Sims family of masters and pilots; and others. From Woodsfield, Ohio, came Hon. John G. Devaul; Jack Shrodes; and Fred L. Williams, publisher of two Monroe County newspapers, accompanied by Mrs. Williams.

A fine present accepted on behalf of the Sons & Daughters of Pioneer Rivermen by Miss Elizabeth Litton was a copy of the valuable book, "The Allegheny River," presented by its author, Mrs. S. Kussart, who is historian of the Allegheny River Improvement Association.



Woody Rutter took this picture of Cap'n Sidney Morgan (left) on the front porch of his Kanawha River home. He is 91. Pictures taken in younger years appear in this issue. Standing behind Cap Morgan is Bob Barr; seated (white shirt) is your editor, and at right is "Steamboat Bill" Barr.

Exhibited in the state capitol building at Charleston, W. Va. is a mounted elk, the last one taken in the state. Sid Morgan was commissioned to go to Pocahontas County and preserve it for posterity. He is also generally credited for bringing down the last known passenger pigeon in West Virginia. For many years he reported migrating birds and sent in his findings to Washington, D.C.

The cavels on some of his boats were made from special wood patterns he carved, the horns shaped like drake heads.

Rembrandt Morgan, a nephew, lives close by Cap'n Sid these days. Another nephew is John G. Morgan, a feature writer with the Charleston "Gazette."

While we were talking with Sid Morgan he asked rather off-handedly if we recalled a motor packet named MILTON. "Sure, and the first ride we had on her was from Wheeling to New Matamoras in the summer of 1918," said we brightly.

"Remember who the engineer was?"

That stumped us.

The engineer was Sid Morgan.

Down the Rivers with Sid Morgan



Bob Barr and his son Bill Barr introduced Woody Rutter and your editor one Sunday morning last May to an elderly gentleman living at Morgan's Landing on the Kanawha River, A. Sidney Morgan. "Cap" Morgan invited us to his front porch and showed us his album of river pictures. We were in for something of a surprise. This 91-year young skipper in his lifetime had accomplished seven cruises from the Kanawha River to New Orleans, Red River, the Ouachita, White and Arkansas in his own sternwheel gasboats. These cruises covered the years 1909 to and including 1925.

Those of you readers who have dreamed of sailing down the Mississippi with your own sternwheel boat, taking your own sweet time, exploring, visiting, and beholden to nobody--well, brace yourselves for a shock. Sidney Morgan has done this again and again, sometimes away for a year or more on a single voyage.

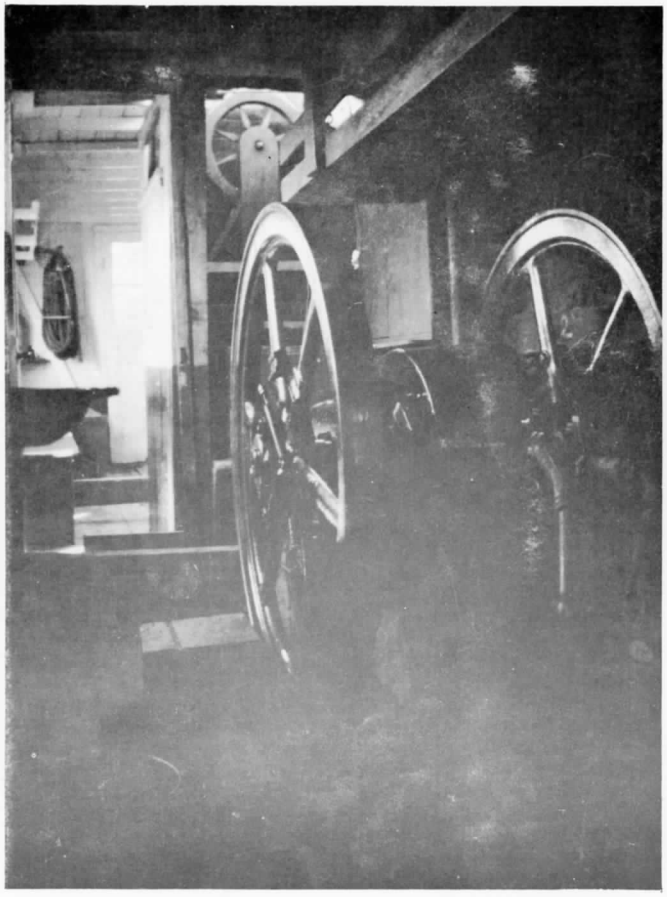
What's more, he's a professional taxidermist. The buck (left) was mounted at Big Island, Ark., between the Arkansas and the White, aboard the SHIRLEY in 1918.





Above is the RED ROVER, "Cap" Morgan's first peripatetic, which he says dates 1909, and in this view she's moored at Morgan's Landing (above and opposite mouth of Pocatalico River) and is ready to depart on what turned out to be the first southern cruise. He explored up White River with her and went on to New Orleans. Prior to the RED ROVER he had owned the BLUE WING, dating back to 1901. So he was a gasboat pioneer, back to the days when "hot plugs" were used in the engines instead of spark plugs.

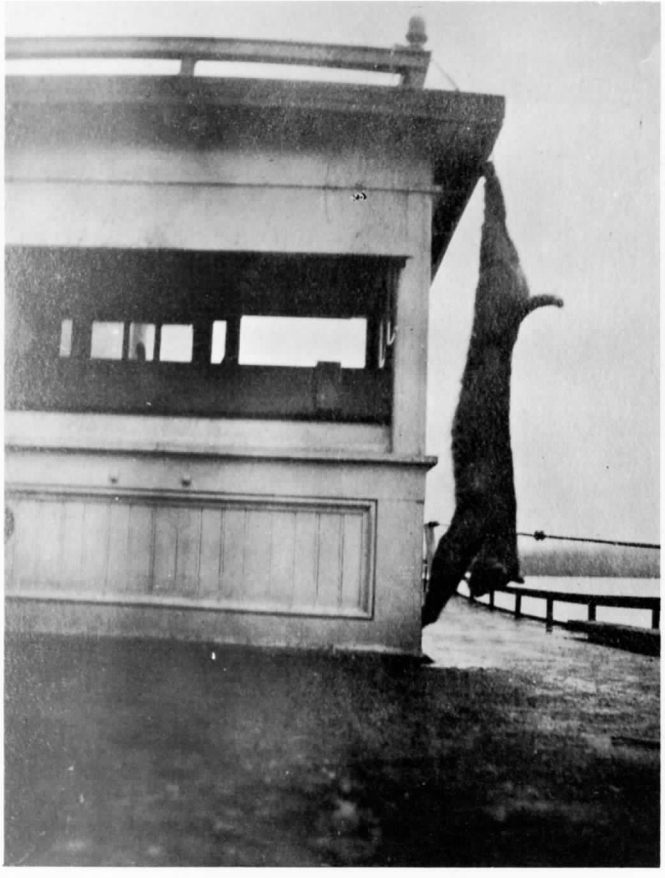
At the left is A. Sidney Morgan, aged 30, taken when he first acquired the SHIRLEY in 1913. Customs records show this boat built at Raymond City, W. Va. in 1911, not far from Morgan's Landing.



ABOVE: Engineroom of the RED ROVER, looking forward. Cap Morgan was one of the first to discard flat belts, going aft with shafting and gears.
BELOW: Not every day do you see a bob cat hanging from a pilothouse. This was taken after a hunt at Dunmore's Lake in the Arkansas River country, 1920, aboard the EUGENE.



ABOVE: Dog "Leed" on board the SHIRLEY in Old River, Ark. on the 1915 trip. Two wild turkeys were the prize.
BELOW: W. G. Morgan and Mr. Price hold a spoonbill catfish of considerable size. This was caught on White River, Ark. on the same trip as above. These "shovelfish" once were common at Pittsburgh, Pa.





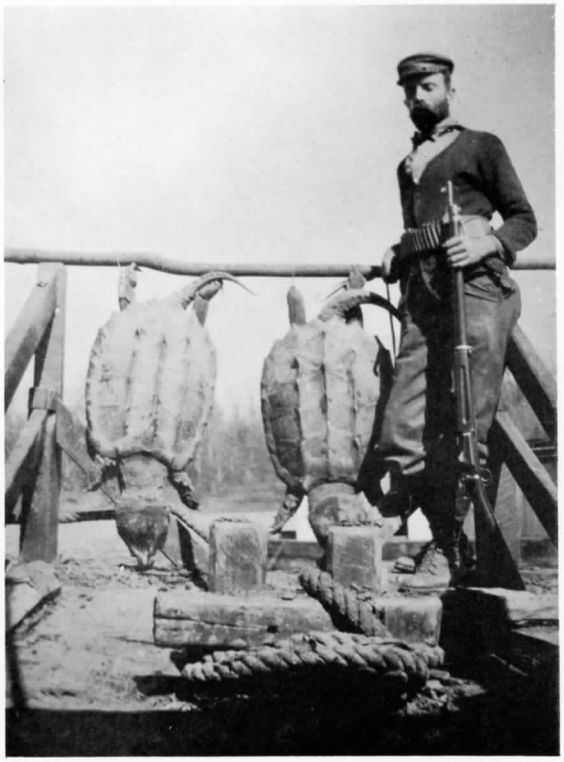


ABOVE: Cap Morgan had the SHIRLEY on four southern trips in the period 1911-1918. Her wood hull measured 50.2 by 11.5. He sold her at Island 35, Mississippi River, in 1918 and bought the EUGENE to replace her. This view was taken on the Mississippi.
BELOW: A fine stand of cypress on Big Island (bounded by the Mississippi, White, Cut-Off, and Arkansas) photographed in 1915, unchanged since Arkansas Post days.



Downbound on the SHIRLEY in 1915 she ran hard aground on a bar below Cairo at the mouth of the Ohio. The crew in gum boots levered her off armstrong style.



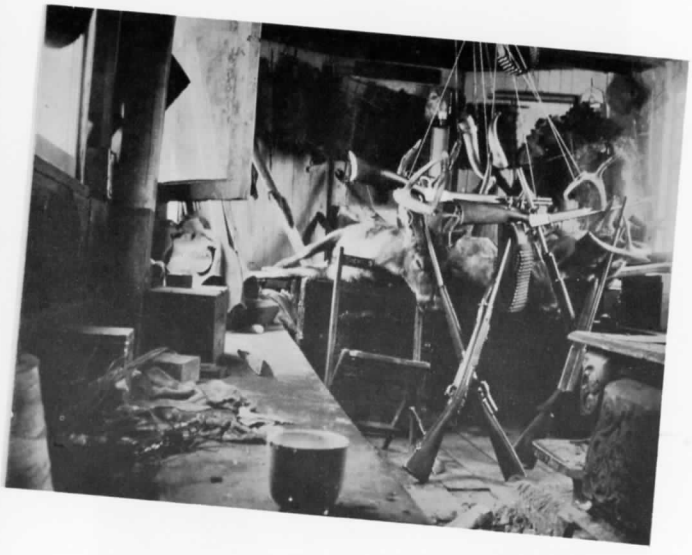


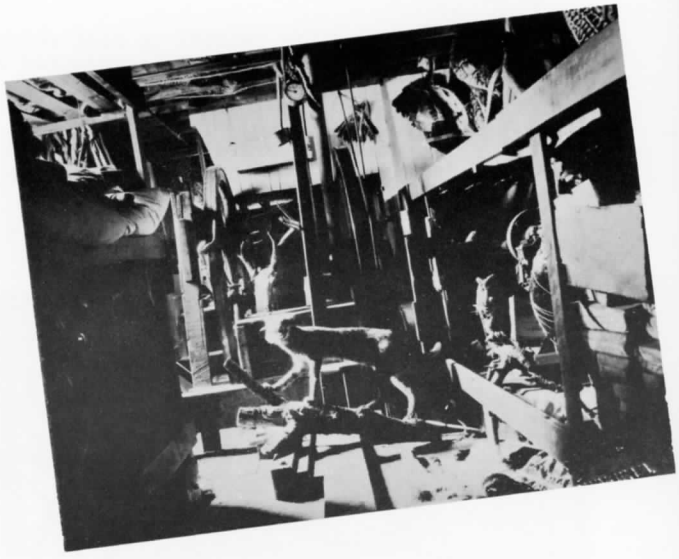
Cap Sidney Morgan is standing on the forecastle of the SHIRLEY moored in the Cut-Off between the White and Arkansas in 1918. Hung on a pole across the towing knees are two huge terrapins which have just been caught.



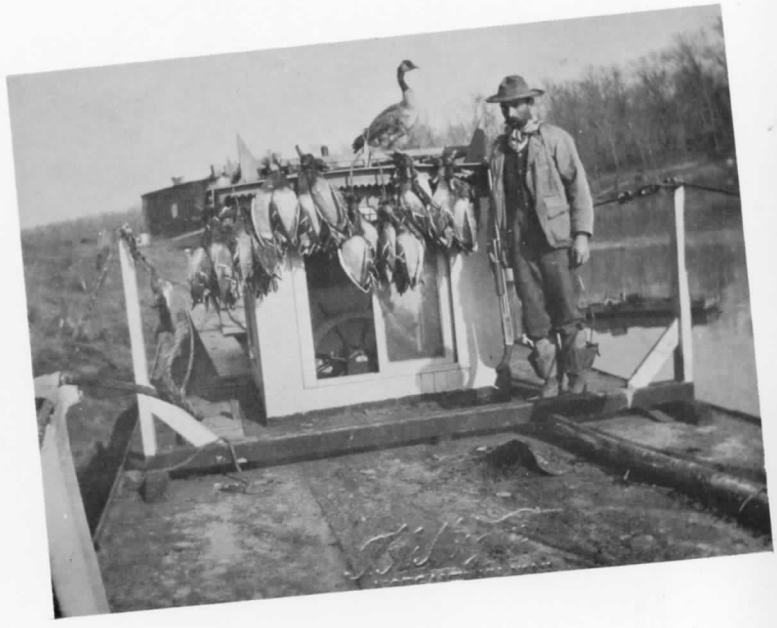
Housekeeping on board the SHIRLEY is orderly if you see it that way. When A. S. Morgan bags three bucks at Big Island they take up some space (upper left). Bucks and guns and ammunition vie for space in the galley (left center). On New Year's Day, 1915, the SHIRLEY was up Arkansas River and the catch of small game was strung on the starboard hog-chain (lower left).

Then when Cap Morgan gets to mounting deer, wildcats, and so on, the bunk room (which doubles as engineroom) looks like a natural life museum (right center). Once, at Cut Off Point, Ark., 1918, a fine bunch of ducks was festooned on the SHIRLEY's pilothouse (lower right).











Night time on the Mississippi, aboard the SHIRLEY in 1915. This is the caption given this picture on the left in Cap Morgan's album.

Below are two unusual photographs taken of SHIRLEY. One would serve well as a Christmas card, a deer on the forecastle. Cap Morgan says they had lots of fun with that deer at Terrene Landing above Rosedale. They put a halter on the deer tethering it to a cavel. The natives were amazed at its docility until they saw it was mounted.

No problem getting coal for the boat's cookstove--just land on a towhead and pick it up. Much coal was spilled those days from wooden coalboats and barges enroute to New Orleans, shown in the picture at the bottom.



A. S. Morgan stopped in at Maly's picture gallery, 517 Central Ave., Cincinnati, and had his luxurious whiskers pictured for posterity, this in 1915. He had a gasboat BLUE WING early as 1901, then the RED ROVER, SHIRLEY, EUGENE and finally the LAVERNE. Briefly he had two propeller boats, DART and PANTHER.





In our story of the Monongahela River side-wheelers (June '69 issue) we told the story of the FAYETTE. Now here is another chapter: After leaving the Pittsburgh, Brownsville and Geneva trade she ran briefly in the Pittsburgh and Parkersburg trade, Ohio River, in the spring of 1869, Capt. R. C. Mason in charge. Then she was acquired by the Portsmouth & Big Sandy Packet Co.

On June 24, 1869 she departed Guyandotte, W. Va. for Holderby's Landing (present site of Huntington) with a delegation of the Ancient, Free and Accepted Masons aboard. These lodges, including those of Pt. Pleasant, Buffalo, Barboursville, Wayne Court House, Ceredo and Catlettsburg, led by Grand Marshal Thomas Thornburg and his deputy, Thomas Dugan of Portsmouth, laid the cornerstone for the State Normal School.

Today this building, with many alterations over the years, is known as "Old Main" at Marshall University, Huntington. It will soon be demolished.

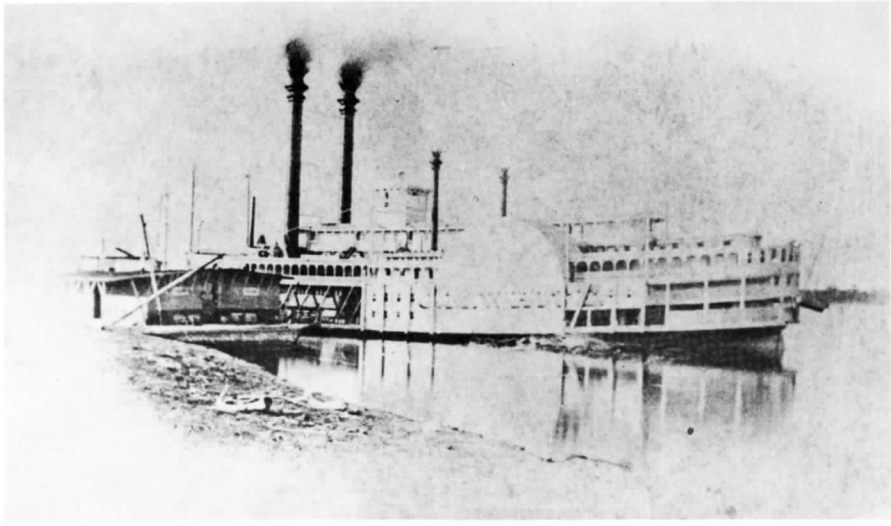
Thus far the cornerstone has not been located, and conjecture is that it was concealed by additions to the 1869 structure.

Soon after this historic trip, the FAYETTE was sold to the Evansville, Henderson & Nashville RR Co. and operated through 1875 as a transfer packet between Evansville and Henderson, Capt. A. O. Durland in charge, and James H. Letcher in the office. She was later dismantled.

A steamboat rally convened in the Public Library at Keokuk, Iowa on Saturday, May 20th last. William L. Talbot presided and the Rev. A. Willard Heimbeck was the acting secretary. The Colemans came from Omaha with their book "Twenty Miles of Steamboat Wrecks" (see June issue, page 44). Vernon Barr of Chillicothe, Ill. distributed material pertaining to the JULIA BELLE SWAIN. Dan Owen and Don Grot were up from St. Louis. Doris A. Foley, library curator and river historian, played hostess. Phil McPartland of Burlington, Iowa, and Bob Miller of Keokuk were named to a temporary board of directors.

The objective is to create a permanent group for the preservation of river lore and material in the Upper Mississippi and Missouri regions. Many of those who joined in the occasion are S&D members, and, in effect, it became sort of a party line extension with prime emphasis on Miss-Mo.

James A. Haley, 33 Belle Monte Ave., Fort Mitchell, Ky. 41017 writes to enthuse about the photograph in the June issue of the ferryboats AUGUSTA and O'NEILL. Jim lived in a hilltop home near Augusta for some years. He recalls that Capt. Roy Edgington, who lost his life when the towboat G. W. McBRIDE collided with a Cincinnati bridge pier in 1942, also lived at Augusta, and owned the Odeon Theater there.



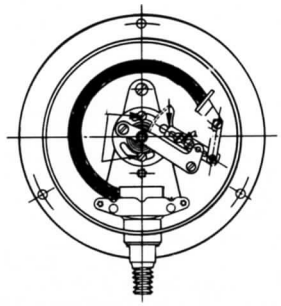
It never rains but it pours. Capt. W. H. Tippett, Box 119, Hernando, Miss. 38632 sends us the above. This, says Bill, is the J. M. WHITE at the 14th St. and Railroad wharfboat, Cairo, Ill. He found the original several years ago, penciled on the back 8/7/78, and it was a little thing ($2\frac{1}{4}$x$3\frac{1}{4}$) in pretty sad shape. It was sent to Dr. Eugene Ostroff of the Smithsonian for restoration, and this is the result. Well, mates, 8/7/78 was the date the J. M. WHITE left Cairo downbound for New Orleans on her maiden trip. Cairo those days had a photographer named William Winters with headquarters at the ice plant, 8th and Ohio Sts. He often took boat pictures but they were destroyed when disaster of some sort overtook the ice plant. Bill says that Winters is known to have taken several others of the WHITE on that first trip, and he conjectures that the one shown in our last issue, discovered by Bert Fenn, may be one of this lost set.

Sirs: How was steam pressure ascertained prior to the time when American Steam Gauge Co. started marketing dial gauges using the Bourdon principle in 1852?

H. P. Jenny,
Sleepy Creek, W. Va. 25445

=Hmm. We presume you mean on river steamboats. There was no precise measurement of steam pressure prior to 1852. Boilers were supplied with three gauge cocks set vertically at positions "low," "normal," and "full." When punched manually (with a broomstick or anything handy) they released water or steam. The engineer by such method learned where his water level was, and by the sound of the hiss he formed an idea of the pressure. Practice at the art gave him a fair estimation, but not a precise one. Actually the only time he knew with certainty was when the safety valves, which were pre-set, started to gurgle--then he had all the steam the law allowed. More alarming, when the safety valves were "loaded" by hanging grate bars on the lever arms (the old expression was "to put a nigger on the safety valve") as was done during races, nobody, the engineer included, had any remote idea of how much excess pressure was in those boilers.

The dial steam gauge was a latecomer. Eugene Bourdon (1808-1884) found out by accident that the free end of a coiled steam pipe changes position as pressure in the coil is varied. (Those of you who have blown into a paper tube at the New Year's party, seeing it unreel---same deal). This absurdly simple principle was the basis of the Bourdon dial steam gauge which won him U. S. Patent 9163 in 1852. Today's sophisticated electronic instruments which record, indicate, and-or control steam pressures are built around a good old Bourdon tube.



STEAM GAUGE

The heavy black C-curve is the Bourdon tube and the rest of the gismo is do-dads to magnify its very slight movement to the pinion at center to which a pointer is attached.

Dial pressure gauges did not discourage the loading of steamboat safety valves. Steamboat engineers were known to hang their hats over the dial while carrying illegal steam, thus keeping the news to themselves.

Our thanks to Jack Garden and to F. Way III for information about Eugene Bourdon. He was quite a person, a Frenchman, and his first dial gauge was exhibited at the International Industrial Exposition at the Crystal Palace, London, in 1851. -Ed.

Branson Epler, 63, was found dead at his home, Venitia, Pa., on June first, 1972. He had been living alone since the death of his wife. Apparently he had been preparing to retire for the night when he was overcome with a cerebral attack. Branson started out as fireman and striker engineer on the old RED WING which had landed at his hometown, Monongahela, Pa., to take out an excursion with the barge MANITOU. The late Bert Banks of Racine, O. was the chief engineer who gave Branson his first job. During his "steamboat days" Branson engineered on many towboats including several years with Frank Silliman on the J. H. HILLMAN. He served on the HOMER SMITH, CINCINNATI and BETSY ANN. Then he became associated with the Union Barge Line, first as engineer and finally as superintendent of marine maintenance. He resigned about three years ago, and since had been assisting Capt. Ross Rogers in marine survey work.

He is survived by a son, Lt. Cmdr. B. E. (Scotty) Epler, Jr., presently with U.S. Coast Guard's Marine Inspection Office, San Francisco; also by two daughters, Sally Durham of Maryland, and Daraleen Schaffer of Ohio; also by a brother, Francis Hale, of Monongahela, Pa., and by six grandchildren. Services were conducted at Finleyville, Pa. on June fifth and burial was in the Monongahela Cemetery.

Joseph B. Smith, board chairman of the Pipe Line Development Co., Cleveland, O., formerly lived at Marietta. Recently he revisited his old stomping grounds and saw that the Marietta Post Office had no gold-leaf on its dome. This omission bothered Joe Smith. He wrote a check for $100 made out to "Gold Leafed Dome Fund--Marietta Post Office" and prodded Steve Hoag to assist. The Postal people were not impressed; the dome had been re-coppered about ten years ago and was doing fine.

Whereupon Steve Hoag suggested to his friend Joe Smith that the $100 might be beneficially applied to assisting the Sons & Daughters of Pioneer Rivermen.

A gold-plated thanks to Joseph B. Smith from S&D. He acted upon the suggestion.

Sirs: Many moons since you ran the BETSY ANN. While you did, I was operating the ferry at Sardis, Ohio, and saw the BETSY pass quite frequently. Betsy Ann Tisher, who was born while you were running the BETSY, now is Betsy Ann Frye, wife of a lockman at No. 16, Ohio River, as may be you know.

Darrell W. Jackson,
Box 88,
Sardis, Ohio 43946

=Betsy Ann Frye was born one night as the BETSY ANN, upbound, was blowing the landing whistle (a long, two shorts and a long) for the wharfboat at Hannibal, O. -Ed.



"'Scaping out on the roof" has been the dragon's roar of river steamboats since they were invented. Side-wheelers with their independent engines blasted steam skyward with captivating lack of rhythm: CHOW----CHOW; CHOW---------CHOW; CHOW-CHOW;-----CHOW. The sound of a sternwheeler was more in mesh, like a railroad engine, and for the same reason--engines interconnected.

When the condenser arrived this 'scaping was shushed, and such boats had no 'scape pipes at all. People who ran passenger boats became embarrassed when the noise kept customers awake at night and, worse, spewed them with hot water. And so the fierce roars echoing in the hills and across the bottomland became almost extinct.

But these exceptional persons who operate the BELLE OF LOUISVILLE got lonesome for the dragon. This spring they put him back in business. We are indebted to C. W. Stoll for the pictures of the result. They are good, but they lack the soundtrack.



If you are headed for Kansas City, Mo., we are advised that an excursion boat facility is located there. The mv. WESTPORT and the party barge LANDING, capacity 193 passengers, make daily trips on the Missouri River through August departing at 10 a.m. and at 2 p.m. On Sundays a 6 p.m. trip is added to the schedule. September through mid-October trips are run on Saturdays and Sundays only. Boat departs from the foot of Grand Avenue. The operation is run by the Kansas City Excursion Boat Co., Box 15525, Kansas City, Mo. 64106.

Sirs: A couple of years ago I did a watercolor of the CO (Sue) and the Longworth bear hunt pictured in the March '70 issue. It was exhibited in Little Rock and was purchased by Congressman Bill Alexander (Dem.-Ark.) for his office in the Longworth Building, Washington, D.C. I am sure you know of his interest in rivers.

Marion Sue Bradford,
(Mrs. W. S.)
Box 745,
Harrisburg, Ark. 72432

=Sue painted CO, so. -Ed.

Zachary Taylor Rode The Rivers

THERE WAS QUITE A SPLURGE of excitement when William Henry Harrison came up the Ohio River from Cincinnati to Pittsburgh in February 1841 on his way to Washington to be inaugurated the ninth president of the U.S. The U. S. Mail Line side-wheeler BEN FRANKLIN, biggest they had built to that time (200 feet long) made the trip.

Eight years later another president-elect took to the rivers enroute to his inauguration. General Zachary Taylor was at Baton Rouge when he got the news that he (a Whig) had won the election and had defeated Martin Van Buren (Democrat). If General Taylor had consulted the local Travel Agency there he might have been advised to take a steamboat to New Orleans and go around by sea, a route with considerable merit. But there was no Travel Agency, and there was no choice. His Whig supporters demanded that he go through the heartland of America with appearances and speeches at Louisville, Madison, Frankfort, Nashville and Cincinnati. If there was anything that the hero of the Mexican War disliked more heartily than any other one thing it was speeches and appearances. He undertook the trip up the Mississippi and the Ohio with detours on the Cumberland and Kentucky with reluctance, and, it would seem, with an intent to avoid publicity and spotlight so far as was within his power.

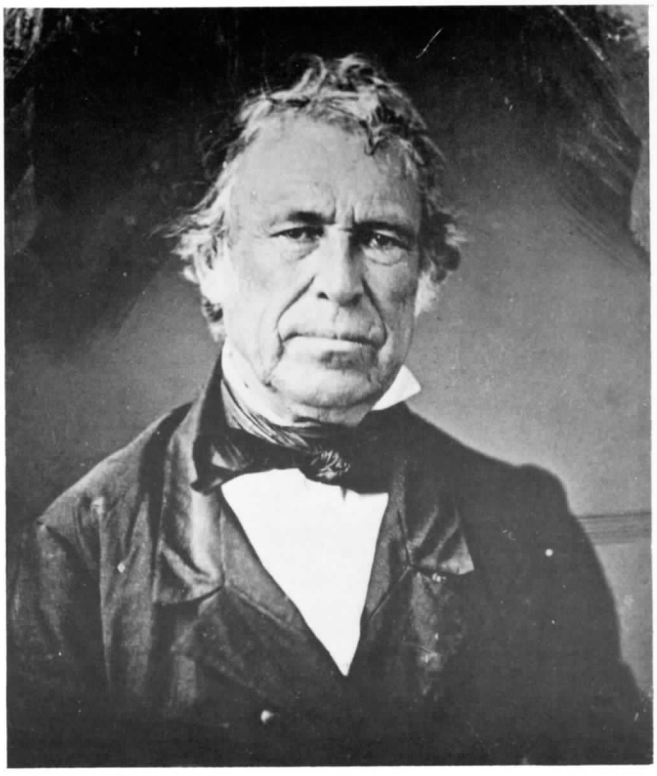
The river clan was wildly enthusiastic. They were done with the Democrats. President James K. Polk had vetoed a snag removal bill, creating as he did so an uproar amongst steamboaters of the West. Pilots were calling snags "polk stalks." Capt. Truman C. Holmes placed his side-wheeler PRINCESS at the command of General Taylor, and offered to run him up from Baton Rouge to his plantation to Spithead Point. General Taylor and Capt. Truman Holmes both were descendants of the Brewsters of MAYFLOWER fame; Captain Holmes and his wife (also a Brewster) spent their summers in Plymouth, Mass. There was a 30-gun salute when the PRINCESS came in sight of Natchez, swarms of citizens came to wave and cheer, and there was another 30-gun salute as the boat departed upriver. It was here that "Old Rough-and-Ready" got some idea of what he had let himself in for.

There used to be a government light in proximity to the Taylor plantation called "Zachary Taylor Light." We have been looking for it on modern charts and fail to find it. Doubtlessly the caprices of the meandering Mississippi eliminated its necessity and it is no more. Spithead Point likewise has vanished, although today there is a Spithead Towhead on what used to be Buena Vista Island, all of this in modern Kempe Bend below St. Joseph, La.

Taylor walked off the PRINCESS at Spithead Point to set his house in order before proceeding to Washington. He was advised that the steamer TENNESSEE would be along in a couple of days with an "official delegation" aboard to escort him up the Mississippi in style.

The "official delegation" had reckoned without Taylor's consent. When they got to Spithead Point their quarry had evaporated.

What had happened was this:- Capt. Thomas C. Coleman, Jr., aged 24, had stopped in at Spithead Point to pay his respects. "Tommy" Coleman was in command of the family side-wheeler SALADIN. The Taylors and Colemans had roots in Louisville where General Taylor's father had been collector of the port, and Tommy's father was identified with the river business. Tommy invited the General to step aboard the SALADIN and go upriver with him. The General liked Tommy and he liked the idea, so, accompanied by one servant, he climbed aboard. Tommy Coleman, Jr. went down in history as the river captain who "stole" the president.

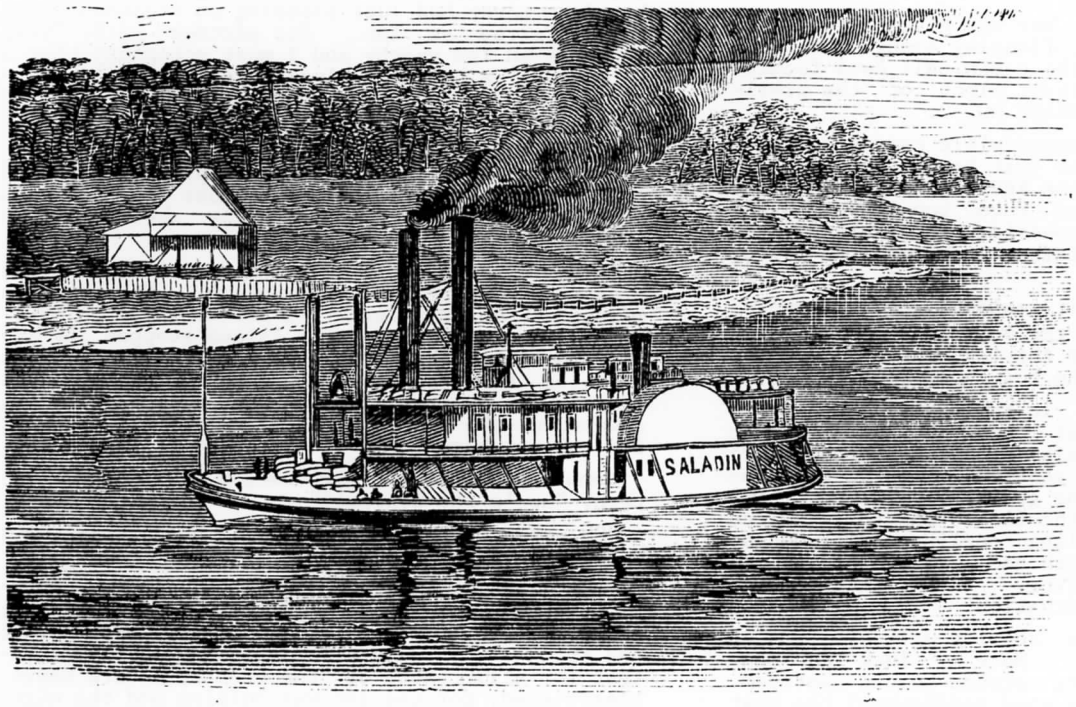


ZACHARY TAYLOR
From a daguerreotype by Southworth & Hawes in the collection of the Metropolitan Museum of Art, New York, a gift of I. N. P. Stokes and the Hawes family. The exact date this was made is uncertain but quite likely soon after the voyage up the Mississippi and Ohio rivers described in the accompanying story.

Too bad we don't have a picture of young Capt. Tommy. His grandfather John Coleman was a coal merchant in Cork, Ireland, and his grandmother Coleman is described as "a woman of remarkable beauty and fine intellectual attainments." His father Thomas Sr. came to the U.S. in 1834, bringing along wife and family, the eldest son being Tommy Jr. born St. Patrick's Day, 1824. And we might anticipate a bit by announcing that Tommy at the time he "stole" the president-elect was courting 16-year-old Dulcenia Payne Johnson of Georgetown, Ky. and within months they were married (on July 3, 1849). Thirteen children were born to them, one of whom, daughter Dulcenia, married Charles A. Marshall, an engineer for the Columbia Iron Company. If you peruse the lengthy list of the victims of the Johnstown Flood, you will discover that the one Kentucky person who lost his life in that dam-burst, registered at the Hulbert House there, was Dulcenia's 34-year-old husband Charles A. Marshall.

Protocol prevailed. General Taylor was hustled aboard the TENNESSEE at Vicksburg into the clutches of the "official delegation." Somehow the rudder was knocked off below Memphis and the General was delivered at that port rather ignobly in tow of the steamer MOHICAN whose captain was a southern Democrat of the old school and who lost no time in tendering an invoice ($300) for the assistance rendered.

Whig newspapers screeched to high heaven de-



SALADIN
Built at Louisville in 1846, of 346 tons. This shows her as depicted in an old engraving. Thomas C. Coleman, Sr. (1800-1861) who built her was later head of the Louisville rolling mill styled Thomas C. Coleman & Co., later the Louisville Rolling Mill Co. SALADIN was lost by snagging at Thebes, Ill. on January 1, 1851.

nouncing this act, the captain, his boat, his low principles. Arrangements were made at Cairo to fire a cannon to alert the populace when the TENNESSEE appeared. Bang! As the powder smoke wafted down the levee and the vessel drew nearer, she proved to be the ELIZA STEWART. Seven hours later in the wee hours of the morning when the TENNESSEE did arrive General Taylor refused to get out of bed to see anybody, and everybody was there. Three cannon blasts were discharged "to be sure and waken him up."

A side trip was made up the Cumberland to the "Athens of the West," Nashville. Here General Taylor was transferred to the DANIEL BOONE, a side-wheeler of modest size which several years prior had served her country by transporting the mortal remains of Daniel Boone and his wife around from the Missouri River to Frankfort, Ky. where they were interred on August 20, 1845, and where visitors still pay respects.

On Sunday, February 11, 1849 a parade of three steamers came up over the falls from New Albany, the DANIEL BOONE leading, the COURTLAND and OCEAN WAVE lashed together behind. General Taylor had swapped boats--now he was aboard the COURTLAND, a side-wheeler under charter by a 36-person reception committee. The roar of cannon from the forecastles of the steamboats and from on shore profaned the Sabbath. At Louisville Taylor was put up in "the presidential suite" at the Galt House. Remarked an editor in print next day: "..instead of kissing the young ladies as a mere matter of form, he kissed with a very decided appetite; whatever he does, he does with a will."

He visited his sister, attended meetings, and took off aboard the SEA GULL for Frankfort. A stop was made at Madison where the General fell on the ice at the wharf and somewhat crippled himself. He insisted on strict continuance of the schedule nontheless, and after the Frankfort appearance the SEA GULL brought him back down the Kentucky River to Carrollton and transferred him aboard the BEN FRANKLIN for Cincinnati.

The Old Soldier had bruised himself considerably at Madison and when the FRANKLIN arrived at Cincinnati at 10 o'clock on the morning of February 16 the word was passed that he was not well, and he did not respond to the ovation arranged for him at the landing. General Taylor was 64 and his long sojourn and duties in the south had ill fitted him for the winter chill. Cincinnati was having a cold wave. Also the Whig dignitaries were acutely mindful that they had shipped William Henry Harrison to the White House (he was 68) and the exhaustion of the trip had resulted in his death after but 31 days in office.

Taylor was transferred to the side-wheel TELEGRAPH NO. 2, Capt. Sam Mason, which was to take him to Wheeling, and from there he was to go by stage over the National Road to Washington.

The TELEGRAPH NO. 2 was owned by the Ohio Line Company, a Louisville sponsored packet line in which Tommy Coleman's father, T. C. Coleman, Sr., was a main cog. Several hundred Louisville businessmen had subscribed $50,000 to build two sidewheelers to ply between Pittsburgh and their city, the TELEGRAPH NO. 1 and the TELEGRAPH NO. 2.

At Maysville next morning at 7 a.m. there was the routine firing of cannon, both from the TELEGRAPH NO. 2 and from ashore, but Taylor made no appearance to greet the throng, and his condition was described as feeble.

At an early hour on Monday, February 19 a telegraphic message was received at Wheeling advising the local Committee of Arrangements that the TELEGRAPH NO. 2 had passed up at Marietta at 6 that morning. Telegraphy was a new art. Wheeling had received its first "lightning news of the world" in August 1847 in a small office in the second story of the Dorsey & Chapline commission house at the corner of Monroe and Water Streets. The first faint message clicked out read GEN. SCOTT IN MEX CAPITOL THE STARS AND STRIPES FLOATING OVER HALLS OF MONTEZUMA. Pretty hot copy. Gen. Winfield Scott was Taylor's Whig contender. Wheeling had local steamboats named ZACHARY TAYLOR and WINFIELD SCOTT.

When this news from Marietta arrived by wire the weather was severely cold and the river was running a lot of ice. The Wheeling Committee of Arrangements had chartered the steamboat REVOLUTION. They piled aboard, 150 local citizens, accompanied by the Wheeling Band, and started down the Ohio about 2 in the afternoon to meet the TELEGRAPH NO. 2. The calculation was that she would be sighted

between Bellaire (spelled Bell-Air those days) and Moundsville.

The REVOLUTION picked her way gingerly avoiding fields of floating ice, floating along, flag flying, band playing in the cabin, all eyes focused downriver to catch the first sight of the president-elect bearing TELEGRAPH NO. 2.

Bell-Air was passed, Moundsville came in view--a sharp bend in the river just below there--and an ice jam. The pilot on the REVOLUTION saw the danger, tried to back and turn, too late, and the steamboat was carried broadside in midstream down into the packed ice, a fair recipe for a first class shipwreck.

She came to a dead halt, exposed and vulnerable, and her paddlewheel on the upstream side was soon smashed by the force of the ice bearing down upon it. Somebody yelled "the boat's afire!"

And indeed it was. In the excitement of the moment somebody had upset the stove in the after cabin, spilling hot coals over the carpet. To compound the crisis a gentleman hurled the contents of a bucket on the glowing coals and to the dismay of the audience the flames instantly roared upward toward the ceiling carlins. The bucket contained turpentine which had been used to kindle the stove fires at Wheeling. Water, brought from the pantry, saved the situation.

Meanwhile the ice was showing ugly symptoms of gouging the wooden hull. More by luck than management the boat swung around headed upstream. By operation of the one good paddlewheel the boat was worked to the Virginia shore, against a great sheet of shore ice. Ropes were secured to nearby trees and for the moment the REVOLUTION was safe. Still no sign of the TELEGRAPH NO. 2.

The short winter day waned into darkness. The enthusiasm of the delegates commenced to waver. One spoke up to say he left home with but $5 in his pocket and half of that was already gone--he must get back to Wheeling immediately before he went broke. His partner sympathized and then realized that he, too, was in a sad plight--he had never been away from home one night since he married and his dear wife would surely be uneasy; he also must go home. A third one ingeniously remembered he never had luck sleeping on steamboats and he preferred an Inn. His partner said, "yes, there is an inn nearby and I must accompany you; I am wearing a borrowed cloak which must be returned, and I will go on to Wheeling." Six or eight such hardies worked their way ashore over the ice and vanished up the hill.

These deserters were the minority. Most stayed on board. The band played. Those who couldn't sleep were determined nobody else should and attended to the matter noisily.

Sometime after midnight a native of those parts appeared on shore with a lantern. He shouted a message. "General Taylor is not coming; the TELEGRAPH is down in Captina Island stopped by the ice--she can't get through. I'm on my way to Wheeling to bring down coaches and hacks. The MONONGAHELA is frozen in at the head of Captina, downbound--she can't get through either. Thought I'd let you know."

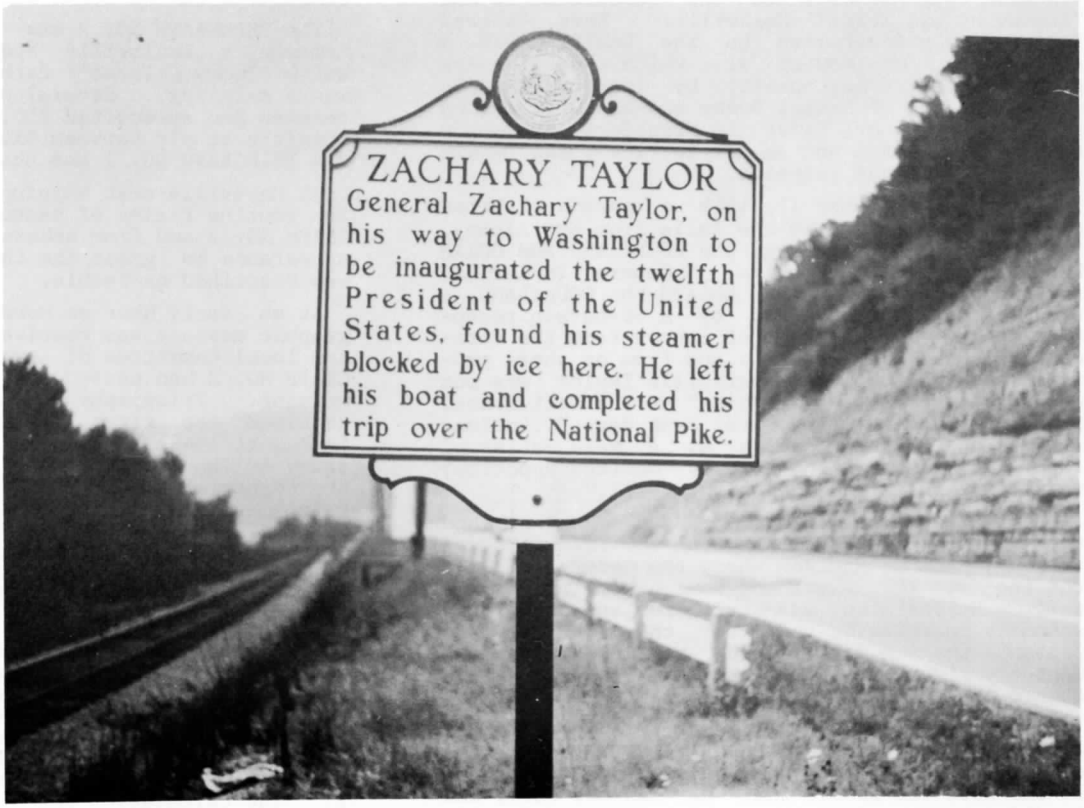
Somebody thought to call toward the bobbing lantern, "How's the General?"

"Oh, he's raising hell about the delay; he's bully."

Came daylight and the population of the REVOLUTION climbed ashore and repaired to the Inn kept by the popular Garrison Jones who, tipped off to the influx, was ready with a death-defying breakfast for all. Some of the deserters were there, bleary-eyed, for the Inn was bulging and the night had been spent with mugs of beer and vocal harmony.

Just how Taylor and the many passengers made it from Captina to Moundsville is not clear. The river distance is about 6½ miles, and if any road existed along the Virginia shore, which is doubtful, it was a sorry one. It could not have been more than a horse path at best. We conjecture that Taylor rode horseback, and that others made it on shank's mare.

At about 11 o'clock that morning the band struck up "Hail Columbia" and Taylor was escorted to the



This West Virginia historical marker was photographed along W. Va. State 2 highway, upriver and opposite Powhatan Point, Ohio. We have our doubts that it still exists; we have watched for it several times in recent years without success.

Inn by cheering citizens and the hardies who had come down on the REVOLUTION. Inkeeper Jones set a good dinner for all.

Meanwhile the courier of the night before had reached Wheeling by horseback and had applied for coaches to go the 12 miles to Moundsville and pick up the General and his passengers. The best stage driver in Wheeling exclaimed, "Over that disconnection! There isn't enough money in Wheeling to hire me for such a job as that!"

Albert Shriver had been delegated to drive the General and his party over the National Road. When he heard of the plight at Moundsville he ordered up sleighs. And so it came about that after the dinner the sleighs awaited. The procession, led by Shriver driving the president-elect, was followed by seven other sleighs, two coaches (which had several near-accidents), two or three carriages and a considerable body of horsemen.

The later dispatches noted General Taylor, still in a sleigh driven by Shriver, crossing the wooden covered bridge into Brownsville, Pa. on the afternoon of February 21, 1849, enroute to Washington.

Zachary Taylor survived the rigors of the upper Ohio River, the sleigh ride, and became the 12th U.S. president. He served sixteen months, dying in office of typhus on July 9, 1850. Some say the unbearable summertime heat of Washington did him in; others blamed it on an injudicious sampling of a bowl of ripe cherries.

His widow and family expressed a wish that his remains be brought to Louisville for burial. For some reason a more learned historian may explain, but we don't know the answer to, there was a considerable delay in executing this transfer of the casket. It was not until Sunday, October 27, 1850 that the remains arrived at Pittsburgh by canalboat from the East. Next forenoon the casket was escorted from the canal basin to the steamboat landing at the Monongahela wharf, and there placed aboard the steamer NAVIGATOR, Capt. William Dean.

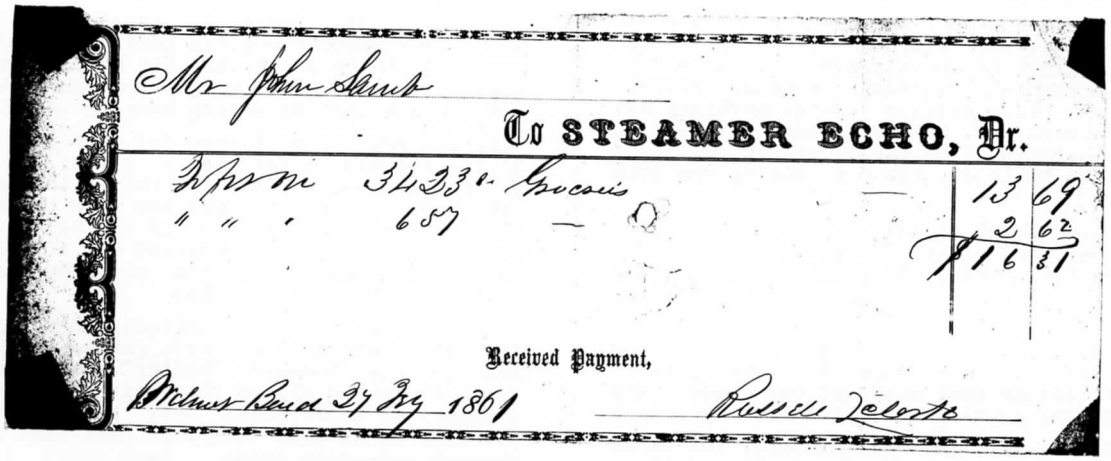
The Ohio River was at an extremely low stage, and the NAVIGATOR, a sternwheeler, was not very large, but was lightly built for such circumstances. The planning for this transfer had included having Taylor's horse "Old Whitey" accompany his former master. Due to canalboat delays the horse had not arrived at Pittsburgh when Capt. Dean's boat departed--nor could there be any waiting around; the river was falling.

The Marietta "Intelligencer" reported the NAVIGATOR passing that place on Tuesday evening, October 29. A landing was made there for about an hour. Further news: the river was rising. Two days later this same newspaper carried this report:

> "Old Whitey," Gen. Zachary Taylor's war horse, passed down the river this (Wednesday) morning on the HIBERNIA NO. 2. He was not so large a horse as we expected to see, but finely proportioned, a beautiful animal, and looks as if he would go through another campaign on the Rio Grande. There was a great rush the moment the boat landed to get a sight of the world renowned "Old Whitey."

Not included in the report, but verified beyond reasonable doubt, was that persons involved in that "great rush" to see Old Whitey were imbued with traits which survive even until the present enlightened age. They jerked hairs from Old Whitey's tail for souvenirs, and had they not been stopped by crew members of the steamboat, the tail would have been completely dismantled.

And so two steamboats proceeded down the Ohio, concluding our present narrative, their waves lapping the shores briefly as they passed along.



Mr John Lamb

To STEAMER ECHO, Dr.

To frt on 3423 (and 657) Groceries — 13 69
" " " 657 — 2 62
$16 31

Received Payment,

Walnut Bend 27 Fby 1861 — Russell 2 clerk

Harold C. Putnam, 302 East St., Warren, Pa. 16365 presented us with the above reproduced relic, a freight bill made out aboard the sternwheel packet ECHO, dated "Walnut Bend, 27 Feb., 1861." Walnut Bend is on the Allegheny River above Oil City, Pa. John Lamb of that place received two consignments of groceries, the freight coming to $16.31. The penmanship reads: "To frt on 3423 (and 657) Groceries"and is signed at lower right by "Russell 2 clerk." Translated, this would read: "To freight on 34.23# (and 6.57#) groceries @ 40¢ cwt., Russell, second clerk." The ECHO was built 1858 at California, Pa. on the Monongahela, owned by Alexander Campbell, Bradys Bend, Pa. (2/3) and James M. Ross, Kittanning, Pa. (1/3). She was built expressly for the Allegheny River prior to the oil strike at Drake's Well (August, 1859). Consequently by 1861, the date of the above freight bill, she had become quite a profitable investment. On 27 Feb., 1861 she was on her third trip of the season from Pittsburgh to "the land of oildom" taking up passengers, empty oil barrels, machinery and supplies, and bringing back barrels of oil and disenchanted speculators. It is not known with certainty when the last steamboat reached Walnut Bend, but the date must have been about one hundred years ago.

Problems,

Problems!



$13,300,000 Proposed River Boat
It came in a brown 9½x12½ manila envelope.

Last June 6 the Greene Line mailed out from Cincinnati a rimption of 9½x12½ brown manila envelopes @ 55¢ postage each containing the initial press release for their proposed tourist boat. Also enclosed was an 8x10 glossy of a model thereof (see) with Betty Blake and Albert Hinckley, Jr. looking pretty pleased.

The Wall Street Journal in its June 9 issue ran a rewrite (sans the picture) inasmuch as the story, being mainly financial, was up their alley. The lead paragraph:- "Overseas National Airways is seeking an $11.6 million federal mortgage insurance commitment to make possible construction of what is believed to be the first new overnight riverboat to be built in the U.S. during the 20th Century."

Every kid old enough to sail a boat in the bathtub knows that the list of overnight riverboats built in the U.S. during the 20th century is long and splendid. Let it be said that the Greene Line release contained no such statement.

The Waterways Journal did run the picture, and the release also, in its June 10 issue, page 7. Hence we will assume that most of our readers are familiar with the developments thus far.

The fascinating part of all of this, for us at least, is watching wide-eyed from the sidelines the process of building a "steamboat" (in quotes because Greene Line's proposed boat is no steamboat at all) in this modern time.

Greene Line was adamant that they must have a boat with a stern paddlewheel on it. This, even thirty years ago, would have been a modest stipulation, but not now. When you go to build a paddlewheel these days with 36 ft. buckets and diameter of 28 ft. you start thinking of lumber, and then you realize you'll have to poach in a National forest to find trees big enough, provided you can find a sawmill. So maybe you can't build it out of wood after all. So you switch to thinking in terms of steel. The excess weight problem rears its ugly head. How about aluminum? If an aluminum paddlewheel backs into shore during a fog or at any other time? Don't answer, we can't stand seeing Betty Blake cry.

And how do you propose to run this 36 x 28 paddlewheel? Pitmans, of course, for there is no other proven way. On the inboard end of a pitman you come to a slide and a crosshead and then on via a rod (nice and shiny) to a cylinder with a 10 ft. stroke (at least this length for so big a paddlewheel) and what's to run the engine when you have no steam aboard?

Why no steam? Well, it seems that there just ain't no steamboat engines that size available any more. To build a set that big would cost a king's ransom. So where do we go from here? We've just got to have that brushheap hanging on behind.

Here's how you do it--so far on paper. You put in the forward boiler area a set of gas turbines, which in principle are the things that power jets (which aren't really jets) and when these turbines are running on kerosene or an equivalent they make fumes which must be carried off in smokestacks. So the smokestacks on the proposed boat are not Hollywood; they're for real.

So fine; we've got turbines whirling around. They are shafted to electric generators which also are in the forward "boiler" compartment. The juice is cabled aft to the engineroom, and this is a beautiful improvement over the old-style high pressure steam line running back real neighborly through passenger areas. Back there in the engineroom is a sight only Skyjack Turner could do justice to in words. Here we have motor-driven compressors busy compressing hydraulic fluid to pressures undreamed of on old-time river boats, 1500 to 2000 psi maybe. This is piped into reciprocating horizontal cylinders much like the old steam jobs save that they are teeny-weeny diameter a/c of the big pressure applied.

So there you have gas turbines, generators, motors and cylinders all on the line doing what an old boiler, some pipes, and cylinders used to do. It's hard to swallow the logic that this highly complex approach these days is adamant--that we humans have bricked ourselves into a vault. The simple way to do anything is too expensive.

Now, Greene Line wants to play a calliope and blow a steam whistle. So happens that these gas turbines have lots of heat and some of it can be piped to an auxiliary steam boiler for these pur-

poses. Things being what they are we presume that the engineers will be required to have steam licenses.

Now what you have accomplished thus far is to propel a double-skin steel hull 326'10" long (the latest figure) by 64'0" wide at a cruising speed of 12 mph, utilizing 4400 hp. Upstairs on a stack of decks you've got 220 staterooms, a complete hotel for sleeping, feeding and entertaining 400 guests, and a crew of 110. The vertical distance from load line to the top of the highest fixed structure is 52 feet. The original designers, Three Quays Marine Services Ltd. of London, estimated in a prospectus that the draft (maximum) will be eight feet. If this eight foot draft is so, it doesn't take Sybil Leek and a crystal ball to predict that she's going to draw 8'6" within five years. If we may be permitted an opinion here, it would be an optimistic one--a hull of this size will hardly draw eight feet even when the swimming pool is filled (yes the plans call for such a pool) and our considered guess is that she'll draw something around six-and-a-half.

The estimated cost of all of this is $13,300,000 and to keep down the figure to that level the contour of the boat has been shorn of all the usual sheer which since boats began has made them so attractive. Sheer costs money.

How do you heat and air-condition 220 staterooms on a modern river boat? This question is picked out at random from a score or more brain-teasers. Initial agreement is what NOT to do; don't try the forced draft-vent system used on the DELTA QUEEN--which means elaborate duct work overhead, under floors, all around. Costs too much. Electrical equipment involves hot-cool units, 220 of them to keep functioning. Hot water radiators--well maybe yes--with summer air conditioning. Regardless of what's done the rooms will be either too hot or too cold; ask any innkeeper.

And the saddest thing of all is that the sum--total of modern marine technology, plus the sum--total of consultations, planning and decisions, have resulted in a proposed boat which on its outside is nothing new at all. She is instead, as every old-timer recognizes, a "guv'ment snag boat" quite like the sternwheel WATERWAY (see picture) dating back to 1912, built at Dubuque, no sheer, stacks set back funny-like, pilothouse away out in front, and all.

The largest sternwheel packet of yore on the Mississippi System was the CHARLES P. CHOUTEAU built at St. Louis in 1877. Her iron hull was 296'8" by 54. The GOLDEN CITY, built on a wooden hull at Cincinnati in 1876, measured 280 by 40'6". These, plus others in excess of 250 feet, such as the A. L. MASON, DACOTAH, MONTANA and WYOMING, were notorious "wind catchers" when lightly loaded and handled sluggishly with full cargo. The opinion at the time was that the maximum had been attained, if not overreached, and that the sternwheel principle was not adaptable to packets much longer than 250 feet.

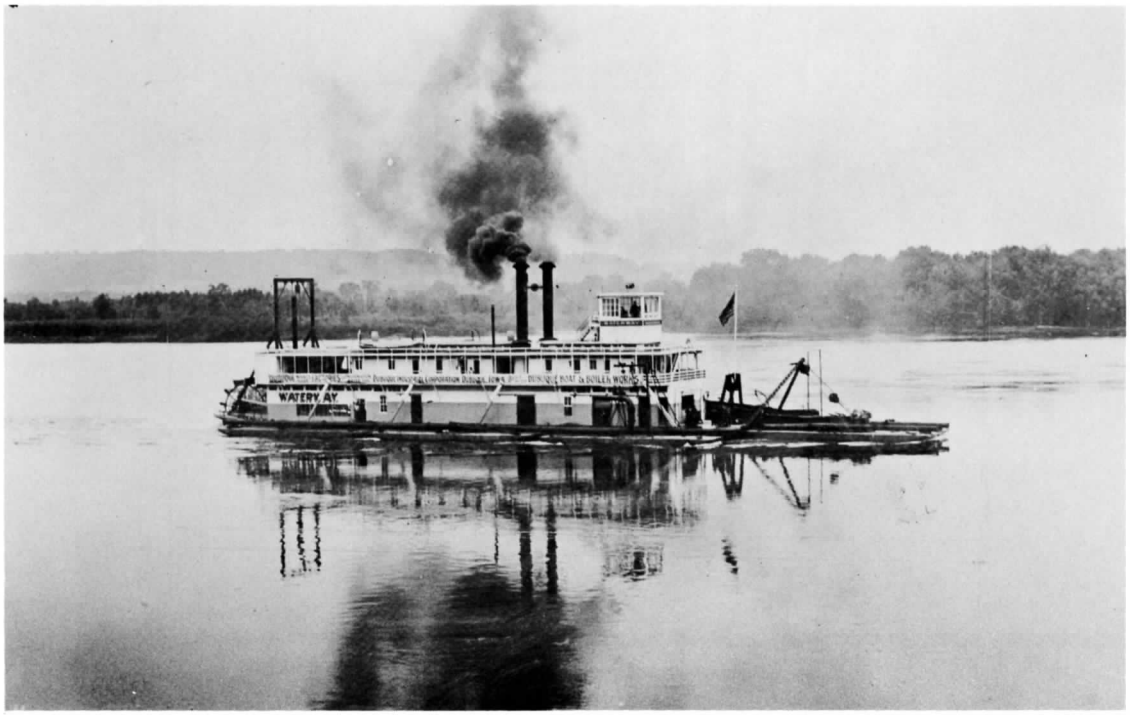
Judging from such past experience the DELTA QUEEN, with her 250 foot hull, is about as big as empirical know-how allows. When she collided with a pier of the Madison, Ind. bridge last June 29 she came off with a good bit of luck which a boat 326'10" long would have lacked.

Greene Line Steamers, Inc., bless 'em, must explore a lengthy and sometimes lonesome road before they come up with a promising answer to a mighty complex problem, that of how to successfully build an overnight river tourist boat a.d. 1973. If they must with sound economic reasoning have 210 staterooms, there is scant choice; they must go to propellers. The nostalgia of the paddle-slapping river boat is restricted to matinee and moonlight excursions.

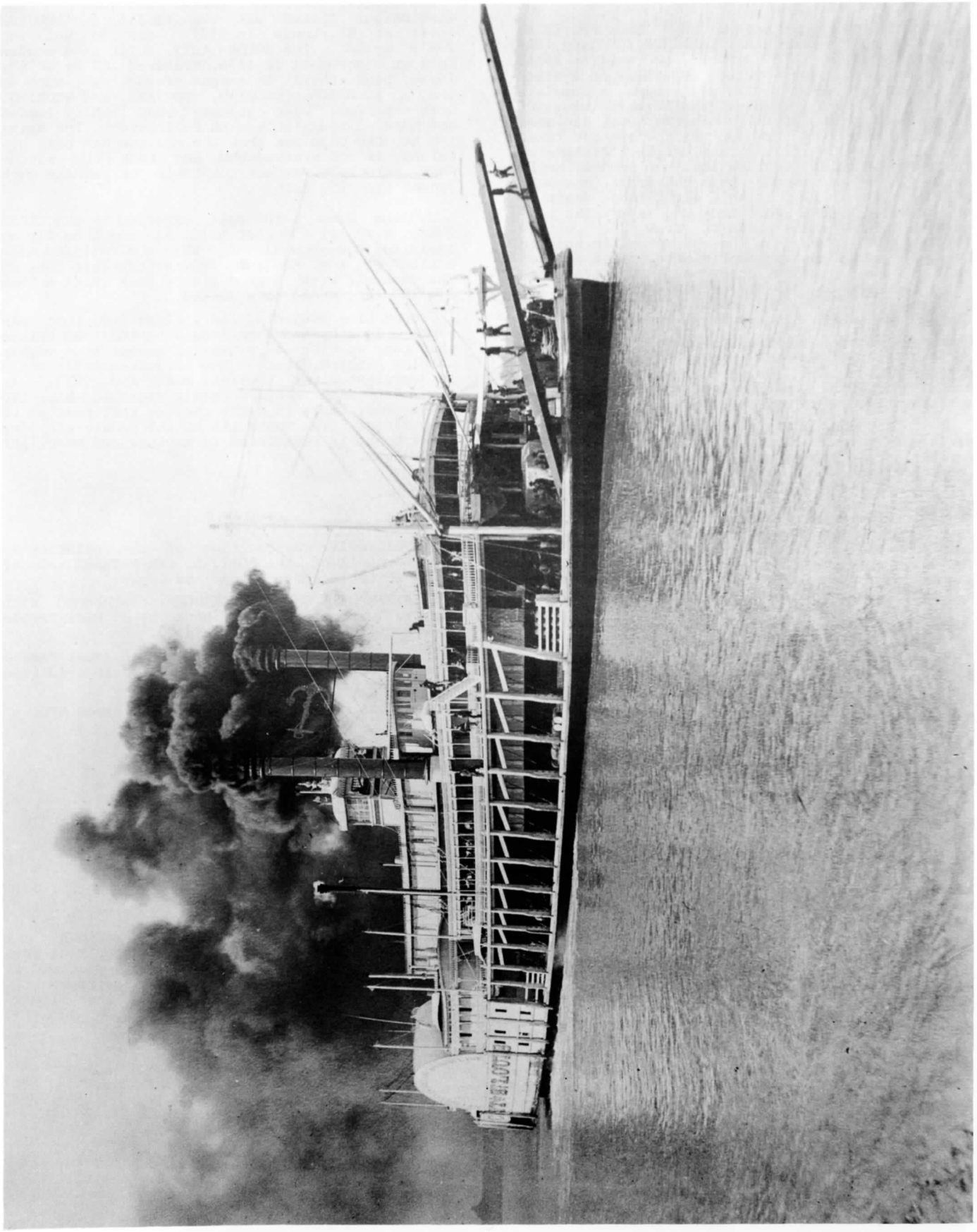
AVAILABLE

- Full color reproduction of the painting by Dean Cornwell of the ROBT. E. LEE-NATCHEZ race of 1870, suitable for framing. $2.
- STEAMBOATS ON THE MUSKINGUM, clothbound with many illustrations, the book by J. Mack Gamble everybody's talking about. $8.50.
- Full size offset reproduction of James Rees & Sons Co. catalogue originally issued in 1913 (see details on page 33. $3.

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



WATERWAY
A "guv'ment snag boat," pictured on her delivery trip down the Mississippi on June 19, 1912.



CITY OF ST. LOUIS
(Picture on opposite page)
She became an attractive fraud, see ad below.

It's a blue ribbon picture, and is the best of an Anchor Line side-wheeler in action. The scene may have been posed---the men on the stages surely were sent there for atmosphere. But maybe not. There is much we don't know; who took it? where? when? Quo animo--what was the spirit or intention? Was this a "happy accident" bit of photography, or did the boat's crew and the photographer work it out to make of it the masterpiece it is?

Leroy Cook first saw this picture in the wharfboat office of the St. Louis & New Orleans Anchor Line at St. Louis in 1892. "I immediately was possessed of a fever to own a framed print of it," he related. So he hunted up Charles M. Berkley, the passenger agent. Mr. Berkley told him about a St. Louis photographer and Leroy promptly got one.

The picture is of the Anchor Line's CITY OF ST. LOUIS, and it was taken in 1891, maybe 1890, but hardly before that time. The boat was built in 1883 but originally had smokestacks some eight feet higher.

Capt. Sam G. Smith in 1914 was the auditor for the Streckfus Line which then was running packets St. Louis-St. Paul. Streckfus was doing a good bit of advertising to persuade passengers to ride their boats and Sam Smith, who dabbled in photography as a sideline, got the bright idea of "retouching" this CITY OF ST. LOUIS picture. When he got the job done she had become the Streckfus flagship SAINT PAUL, the name changed on the wheelhouse, a big fancy "S" up between the stacks and otherwise much the same. This attractive fraud appeared as post cards, in newspaper ads, and in passenger folders. It got a bigger play than the original did.

No doubt Sam Smith admired both. He owned a very good 5x7" copy negative of the original, made on a glass plate. The picture on the opposite page is made from it.



Vacation Trips on the Mississippi

A New World of inexpensive pleasure opens to you aboard a big Streckfus Steamer. No vacation on land could bring you such cool river breezes and hundreds of miles of picturesque travel, combined with the comforts of a first class hotel, as one of these trips on the Mississippi.

To St. Louis and Return—$8, 10 and $12—including meals and berth—no extras. A splendid trip of 400 miles on the water. Stay as long as you like in St. Louis, during season.

To Rock Island—*Davenport and Return*—**$9.50** including meals and berth—no extras. 260 miles of interesting river travel, through the Big Lock at Keokuk. Tickets good until close of season.

To St. Paul and Return—$27.75, $32 and $36 including meals and berth—no extras. The most popular trip of all. Six days—1,054 miles—on the water. Tickets are good until season closes.

THE STRECKFUS STEAMERS are the largest, fastest, and safest inland river steamers in America. Big, comfortable, electric lighted staterooms, and the finest of meals. Certified drinking water used exclusively.

CALL, PHONE OR WRITE for illustrated folder giving details of our many trips of 1 to 6 days, costing $2 to $30.

Streckfus Steamboat Line—Streckfus Wharf, St. Louis. T. S. Harrington, Agent, Keokuk.

THE DAILY GATE CITY. 1914

Services for Robert G. C. Fee were held at the Dobbling Funeral Home, Bellevue, Ky. on Saturday, July fifteenth, 1972. For many years Bob Fee was associated with the Newport News Shipbuilding and Dry Dock Company, and for a long time headed up their model building department. He had great interest in Western river affairs, having been a native of the Ohio valley, most of his boyhood spent in Bellevue, Ky. He researched the pioneer steamboat NEW ORLEANS, drew up plans, and the model on exhibit at the Marietta River Museum is based on his findings. Bob's preoccupation with historic boats won him great acclaim when he designed and superintended the construction of replicas, full scale, of the sailing ships SUSAN CONSTANT, GODSPEED and DISCOVERY for the 350th anniversary of the founding of Jamestown, Va. The replicas were built at Newport News, proved entirely seaworthy, and still exist as tourist attractions. Bob had the signal honor of escorting Her Majesty, Queen Elizabeth, aboard these boats when she expressed her wish to visit them. Bob Fee had been an early member of S&D, attended several of the annual meetings, and was a friend to many of us. He is survived by his widow Clara Otting Fee, a girl he met while cruising aboard the GORDON C. GREENE, and by son Robert. The Fees have resided for some time in Warwick, Virginia. Burial was in the Spring Grove Cemetery, Cincinnati.

Sirs: I wonder if readers of the S&D REFLECTOR might give me any information regarding the river steamboating history in connection with New Richmond, Ohio? In this town we have recently formed "Historic New Richmond, Inc." As the name implies the group is devoted to pursuing the background story. Also we are involved in its potential as a river recreation area.

New Richmond's main claim to fame is that James G. Birney published his anti-slavery newspaper, "The Philanthropist" here in 1836. But also there are equally important facets including the steamboat packet days, which we would like to develop. Our group already has over 100 members.

Any help or information that readers could give us will certainly be appreciated.

Thomas R. Greene, Jr.,
R.R. #1, Box 684,
New Richmond, Ohio 45157

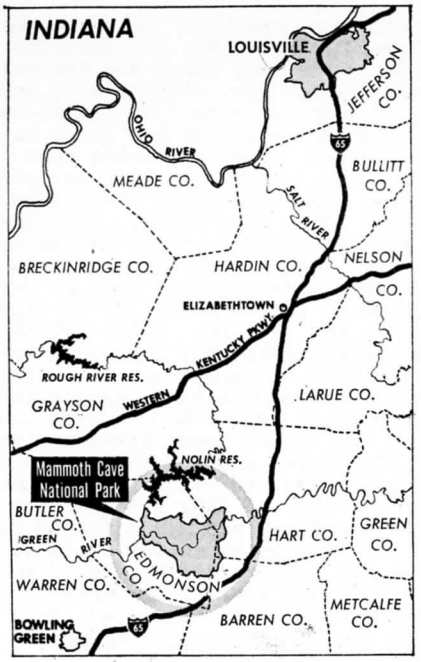
=Tom Greene, Jr. is president of this new organization, Historic New Richmond, Inc. He and his wife Shirley, daughter Adrian and son Thomas R. Greene III live along the Ohio below New Richmond. Tom, Jr. has two sisters, Mrs. Richard Stewart (Mary Cavendish Greene) and Miss Jane Greene, and also an older brother Gordon C. Greene II. The Stewarts have a son Joel, and Gordon and Carolyn Greene have two sons, Gordon C. (Chris) Greene III and Daniel Wilkins Greene. Gordon and Mary live in Kenwood, Ohio. Their mother, Mrs. Tom R. Greene, the former Letha Cavendish, resides at 3536 Paxton Road, Hyde Park, Cincinnati. -Ed.

The printer has surpassed all expectations. The Rees catalogue originally issued in 1913 has been reproduced full size (8 by 10½") using same paper stock and brown cover as the original. The old metal cut was dusted off and used for the front cover title done in dark green ink. Sixty pages of steamboat history are reported both in English and Spanish describing boats, engines and boilers built for customers all over the world. Many drawings appear of boats and machinery, and there is a wealth of photographs. Priced $3 the copy including mailing charges.

Address either

G. W. (Jerry) Sutphin,
204 Chestnut St.,
Huntington, West Va. 25705

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



-Courier-Journal & Times map.

Mammoth Cave, Ky., 40 miles from Bowling Green, is a national park. Discovered in 1799, it has 150 miles of passageways, rooms with 200-foot ceilings, gypsum flowers, blind fish, and an Echo River 360 feet below ground. As mammoth as it is, it is not mammoth enough to accommodate today's tourists. The tours often run 240 to a group and during peak vacation months 1,000 are sometimes turned away daily. Modern US 65 and the Western Kentucky Parkway (see map) have been responsible for the influx.

There was a time years ago when seeing Mammoth Cave was a leisurely and rewarding experience. The Evansville & Bowling Green Packet Co. operated service almost to the cave's mouth. The L&N Railroad connected at Glasgow Junction, Ky. with the 8.7-mile Mammoth Cave RR. which operated engine "Hercules" and one coach. An old-timey hotel at the cave served excellent country-style meals and slept its guests on cornhusk mattresses in rooms heated with chunk stoves.

The Howard Steamboat Museum at Jeffersonville, Ind. is open to visitors. An "open house" was staged on Saturday, June 10, although the renovation was far from completion. Relics were exhibited on the back porch, including the pilotwheel of the towboat NORTHERN (Howard-built, 1909) which had been donated by R. Bruce Bass, Louisville. Slate from the old roof was sold to souvenir seekers.

The restoration of the historic Howard homestead has been under way since June, 1971, following the fire which gutted it from cellar to roof in March, 1971 (see June '71 issue, pages 5-9).

A few months after the fire a donor (which prefers to remain anonymous) put up $15,000 provided the sum was matched. It was. With this $30,000, plus insurance paid for major renovation, the work of repair was commenced. There have been many volunteers. The restoration committee is in charge of Mrs. Robert G. Bottorff, Jeffersonville. Her right hand helper is Harvey Russ, a retired housebuilder and contractor.

The museum is operated by the Clark County (Ind.) Historical Society and the Howard Steamboat Museum, Inc.

Sirs: "The earliest view of the J. M. WHITE" (June issue, page 6) is not quite the earliest. There is a photo display in the Howard Museum, Jeffersonville, Ind., showing the J. M. WHITE and the JOHN W. CANNON under construction at the Howard Yard. The WHITE is depicted on the ways with much scaffolding around her, and appears in other construction views. The CANNON also is shown in various degrees of dishabille.

There are six or seven 8x10 pix in this exhibit. I have seen this grouping since the Museum fire and it came through in pretty good shape.

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

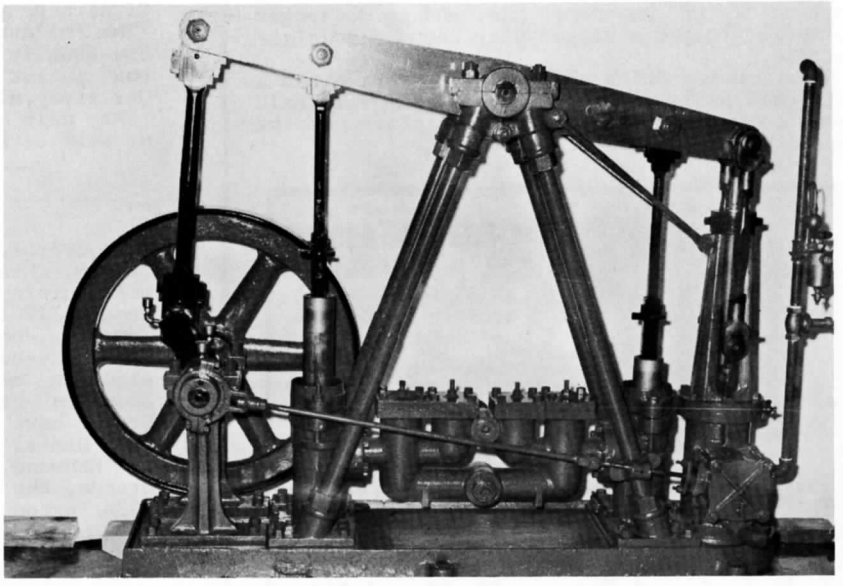
=Paging Lin Caufield and his copy camera! -Ed.

The DELTA QUEEN blew a landing whistle and dropped her stage at an unusual place of call last May 27. Vic Tooker played the hymn "How Great Thou Art" as Mrs. Stanley (Louise "Babe") Bartlett wept. The scene was at Moscow, Ohio, and all 426 residents were at the river. --And more; the crowd was estimated at 2,000.

The late Stanley Bartlett was clerk and purser of various Greene Line packets in former days. The hymn is the favorite of his widow.

Among the passengers on board were Capt. and Mrs. Bob Massner, now living in Georgetown, Ohio. Bob is retired from active piloting after a lengthy service with Ashland Oil. We are indebted to Dan Pinger for these details.

Charles T. Campbell, who celebrated his 87th birthday last May 20th, has presented S&D with two scale models. One of them is of his namesake, the towboat CHARLES T. CAMPBELL, and the other is of the ERNEST T. WEIR. Both models were built by Bob Thomas of Powhatan Point, O. many years ago. Bob also built a model at that time of the JOHN W. HUBBARD, which was a duplicate of the CAMPBELL. The present whereabouts of the HUBBARD model is not known to us.



An IOWA doctor
It will pump three days...
(see letter below)

Sirs: The picture of the "doctor" pump in the June issue spurs me to say we have a similar one here in the Museum, and we're readying it to go to the steam show at Arcadia (Md.) in September. It is reputed to have come from the IOWA from up around Clinton, Iowa.

Ours is operative and will operate under steam three days on display.

Wm. W. Willock, Jr.,
Route 1, Box 199,
Chestertown, Md. 21620

=The towboat IOWA was built at Clinton in 1932, a small fry working engines 10's- 4 ft. stroke. Her doctor pump was built by the Iowa Machine Works of that place. She was a combination sand sucker and towboat. In 1956 the sternwheel machinery was removed. -Ed.

It is not necessary to be a son or daughter of a pioneer riverman to join the Sons and Daughters of Pioneer Rivermen.

Sirs: In the summer of 1905 when I was 11, my mother and I rode the GREENLAND from Cincinnati to Pt. Pleasant, West Va.

I was a trifle disappointed with the GREENLAND inasmuch as a couple of years before we had made the same trip on the BONANZA, an older boat with running water in the staterooms every time it rained, and a long, sweeping cabin. But the GREENLAND was comfortable and she was a packet boat.

The GREENLAND was slow but I did not notice that; anyway, the longer the trip lasted the better I would like it. Our stateroom was on the port side well aft of the wheelhouse. I liked that because I could lie in my top bunk and look out over the river. Supper was soon served and she had an orchestra (piano and drums played by two young men) and to me this was really living, as the boy said at the millionaire's funeral. The meal was wonderful, for anything served on a steamboat tasted good to me those days.

After supper we sat on the guard aft of the ladies' cabin enjoying the scenery and the two rows of swells from the side-wheels trailing out astern. I remembered that on the BONANZA we could not sit there because the cabin extended right on back and the guards ended some distance forward.

We heard whistle signals exchanged and the big ISLAND QUEEN slid by us. My! she looked broad of beam when viewed from dead astern! Soon we passed Coney Island dike and a little later landed at New Richmond. Eventually we went to our room and prepared for a good steamboat sleep with not a care in the world.

Now I had accumulated the prodigious sum of $1.85 which I had earned by manual labor pumping the organ in the Presbyterian Church. With it I contemplated painting the town red when we arrived at Pt. Pleasant. You could buy a lot of red paint for $1.85 in those days. I kept counting it to make sure it was all there.

Nothing is more conducive to sleep than the creaking, groaning and vibration of a steamboat under way with the thumping of the paddlewheels and I always enjoyed it to the full. The night was warm and we had all the transoms open. There were no screens on the doors those days. We were tired and soon asleep.

Next morning we were awakened by the setting up of the tables for breakfast and by the hand bell being rung in the cabin. I was eager to get going. I slid down from my berth to get dressed. I reached for my trousers. They were not there! My heart jumped into my throat---my $1.85 was gone too! Mother's clothes were missing as well.

I climbed back into my top bunk and peered out the transom into the cabin. I attracted the attention of a colored waiter, expounding to him the details of the theft. Other waiters gathered to listen. The huddle attracted the attention of the steward.

He heard me out, went to the office to inform the purser, who told the captain, whose name was Carney, I think. The captain came. Through the transom I related our plight to him.

"Have you other clothes?" he asked.

Yes, we did have, in a trunk in the baggage room. The trunk was brought to the room and from it we dressed. The boat was searched from keelson to pilothouse. No luck. Then we learned that during the night there had been a row among the colored help and some, including the chambermaid, had been put ashore at Manchester, O. The other passengers reported no losses.

I found myself a celebrity. "That's the little fellow whose clothes were stolen," with fingers gestured toward me. The captain took me to the pilothouse where I met for the first time a pilot I would know well in years to come, Peter Holloway.

Afterwards mother wrote the Greene Line about the matter and in return received a very nice letter from Mrs. Mary B. Greene. She enclosed two passes good on all Greene Line steamers and expressed her regret, but made no mention of my financial ruin.

When, after the 1918 ice, I saw the picture of the GREENLAND floating by Cincinnati half sunk on her side I thought: Too bad, old girl, I'm sorry and good-bye.

Mother and I never used the passes--thereafter we traveled usually on the palatial Campbell's Creek Coal Co. towboats.

And that's my story of what happened aboard the GREENLAND to my $1.85 earned by pumping the organ at the Presbyterian Church.

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

Jerry Sutphin wrote a feature story for the 1971 Interstate Port Handbook concerning Capt. Anthony (Tony) Meldahl. Some of Jerry's information is garnered from prior issues of the S&D REFLECTOR.

There were three places along the Ohio River called Meldahl's Landing. Uppermost was above Newberry Island along the West Virginia side, the original Meldahl farm. Second was on the Kentucky side above old Lock 32 (below Vanceburg) at the farm of Alex Meldahl, Tony's brother. The third was that of Tony's home of his latter days on the Ohio shore below old Lock 34, which he called "Maple Lane Farm."

Tony's father, Emil Meldahl, settled at the Newberry Island location. After the death of Emil and his wife the place was occupied many years by the Misses Lily and Maggie Meldahl, Tony's sisters. Maggie was the last to die, January 1, 1940.

Tony had a brother Frank who lived at Charleston, W. Va. and later at Huntington. In 1921 when your scribe was clerk on the GEN. PERSHING Frank made frequent calls aboard at Charleston. He greatly resembled Tony in facial characteristics and build.

Jerry Sutphin recounts that the present-day Captain Anthony Meldahl Locks and Dam on the Ohio River got its name when the 86th Congress passed Public Law 86-100 in July, 1959. Prior to that time it had been known as the New Richmond Locks and Dam.

Summer's Rarest Pleasure Treat

Dancing on the River

Fascinating Music



Thrills and Pleasures

The Floor Marvelous With a Romantic Setting

CONGENIAL COMPANY



COOL RIVER BREEZE

NEW IDLEWILD BALL ROOM

140 feet long 40 feet wide

Perfectly Ventilated Beautifully Decorated

IDLEWILD

This advertisement was used for the excursion steamer IDLEWILD at Louisville in 1936.

The original was reproduced by Lin Caufield.

Now these 36 years later the boat still serves that city, renamed BELLE OF LOUISVILLE.

A Visit Along The Little Kanawha

Mrs. Bessie Boyd Bell Scott of Glenville, West Va. saw the packet W. A. HILTON on an upbound trip several miles below that place. She was very young at the time, but she remembers the event vividly. Mrs. John Ernest Arbuckle recalls that her mother took her as a child up on Griffith Hill there at Glenville to watch for the steamboat, and she recalls the thrill when it whistled and "came 'round the bend." "It landed about where the Kanawha Grocery now is located," she says. "The river was falling so the HILTON did not long remain, and had to return down the river."

Mrs. Scott and Mrs. Arbuckle are fairly sure that no other steamboat visited Glenville, at least within their recollection.

R. A. Darnell of Gilmer, West Va. (which is on the Little Kanawha above Glenville) says in all of his years in that area he never saw or heard of a steamboat at that place, and remarked that when steam navigation was predominant there was a mill dam several miles below Gilmer which would have barred the possibility of such an event.

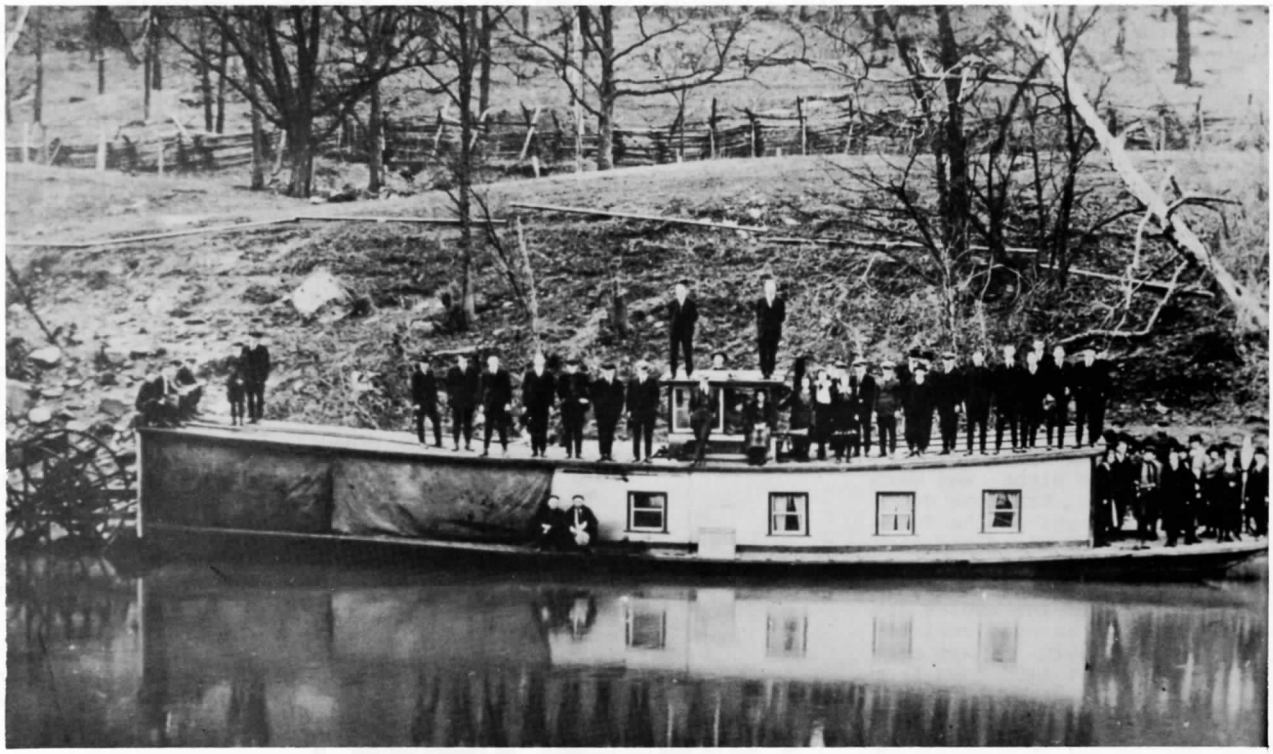
Hence the assumption is fairly safe that at least one steam packet, the W. A. HILTON, was up the Little Kanawha to Glenville, Mile 103.0, a point 55 miles above the head of former slackwater navigation. The river at that place is about as wide as a three-lane highway.

But when you start talking about sternwheel gas boats you hear much more. Mrs. Nellie Engelke and Mrs. Scott had taken passage numerous times, both up and down, between Glenville and Gilmer, on the 65 by 10 ft. GAINER, operated by Blair Gainer of Glenville. This boat was built at Creston, West Va. in 1921 and long served as a passenger packet connecting with the B&O railroad at Gilmer. Many of the students and teachers at Glenville State College shuttled with books and baggage the 14 curvaceous miles (the Little Kanawha at Gilmer is no wider than a two-lane highway) before the highways were improved in 1930-1931. Glenville, the most prosperous town along the Little Kanawha above Parkersburg, has no railroad and never did have one.

There was a mill dam across the Little Kanawha at Stouts Mill, Mile 113.75, which was not removed until 1920. Prior to that date paddlewheel boats were unknown above that place. After its removal they explored above to Lumberport (the old name for Burnsville, Mile 122.0) and evidence points to a distinct possibility that they went above there, to Bulltown, West Va., Mile 137.5.

The above facts were surfaced by J. W. (Woody) Rutter and your editor who raided the region of the Little Kanawha in Woody's Toyota last May 5th and 6th. Woody had descended the stream from Glenville to Elizabeth, 76.75 miles, during extreme low water, in a canoe, several years ago. At various of the riffles the water was too thin for even a canoe and Woody and his friend had to walk it. At the "low water bridge" at Sanoma, W. Va. they shoved the canoe through a culvert. They threaded around abandoned automobiles and hundreds of old tires. Narrow channels were cluttered with brush and had to be cleared to make way for the passage. The Little Kanawha does not rate Woody's good housekeeping seal of approval.

Glenville does. Glenville is an interesting town and not the least of its attractions is the Glenville "Democrat" (weekly, now in its 68th year) now published by Robert Arnold and with Stan Meseroll as editor. In their April 20, 1972 issue they front-paged an illustrated story of gasboats and the men who ran them, with the accent on such



Glenville Normal School (now Glenville State College) students pictured aboard the GAINER about 1922. To assist the boat over swift riffles during low water a mule named "Kate" was carried on the forecastle. On such upbound trips, paddlewheel paddling, Kate pulling from ahead, students cheering, and Blair Gainer roaring, the GAINER delivered her population of students at Gilmer Station to catch the B&O.

people and doings in the Glenville area. They told a lot of things new to us, and even dug up a photograph of Blair Gainer's GAINER loaded with Normal School students, taken somewhere between Glenville and Gilmer.

Mrs. Nellie Engelke (rhymes with come-and-see) was about to close up the book shop at the College when we introduced ourselves. She was raised in Creston, W. Va., head of Little Kanawha slackwater, and remembers when showboats visited there. The convenient way to get between Creston and anywhere was by river. Mrs. Engelke recalls seeing the GAINER leave Glenville with a population of college students aboard. "Captain Gainer piled the suitcases and boxes on the roof of his boat, which had no railing around it, and so to be sure nothing fell off he d stomp on the suitcases to get them packed tight." From all accounts Blair Gainer was a mighty big man. The usual departure hour from Glenville was at 6 a.m. in order to make a meet with the train at Gilmer at 10.

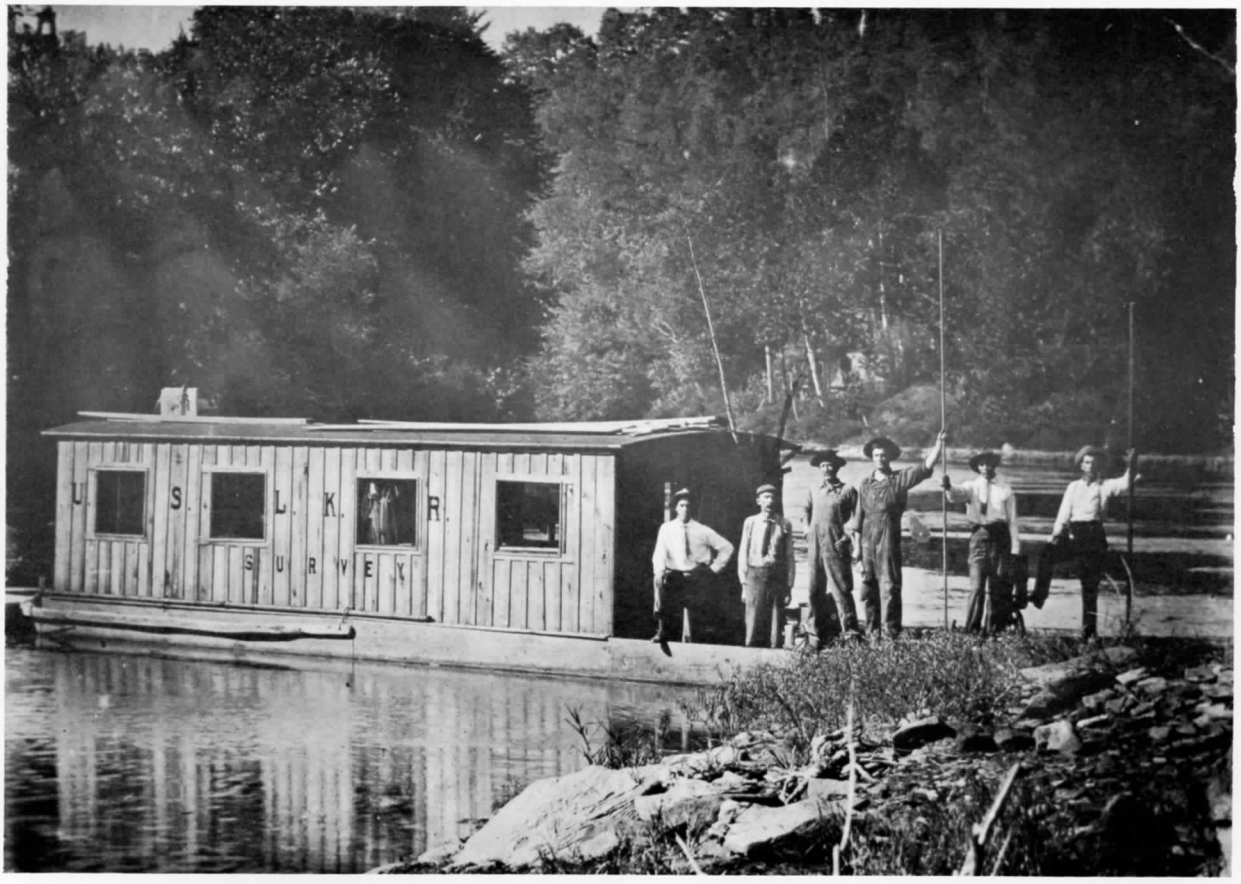
Mrs. Bessie Boyd Scott, for 38 years a teacher at the College, said she went up on the GAINER one trip. The boat was delayed and missed the train--it pulled out as they reached Gilmer. She knew it would be laying over at Burnsville three hours for a connection, so she and her friend walked up the track the five miles carrying with them a walnut frosted cake. They made it.

Gilmer is referred to in old accounts as Gilmer Station. The B&O got there in 1905 and is still there, a snake-wriggle spur line paralleling the Little Kanawha down from Burnsville. Objective: coal. Gilmer today consists of a general store (ladies' hair-dos a specialty), a gas pump, the post office (zip 26350), the hillside home of Mr. and Mrs. R. A. Darnell, a basketball court, a few scattered homes and, in summer, a croquet court. The remnants of the town are on the yon side of the Little Kanawha from State Route 5 and a bridge connects. During its coal-producing hey-day Gilmer had about 72 houses occupied principally by miners and their families, a large percentage of these houses owned by R. A. Darnell who is now 89. Mr. Darnell jogs, breathes deeply of mountain air, lies abed of summer nights and listens to the bark of a dog two miles yonder, the occasional hoot of a hoot owl, and knows this is good. Yes, he and his wife frequently travel. Ever hear of the DELTA QUEEN? we asked him. "We've made two trips on her," said he.

Mr. Darnell was loud in his praises of Blair Gainer and his gasboats. The reels of movie film shown in Glenville were brought by rail to Gilmer, and Blair Gainer's boats delivered them. One time Blair Gainer loaded a steam shovel on an open flat there at Gilmer and shoved it to Glenville when they were building the 11-mile road south to Normantown. A barrel of lamp oil weighs 400 pounds, and Gainer had two men lift one up, and then shoulder-boned it up the bank. The "guv'ment" was loath to spend money on improving the river. Blair Gainer during summer low water chopped down the trees that persisted in bowering across; he hefted out the dangerous rocks; he kept the channel clear and useable. The highways of 1930-1931 ended all of that.

Charles S. Ruddell, who lived at Glenville in his early days, recalls that U.S. Engineer survey parties were active in the upper reaches of the Little Kanawha 1908-1930. A. L. Ball, lockmaster at Lock 5 (referred to as "the government lock" inasmuch as Lock and Dam 5 was built by the U.S.

-Continued on page 42-



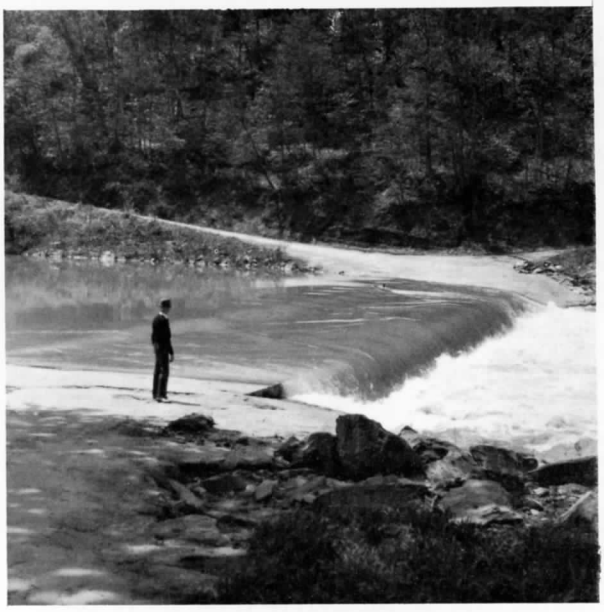
The houseboat is lettered U. S. L. K. R. SURVEY on the unpainted cabin bulkhead. Penned arrow points out A. L. Ball, lockmaster at Little Kanawha Lock 5. This was posed above Glenville about 1909-1912.



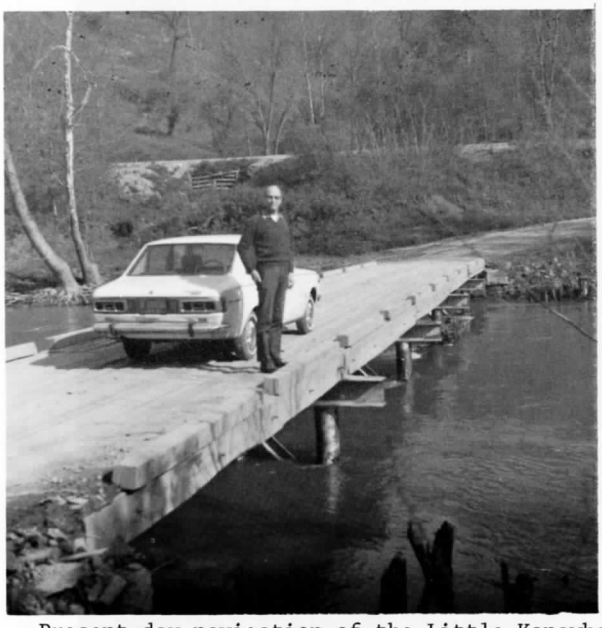
The West Virginia road marker reads:

BULLTOWN
Important point in plan of Washington to establish water transportation to West. Salt was made here as early as 1792. Attack of whites in 1772 upon Captain Bull's Indian village here was among the causes of Dunmore's War.

The Little Kanawha River wanders at the left down over the hillside, Mile 130.7 from Parkersburg. Sternwheel gasboats are believed to have ascended to this point. Woody Rutter (left) and F. Way, Jr. pose for posterity.



The "low water road" crossing the Little Kanawha at Sanoma, W. Va. (above Elizabeth) was flooded and impassible last May 5. Up the road at the left on yon side lives Harry L. Righter, president of the Wirt County Bank, Elizabeth. Mr. Righter and other family members were owners and operators of the Little Kanawha packets EDITH H. and DOVE and others. Your editor stands in the foreground wondering if he took off his shoes and rolled up his pants legs...but better judgment prevailed. Harry Righter attended S&D a couple of years ago and we pictured him in the Dec. '70 issue on page 8.



Present-day navigation of the Little Kanawha would be impossible even to a light-draft paddleboat due to the dam below Elizabeth (old No. 3) with inoperative lock, and also the "low water bridge" pictured on this page. In the upper reaches, above Glenville, there are quite a few homemade suspension bridges, some high and some low. The extreme in low bridges is pictured above, with Woody and his Toyota parked thereon, this between Glenville and Sand Fork, and within a half-mile upstream above the picturesque suspension bridge shown at the right.



This primitive suspension bridge is worth going to see, above Glenville and within a half-mile of the low bridge shown at the left. In appearance and design it is a miniature of the original Wheeling bridge, the roadway made of heavy timbers and planking. We could discover no plaque or identification to learn who built it or when. The usual single cabin gassternwheeler with pilothouse on the roof could pass under this bridge with no trouble on ordinary stages. The Little Kanawha, although no longer a navigable stream, holds many surprises for "explorers."

Mrs. Nellie Engelke of Glenville State College on June 8, 1972 interviewed 83 year old Russell Johnson at his home there. This veteran boatman of the Little Kanawha owned and operated at various times the stern-wheel gasboats CRESTON, IOLA and J. G. OLES. He got his first pilot's license about 1915 signed by U.S. Inspectors Clark and Thomas.

When the river was up the CRESTON was taken above Glenville to Gilmer with a wooden flat 65 ft. long by 10 ft. wide and there was loaded at Darnell's store with feed, merchandise and stores. The cargo ran from 10 to 15 tons. Mrs. Johnson accompanied her husband on these trips, cooking on a two-hole coal stove, and they slept on hide-away bunks hinged to the cabin bulkhead.

The cargo was delivered to farmers, stores and merchants downstream. About everything was handled including lumber and caskets. The rate on a casket to Glenville was 40¢ cwt. A joint of oil well casing (6 5/8") brought $1.25.

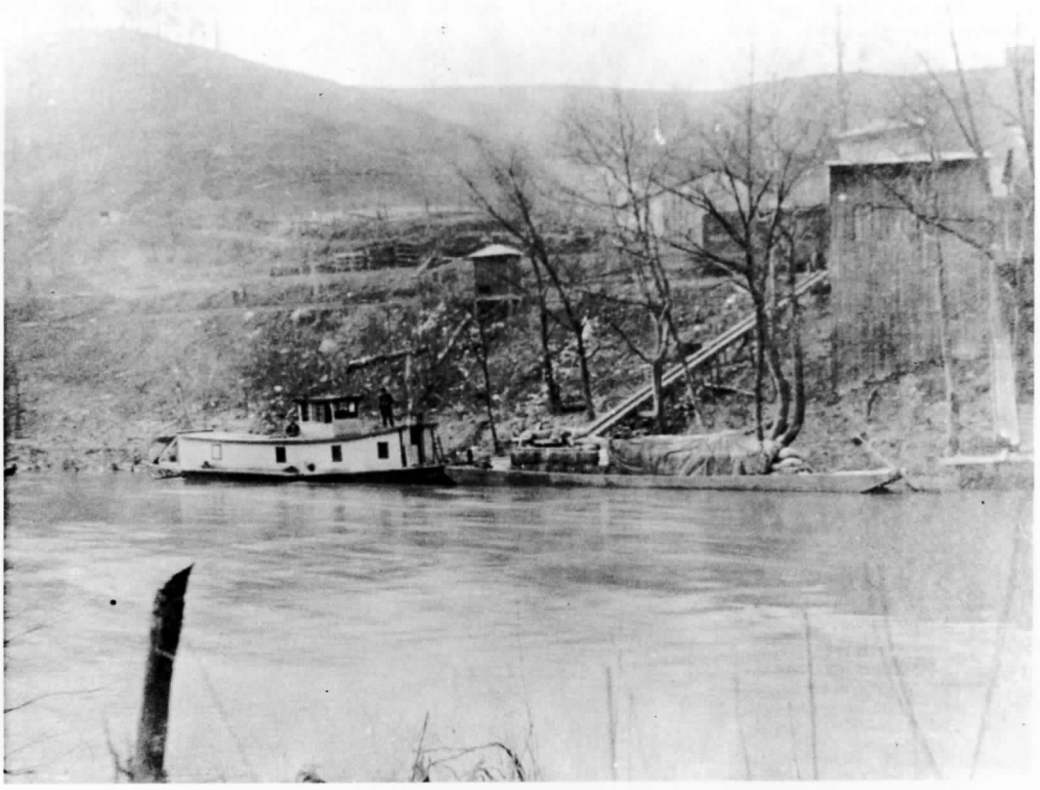
Russell Johnson owned the J. G. OLES in 1925 and the next year he sold the boat to the Philadelphia Oil Co. but continued to pilot the boat at $5 a day. When she was laid up during low water he got $1 a day for looking after her. The OLES, built in 1912 at Grantsville, was named for the manager of the lampblack factory 4 miles from Grantsville owned by Godfrey L. Cabot of Boston, Mass. A "record run" was made in 1925 when Russell Johnson piloted the OLES from Grantsville down to Palestine (49 miles) with oil officials aboard who wanted to catch the B&O train to Parkersburg--they made it.

The OLES had electric lights. Not all did. The CRESTON had no light plant, and was operated "daylight only."

Mr. Johnson recalled that the double-deck steam packet FRENCH, prior to 1908, made trips from Parkersburg to Grantsville. J. D. Robinson, her part owner-captain, was called "French" Robinson. According to the late Capt. Charles H. Ellsworth the steam packet LOUISE also made Grantsville trips, and he was aboard on one of them.

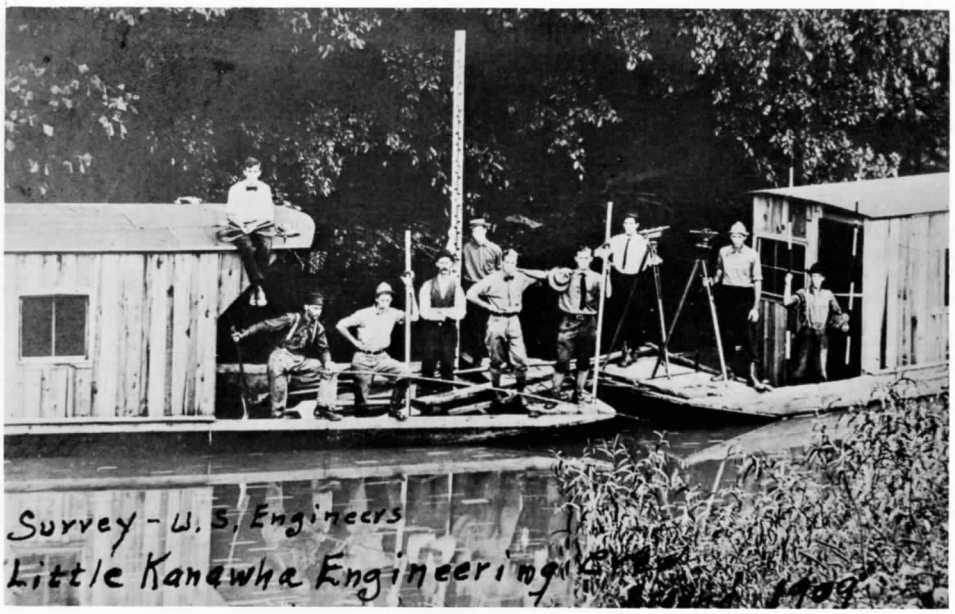
The only steam packet which proceeded above Grantsville to deliver freight and passengers at Glenville, so far as is known at the present time, was the W. A. HILTON.





ABOVE: Mr. and Mrs. Russell Johnson stood for this photograph on May 1, 1965. Mr. Johnson is holding the pilotwheel from his gasboat CRESTON. This boat in its old age was beached at the mouth of Tanners Creek and fell apart there.

LEFT: The CRESTON and flat being loaded at the feed store owned by R. A. Darnell at Gilmer Station. The CRESTON is facing downstream. Easily visible is the grade of the B&O spur. Passenger service was operated from here to Burnsville making connections there. Burnsville trains took off upriver to the left and followed the Little Kanawha valley.



Survey party in two houseboats on the Little Kanawha River around 1909 under the direction of A. L. Ball (who is standing, arms folded). Picture taken near Glenville. Mr. Ball, lockmaster at No. 5 lock, later was in charge of Lock and Dam 20, Ohio River.

Lock 5, Little Kanawha, was uppermost, at Ivan, above Burning Springs. The inside and outside walls of the lock are still standing, the old chamber filled with mud. The dam is gone.

Continued from page 39.

and No.'s 1-4 were privately built) conducted several of these surveys. "Two houseboats were used on these trips," recalls Mr. Ruddell. "They were towed up to Glenville by gasboats and at that place the houseboats were loaded with supplies and the party, led by Mr. Ball, then worked its way upstream cleaning trash from the channel, core drilling, and on one trip they took out the dam at Stout's Mill. Mr. Ball told me that his government surveying crews went up the river as far as the Bulltown country. Mr. Ball later was the lockmaster at Dam No. 20, Ohio River, until around 1935 when he retired."

Mr. Ruddell, who presently is clerk of the Circuit and Intermediate Wood County Courts, Parkersburg, provided the illustrations shown on these pages.

There were tipples above Glenville where coal was loaded in flats and towed to Grantsville, a downstream run of 27 miles. One of these was on the Hays farm, two miles above Glenville. John Schuman started such towing in 1921; his best gas boats were the RUBY, 62 by 8, and the ROBIN. For a while he owned the GRAVEL SCRATCHER, a nondescript flatboat with an engine on it, light as a feather, which sometimes pinch-hit at conveying college kids to and from Glenville when catfish were standing on their heads to keep their gills wet.

Far as we can determine the GRAVEL SCRATCHER was never enrolled in the U.S. List of Merchant Vessels...Nor was the BUGGERHOLE owned by Tom and Jim Waggy at Leading Creek. These were extreme low water boats. Highest water in living memory at Glenville was on March 7, 1967, the river up to 34.4 ft. and that means about two feet in the main motel where Woody and I stayed. A previous "high tide" at Glenville happened on August 4, 1943, a stage of 31.7 ft. There are no impounding reservoirs in the Little Kanawha drainage area. One is projected above Burnsville, authorized but not funded.

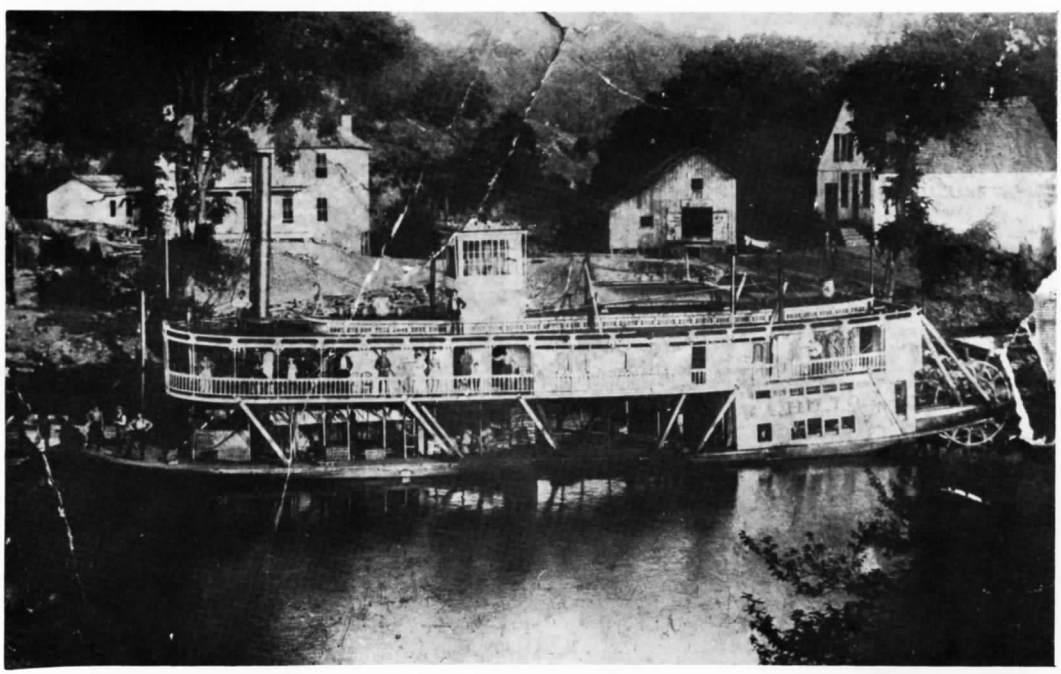
BULLETIN

The story concluded on this page accents the W. A. HILTON as the steam packet which went up the Little Kanawha to Glenville, W. Va.

Here she is shown at Creston on the L-K, the only photo known of her and this morning we are looking at a column in the Parkersburg "News" written by Albert Woofter, dated Jan. 24, 1972. Mr. Woofter says "As far as we can piece things together, Feb. 27, 1972 is the 75th anniversary of that exciting day when the W. A. HILTON made a voyage up the flood-swollen Little Kanawha to Glenville."

That dates it 1897. Mrs. Mildred Arbuckle of Glenville (now 85) says she was eight when she saw the HILTON at Glenville, ergo, 1895.

Could there have been more than one trip?



Sirs: I can remember very well and plainly the great and beautiful J. M. WHITE inasmuch as at the time she was built (1878) I was between 10 and 12 years of age, born and raised in New Albany, and an active boy, full of life, and a good swimmer.

The J. M. WHITE, after launching at Howards in Jeffersonville, was brought to the foot of 33rd Street in Portland, Ky., but she remained there only a few days. She then was brought across to New Albany and tied at the foot of State Street, where she was completed or finished.

I saw them place her machinery. I do not remember who made the engines but I do know that Charles Hegewald made her doctors and her water pumps, and that Michael Zier (Sr.) built her smokestacks.

I took the liberty of walking through those stacks while they were lying across the forecastle. They were at least seven feet in diameter and were crowned or topped out with what they called (in those days) feathers, which stood about seven feet high. Ben F. Lemmon, the brass foundryman at New Albany, cast the large bell used on her roof, and also the smaller ones for the engineroom. Charles Stogdell, of New Albany, a very deaf man but a good mechanic, made the pilotwheel. John Marsh (Sr.) hammered out by hand the ship's anchor. John Shrader (Sr.) also of New Albany made her furniture, chairs, tables, etc. I saw all of this furniture placed on her, and I thought they would never finish carrying aboard the mattresses.

In the main cabin, or salon, away aft was a large plate glass mirror elaborately framed, made by W. C. DePauw of New Albany.

Granville Beeler,
Louisville, Ky.

=The above letter was dated Dec. 6, 1936 addressed to the late Arthur E. Hopkins, Louisville. Mr. Beeler was a carpenter during his active days. -Ed.

An S&D reader with a nose for geography wants to know how-in-'el the packet TUTSHI got to Carcross on the upper Yukon. Head of boat navigation is Whitehorse, above which is Whitehorse Rapids, and worst of all the narrow gorge at Miles Canyon, a rapid, crooked, rock-walled torrent. The answer, so we learn, is that TUTSHI was built in 1917 at Carcross, replacing the smaller GLEANER dating back to 1890. Several small boats in times past have gone down thru Miles Canyon; no steamboat ever ascended it. In 1936 the GLEANER was still beached out at Carcross.

Sirs: The Eisenbarth steam car with the calliope shown in the last issue is a White, probably Model G or H of 1907 or later. -Bill Willock.

Sirs: It's a White, definitely. -Jim and Tom Way.



This picture taken about 1905 shows a log boom on West Fork at Creston, W. Va. Usually the logs were floated down in more orderly a manner. This time a sudden flash flood sent them crashing into the boom, piling them up like jackstraws. West Fork empties into the Little Kanawha at Creston, and formerly was navigated by pushboats up to Richardson where the stream was blocked by a mill dam which furnished power for a grist mill. Mrs. Nellie Engelke, Glenville, W. Va., furnished this picture, and our thanks. She identifies the Al Blankenship home at far left with a small blacksmith shop nearby. Allen (Al) Blankenship and sons Basil and Jim, and Al's brother John appear in the scene, standing on the lift.

Steamboats lost in the "big ice," winter 1917-1918. The December dates are in 1917; all others in 1918.

Admiral Dewey	Stw tb	Feb. 10	Ohio R., Apple Grove, O.
Alert	Stw tb	Jan. (?)	Ohio R., Boone Hollow, Ky.
Alton	SW ex	Jan. 29	Ohio R., Paducah, Ky.
Black Hawk	Stw p	Jan. 29	Ohio R., Livingston Point, Ky.
Bonne	Stw f	Dec. 12	Ohio R., New Boston, O.
Charles Brown	Stw tb	Jan. 31	Ohio R., Cincinnati, O.
City of Cincinnati	SW p	Jan. 31	Ohio R., Cincinnati, O.
City of Louisville	SW p	Jan. 31	Ohio R., Cincinnati, O.
Clinton	Prop t	Jan. 15	Tenn. R., Chattanooga, Tenn.
De Soto	SW ex	Jan. 21	Miss. R., Memphis, Tenn.
Dick C. Pape	Stw tb	Jan. 31	Tenemo Ldg., Tenn.
Ed. Meyer	Stw p	Jan. 23	Miss R., Helena, Ark.
Georgia Lee	Stw p	Jan. 21	Miss R., Memphis, Tenn.
Greenland	SW p	Jan. 31	Ohio R., Cincinnati, O.
Grey Eagle	SW ex	Jan. 29	Ohio R., Livingston Point, Ky.
Greyhound	Stw p	Dec. 22	Ohio R., Ashland, Ky.
Hazel L. Watson	Prop p	Feb. 10	Monon R., Rices Ldg., Pa.
Ironton	Stw f	Jan. 28	Ohio R., Ironton, O.
J. O. Cole	Stw tb	Feb. 8	Ohio R., Elizabethtown, Ill.
J. R. Ware	Stw tb	Jan. 29	Ohio R., Manchester Id., O.
Jewel	Stw tb	Jan. 5	Ohio R., Mt. Vernon, Ind.
Kelley Sauls	Stw p	Jan. 28	Ohio R., Paducah, Ky.
Mildred	Stw tb	Jan. 29	Ohio R., Dam 31
Monie Bauer	Stw tb	Feb. 10	Ohio R., Wheeling, W. Va.
Orion	Stw tb	Jan. 31	Miss R., Randolph, Tenn.
Pavonia	Stw tb	Jan. 29	Ohio R., Little Chain, Ky.
Peoria	Stw p	Jan. 29	Ohio R., Paducah, Ky.
Princess	SW ex	Jan. 30	Ohio R., Carrollton, Ky.
Rapids	Stw p	Dec. 12	Ohio R., Paducah, Ky.
Reba Reeves	Stw tb	Feb. 15	Ohio R., Sekitan, O.
Ruth	Stw p	Jan. 31	Ohio R., Dam 13
Silver Star	Prop t	Jan. 29	Ohio R., Paducah, Ky.
Spread Eagle	SW p	Jan. 29	Ohio R., Paducah, Ky.
Sunbeam	Prop t	Dec. 18	Ohio R., Evansville, Ind.
Val P. Collins	Stw tb	Jan. 31	Ohio R., Sekitan, O.
Valley Gem	Stw p	Feb. 10	Monon R., Brownsville, Pa.

Stw, sternwheel SW, side-wheel Prop, propeller tb, towboat
p, packet ex, excursion boat f, ferry t, tug

Specs for SUNSHINE

Among the material recently presented by J. Mack Gamble to the Inland Rivers Library is an agreement between Mack's father, Capt. J. M. Gamble, and A. J. Sweeney & Son for the construction of the sternwheel packet SUNSHINE. The author of the agreement was John M. Sweeney, evidenced by several penned insertions in the original typed document. Steamboat buffs will learn a bit as they peruse this thing. We are adding some notes of our own at the end identified with the numbers shown at the left side of the contract.

Wheeling, West Va.,
March 31st, 1892

MEMORANDUM OF AGREEMENT:- Made and entered into this 31st day of March A. D. 1892, by and between A. J. Sweeney & Son, of Wheeling, W. Va., parties of the first part and Capt. J. M. Gamble, of Marietta, Ohio, party of the second part.

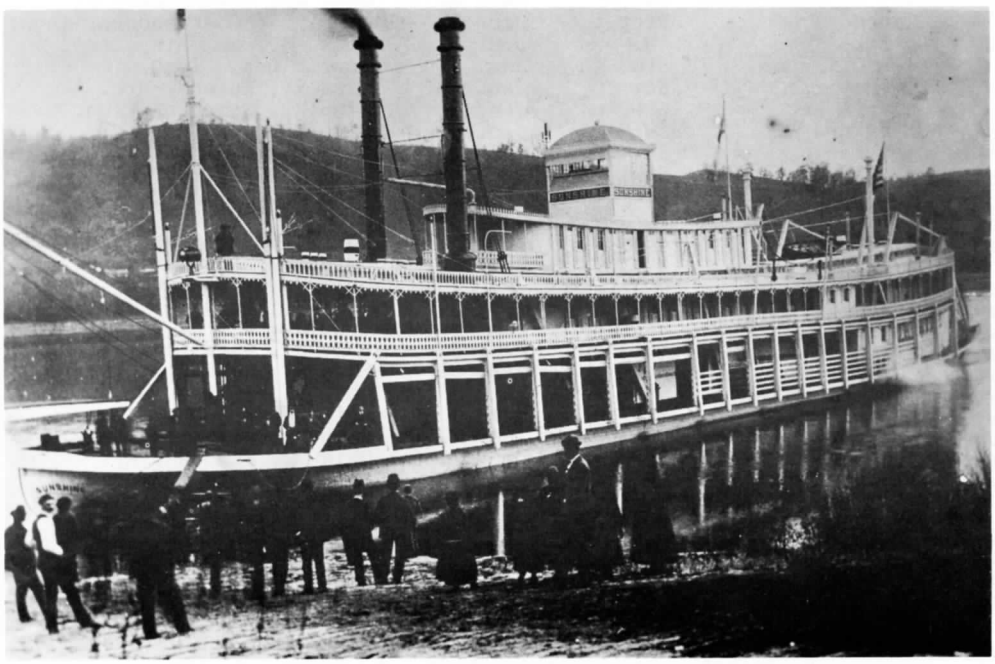
WITNESSETH: The parties of the first part will build in a good and workmanlike manner and of good material a stern wheel steamboat in general
1 construction in accordance with model and drawings made at this date and which are hereby made a part of this contract, of the following dimen-
2 sions:- Hull to be 200 ft. long measuring from
3 the stem rebate to the after side of the main
4 transom, by 38 ft. beam, 34 ft. floor, by 4½ ft. deep measuring from the top of the floor timber to the top of the deck beam at the lowest place in the wing, about 3 ft. of shear forward, 18" of shear aft. The dimensions of the floor timbers, planking, deck, deck frame and all the wood work
5 to be in accordance with the specifications made and to be for application to this work and made a part of this contract. Specifications when completed to be submitted to Capt. Gamble for his concurrence and approval and subject to such alteration as he may desire.

The machinery is to consist of two high pres-
6 sure engines 16" dia. x 6½ ft. stroke with improved valve gear same as that used upon the Strs. NETTIE QUILL, T. P. LEATHERS and STELLA WILDS, and is to be duplicate of the QUILL's machinery. Machinery to be complete including cylinders, cylinder-heads, bed-plates, valve and valve gear, piston heads and steam-packing, piston-rods,
7 slides, cross-heads, pitmen, reversing-gear, throttle valve, doctor, heaters with copper bottoms, pillow blocks, all wheel irons, wrought iron shaft swelled in middle, wrought iron cranks and wrists extra large in diameter, heavy pans under cylinders, steam-pipes, escape pipe out of deck into wheel made of spiral riveted galvanized iron with copper ends, cast iron flanges, no wrap joints, all necessary pipes, supply pipes to boilers to be of copper, blow off pipes, fire
8 service pipes, sphincter grip hose, nozzles, guages, deck pumps, steam fire pump in accordance with the law. Double set of hog chains on main braces, mid-ship chain run clear through, two thwartship chains in deck room, balance in hold and engine room, and cross support chains at forward end of coal box to stay boiler deck crosswise.

9 Hot water pipes to kitchen, pantry and chambermaid's room. Tank on roof. Pipes to wash room with red marble slabs and bowls with extra width between them.

Three boilers each 42" diameter, 24 ft. long, with rivet holes drilled and longitudinal seams double riveted. Each boiler to contain six 8-inch flues riveted of steel plate, made to comply with the requirements of the law, boiler heads with man-hole openings flanged in, and to have
10 steam drum, stand pipe and forward mud-drum, together with mud, safety and check valves. Heavy ash pan, ¼" thick riveted and caulked, fire-bed, fire-front, grate-bars, brick and tile work, cas-
11 ings, breechen and chimneys with tops and astricles, with lowering arrangement as described and
12 similar to that on the Strs. APPALACHEE. TINSIE MOORE and others.

Chimneys to be made in three sheets and round head rivets driven inside, hinges put at proper places to lower chimneys with, all pipes above roof to be galvanized iron. Necessary tinning around chimneys and scuppers and conductors. Conductors to hurricane roof to run from stanchions to boiler deck. Boiler deck scuppers to be swiv-
13 elled. One double steam nigger, the yoke to be dispensed with and pitman to be substituted and to be thoroughly and strongly bolted to substantial timber, geared to capstan and supplied with spool for hoisting stage if desired. One double geared capstan with heavy spindle, and a hand power capstan in stern of boat. Swinging stage and boom of proper length, whistle, engine bells, speaking tubes, oil-cups, bell wires, steering gear, wire tiller rope, brake on pilot wheel, etc.



J. M. Gamble's SUNSHINE was new when this picture was made of her in 1892. The contract provided for privilege to sub-contract and Sweeney had the hull built at the Axton yard, West Brownsville, Pa. and then built the rest of the boat at his Wheeling shop. Her hull dimensions 200 by 38 were the same as the TOM GREENE. She was intended for the Wheeling-Parkersburg run, proved too large, and ran Pittsburgh-Cincinnati for a while. Capt. Gamble sold her to the White Collar Line, Cincinnati, and they lost her near Tiptonville, Tenn. by fire, March 10, 1904.

Joiner Work- The joiner and cabin work is to
14 consist and include one run of dunnage on each side of keelson in hold. Straight steps forward,
15 7 ft. wide from main to boiler deck, coal box, side bulkheads from aft end of boilers to engine room, engine room and stern bulkheads with proper
16 transoms, doors, &c. Water closet and kitchen on main deck as shown on drawings. Bulkhead alongside of boilers and forward end of coal box with receptacle built in for lines. Bulkhead across forward of doctor. Boiler deck to be made of 1"
17 stuff full in thickness after being dressed on both sides. Cabin to be arranged as laid out on drawings with office in front, nine 5 ft. rooms and seven 6 ft. rooms on each side, with chambermaid and ladies closet department in addition, and also pantry and washroom about 10 ft. long. Making the whole length of the cabin about 135 ft. from stern to forward bulkhead. Boiler deck bannister, rails, hurricane deck rails, sky-light
18 run out full length of cabin, sun-shade. Texas about 65 ft. long or as may be decided on and approved. Pilot house and pilot wheel.

The boat to be covered with Johns Asbestos roofing, best quality painted and finished. All outside work of boat to be painted with three coats. Inside of cabin to be painted with five coats and gloss finished except such parts as may be grained. All glass, glazing, hardware, supplies, &c. Hardware to be subject to approval by party of the second part. Yawl derricks and booms for electric light. One Fort Wayne-Jenney
19 Electric Light complete, head light and four arc lights arranged with surplus wire so that lamp can be carried into wharfboat. The whole boat complete ready for navigation, steam raised and boat tested according to law, except such requirements of law and otherwise as are usually known as "outfit" including life-preservers, anchors, chain, stoves, furniture, carpets, dishes, lamps, large bell on roof, blocks and falls, lines, office furniture, blacksmith tools, forge, or what is generally known as out-fitting, but the whole of the work done according to law as applies to machinery.

IN CONSIDERATION OF WHICH, the party of the second part agrees to pay the parties of the first part the sum of Twenty-four Thousand-24,000 -dollars, in the following manner, to wit:- Five Thousand dollars on execution of this agreement, receipt of which is hereby acknowledged; Six Thousand-6,000-dollars in ninety days after date
20 hereof; Five Thousand-5,000-dollars when erection of machinery on boat is commenced; the balance Eight Thousand-8,000-dollars upon completion by two negotiable notes for Two Thousand-2,000-dollars each, bearing date of completion and acceptance, one due three months after date and one due six months after date; and one note for Four Thousand-4,000-dollars due six months after same date, which note is to be renewed for a further term of six months if desired.

First parties shall have privilege of sub contracting.

In witness of the foregoing we have hereunto set our hands on this 31st day of March, A.D. 1892.

.....

.....

Our Notes:

1. The model and drawings referred to here have not survived, apparently.
2. The original contract specified a hull 190 by 36 ft. These figures were crossed out and 200 by 38 ft. substituted.
3. The "stem rebate" is a term new to us, seemingly the after side of the stem.
4. The "beam" and "floor" measurements indicate a hull with canted sides, and a good example is the usual rowboat.
5. These specifications did not accompany the contract.
6. The original contract called for engines 16" dia. by 6 ft. stroke. The stroke was changed to 6½ ft., which made the size the same as the NETTIE QUILL built by Sweeney in 1886.
7. Curiously the plural of pitman is given here as "pitmen."
8. A sphincter grip hose is attached to the water pipe by shoving it on, like putting on a glove. It was undoubtedly clamped.
9. The specified hot water pipe to the chambermaid's room indicates that she had laundry tubs there. Note also that no hot water was provided to the wash room into those red marble bowls.
10. Note the absence of an after mud-drum.
11. "Breechen" is spelled just as spoken, referring to the smoke boxing built like a pair of upside-down breeches tunneling the smoke into two smokestacks. Maybe John Sweeney did call these things "astricles;" he meant "astragals," a very tony description for "puddin's" at the section joints of the stacks, purely ornamental. The new JULIA BELLE SWAIN has 'em.
12. Photographs indicate that the TINSIE MOORE and APALACHEE had no handy way to lower stacks; the method used on the SUNSHINE shows clearly in the accompanying photograph of her.
13. Yes, boiler deck scuppers were swivelled--the spouts, he means. The contract specifies one double steam nigger, referring to the engine activating the capstan. This term has vanished but in steamboat days was standard lingo. When the mate yelled in stentorian cross-cut tones "Stop that damn nigger!" he simply meant he wanted the throttle shut off on the capstan engine.
14. The one run of dunnage was a floor upon which freight could be stowed in the hull.
15. The original wording called for a 6 ft. main stairway; this was changed to read 7 ft. width.
16. The water closet as specified is misleading. In the more elegant homes of the period the indoors toilet commonly was called the water closet. but on the SUNSHINE and on all other boats of 1892 the facilities were back yard style. When you peered down through the seat you looked at the river. Flush toilets were highly impractical as they would freeze up in winter on "boiler day" and golly, think of the cost of pipes, plumbing, and clogged drains.
17. We like this specification "made of 1" stuff full in thickness." Both parties knew the intent and that was good enough.
18. The sun-shade, near as we can figure, was a front porch on the texas.
19. These portable arc lights must have been an innovation. Later most wharfboats were wired for electricity and got their juice from an extension cord led over from the steamboat.
20. For $16,000 Capt. J. M. Gamble had himself a 200-ft. steamboat complete with steam up, plus, of course, the outfitting expense. In this time-payment plan he owed another $8,000, half of it on stipulated dates, and the balance any old time to suit his convenience.

Sirs: Please send me a James Rees & Sons Co. catalogue and also please extend my membership in S&D for another year, check for which is enclosed. I was in Peoria for the DELTA QUEEN vs. JULIA BELLE SWAIN race on July 14. But unfortunately as you know the JULIA BELLE never got to the starting line. The S&D REFLECTOR is easily my favorite magazine.

JOHN HARTFORD
Box 653,
Topanga, Calif. 90290

=Don Grot says in WJ, issue July 22: "John Hartford, former Illinois River deckhand turned composer ('Gentle on My Mind') was on board the DELTA QUEEN at Peoria." Later on, when Bob McCann read the above letter, Bob mused: "Yes, I know John; he was a boat fan when a youngster---has made quite a name for himself in the music world." -Ed.



BEAUTIFUL KATIE (Cont'd)

Sirs: I was very pleased with the article in the March issue about the KATIE.

I hope very much that the account of her removal from the grounding at Bonnet Carre can be located.

Here is a photo of the model of KATIE which I am now completing and will bring to the S&D meeting in September.

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

Sirs: In the March issue you mention the town of Swannanoa, N. C. This word Swannanoa perhaps is a version of the French name for the Shawnee Indian tribe. The French word was "Chauanon" which the English corrupted to "Shawanoe" and finally to Shawnee. The Cumberland River was known as the "Shawanoe River" to early English explorers, such as Thomas Hutchins.

Because of the excellent climate at Swannanoa, N.C., the Nashville District, U.S. Engineers, selected the location as the site of a troop hospital during the Second World War, named Moore General Hospital after Dr. Samuel Preston Moore, Surgeon General of the Confederate States of America.

Leland R. Johnson,
7010 Plantation Drive,
Hermitage, Tenn. 37076

How things do get scattered around these days. Prehistoric mastadons, bison, sloths, mammoths and horses visited Big Bone Lick in Kentucky, near Big Bone Island on the Ohio River. They died there and the bones lingered on. ----Until people started picking them up. Thomas Jefferson had a collection of them, preserved today by the American Philosophical Society in Philadelphia. The Nebraska State Museum, at Lincoln Neb., for the past five summers has been picking up bones and taking them to Nebraska. They say the bones are important to them, pointing out that "vertebrate paleontology had its birth" at Big Bone Lick.

Sirs: I've been doing some research at the Minnesota Historical Society. They have the Tallmon collection, three volumes (scrapbooks) of pictures collected by the late W. H. Lehman of Des Moines. Also they have many other steamboat pictures.

A project of interest in this area is that of the Scott County (Minn.) Historical Society. They are assembling a restoration of a mid-1800 Minnesota Valley village, and are hopeful of procuring an old steamboat such as plied the Minnesota River about that period. Something similar to the JULIUS C. WILKIE at Winona would be right.

Joseph C. Huber,
1361 Conway St.,
St. Paul, Minn. 55106

Sirs: The picture of the steam launch SWANNANOA in the June issue reminds me of my grandfather. He used to talk about steam launches he had seen and worked on, and said some of them had porcupine boilers. This sounds like a lot of pipes sticking out---what is a porcupine boiler?

William L. Talbot,
226 High St.,
Keokuk, Iowa 52632

=Anybody have a picture of one? -Ed.

Sirs: Regarding the picture of the towboat CLERIMOND in the last issue, page 2: The real-life Clerimond is a young lady of 79, Mrs. Clerimond Mendel Spears, 28 Greenwood Ave., Wheeling. She is related to Bill and Hazel Greenwood of Newport, Ohio.

James R. Paisley,
902 Main St.,
Wheeling, West Va. 26003

Mr. and Mrs. John P. Bickel of McGregor, Iowa are planning to attend S&D at Marietta on Sept. 16. The Bickels are presently engaged in putting their attractive little town back in shape for tourists to come see. For years it was the home of Joseph (Diamond Jo) Reynolds. "Capt. Walter Karnath was here the other day," he writes, "and he and his good wife may come with us, as well as Arthur Schade and his wife." The Bickels' home was originally the Riverview Hotel dating back to stagecoach days. It faces the Mississippi at McGregor and they have restored it.

William B. Roush, 62 Pleasant Drive, Wheeling, W. Va. 26003 has presented us with a master's and pilot license issued Dec. 20, 1882 to Capt. Daniel De Wolf by the Gallipolis inspectors Frederick Ford and Lansing V. Applegate. Captain De Wolf was associated with the towboat RAVEN and barges but was not aboard when her boilers blew up at the Covington, Ky. waterworks in April, 1870. His son John, the mate, was killed. Several years later De Wolf was master of the towboat SAM ROBERTS when her boilers let go at Guyandotte, W. Va.

Surprise visitors of the season were Robert L. Brandstatter, his wife Anne, and three children, on the afternoon of Sunday, July 23. They had been vacationing in Maine and were enroute home to East Peoria, Ill. Believe it or not, Bob was not in Peoria for the "Steamboat Days" celebration held July 14-16, and when he arrived at 121 River, Sewickley, his first question was to ask about the outcome of the DQ - JBS race.

How the BELLE ZANE Sank

LATEST ON THE BELLE ZANE DISASTER

St. Charles Hotel,
New Orleans, La.,
Dec. 23, 1845

Dear Brother:

It is precisely four weeks this day since I left Albany, N.Y. and here I am without any baggage, having lost it all, as I will presently show.

The place where I left the steamboat ATLAS and got on board the BELLE ZANE was about 11 miles above Evansville, Ind. on what is called the Scuffletown Bar, on the assurance of Captain Brazier that he had nearly unloaded his vessel, and was to proceed to New Orleans with passengers only. Well, after coming down the Ohio as far as New Madrid, he loaded his boat so that the water was on each guard. We came along with tolerable dispatch considering the load, only going from daylight to twilight, until the evening of last Thursday, when the Captain concluded to run all night.

The weather for two or three days previous had been cold with very frosty nights, and the ground frozen. We had run the aforementioned night until two o'clock on Friday morning, when lying about half asleep, I heard a hollow crash somewhere forward, when I immediately sprang out of the upper berth in my room on the starboard side, calling at the same time to my fellow passenger, Clyde, that "we had got it now." I opened the inner door and perceived that she was careening over on her larboard bow. I immediately sprang back, put my purse and watch in my pantaloons pocket (they being on) and by that time Clyde had got up, seized his cap, when we found we were sliding out the outside door (the boat having held on the snag) and were compelled to spring for our lives into the Mississippi; at the same moment two or three hundred empty molasses barrels and forty or fifty coops of turkeys came thundering (if I may so speak) off the skylight and hurricane deck around us, two of them, the barrels, striking Clyde on his head and nearly killing him.

Fortunately none of them hit me, and one of them I caught hold of and held onto it, while Clyde caught hold of a coop, and each of us held to our respective articles until we could make out to get on the hurricane deck, which had come off, and from that on to her larboard side, where there were about 70 souls--some with pants on--some with drawers on--some with a bed comforter around them--and so on. After getting on her larboard side, it being level with the water, I hauled a straw mattress out of one of the rooms and put it over my head, as did several others, and by that means kept my head and shoulders partially warm. I commenced slapping my hands and stamping my feet, which soon became without any feeling in consequence of the water coming up and freezing all along where we stood, my cotton socks being useless.

The place where we struck was about 14 miles above the mouth of the Arkansas; and after she turned on her side, she commenced floating down the river frequently hitting a sand bar or something else, and threatening to turn over again, when we would all rush to the upper or highest side. and so keeping her as she was, until, after floating between three and four miles, we all hallooing for assistance from the shore, she stopped plump on a sandbar about a hundred yards from shore, and held there until the carpenter and another hand swam ashore on a plank to where a voice answered that there was a yawl but that it was full of water! One of them, however, ran to a house about a quarter of a mile and got a pail, and bailed her out and then came to the wreck, first taking the ladies (five I believe) and landing them, and then returning three or four times and bringing off the persons that remained, previous to which, however, another awful scene took place just before the last two loads were taken off.

We were standing as usual, when the cabin suddenly broke loose from the hull! Some sprang for the cabin and some for the hull. I was standing about amidships and the place where I was sinking to near my waist. I caught hold of another barrel, but finding I was soon to be swept from the wreck, I let go and sprang as hard as I was able to, and caught hold of the hull, which was then turning nearly bottom up, was hauled up on it by two or three persons near at hand; by that time the yawl had returned, and took us (about 10 or 11) and landed us, and then went and got the balance from the floating cabin.

The party that I was with then proceeded as fast as we could, I hanging to the arm of a deckhand, who had a wet comforter, and who gave me one end of it; and in that situation we reached the house of one David Alexander, about half a mile, over the frozen ground--though that made no difference as I had before lost all sense of pain from anything which I trod upon.

After being at the above house (the party dividing into each room where there was a fire made upon the hearth) a little while, I took my watch from my pantaloons pocket and, strange to say, the faithful little thing was yet going, and the hands pointed to a quarter to six. After partially drying our clothes, on our backs, and getting some warm cornbread and fried pork, with coffee, for our breakfast, we left for Napoleon (a few houses at the mouth of the Arkansas) a distance of only three miles across a neck of land--the distance by water being 10. Before we left, however, I had sent down to the river, not a great way from the house, and purchased from a trading boat lying there, a pair of coarse brogans, a pair of coarse socks, and two handkerchiefs to keep my head warm. The same articles for Clyde. Lent another passenger $5, and then gave the landlord another $5 as compensation for the party, as they had forgotten to seize their money as I had done. By doing to the landlord as above, he lent me his thick overcoat to go to Napoleon.

After arriving there, which was about 10, a number of the citizens, I among them, towed a flatboat nearly two miles up the river, and then crossed over to where the cabin had drifted ashore. But after a fruitless search for my baggage, I waved my hdkf. to the steamer DIAMOND, then passing, and got on board, and arrived here in New Orleans about half-past 3 today.

(signed) John P. Nesale

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John Nesale penned the above letter to his brother in Albany, N.Y. and it was published in the columns of the Albany Journal. The New York Tribune picked it up, ran it in full, with credit, in their edition of Friday, January 9, 1846. S&D REFLECTOR now runs it again, a century and a quarter later, thanks to Ed Mueller who supplied the text. As may be inferred from the boat's name, the BELLE ZANE was a Muskingum River steamboat. J. Mack Gamble's new book "Steamboats On the Muskingum" relates other details of the boat and crew (see pages 91, 92). The survivors held annual reunions for many years after. If you have not yet ordered your copy of J. Mack's book, do so. It is priced $8.50 and may be ordered from S&D REFLECTOR's editor, address on page 4.



No, this is not a faked picture. It's the huge towboat SPRAGUE downbound on the Ohio River passing under the highway bridge at Marietta, O., hooked in to a tow of modern steel barges. Date picture was taken was Tuesday, November 10, 1959. The photographer, naturally, was S. Durward Hoag.

Steve Hoag wasn't out to fool anybody. He got word that the SPRAGUE was coming, grabbed his trusty camera, went up in the elevator to the roof of his Motor Hotel Lafayette, and snapped what he saw. And this is it.

All of which goes to show that things ain't always what they look like. It is a matter of record that the SPRAGUE was decommissioned with ceremonies at Memphis on Friday, March 5, 1948 and never had steam up after that time--which was, as you can see, over 11½ years prior to the occasion of this photograph. For most of those 11½ years she had been moored at Vicksburg as a tourist attraction.

Then on the afternoon of Aug. 16, 1958 your scribe had a phone call from Chuck Kaufman of the Dravo Corporation. Turned out Chuck was in Bradenton, Fla. where he had hoped to arrange to get the ex-GORDON C. GREENE with the idea of bringing her to Pittsburgh as a bicentennial attraction. Negotiations had failed. What to do? Our suggestion was for Chuck to fly to Vicksburg, hunt up Dr. Walter E. Johnston, and get the SPRAGUE. This worked.

Union Barge Line contracted to tow the SPRAGUE from Vicksburg to Pittsburgh, and the LEHIGH delivered her to the Dravo marine ways, Neville Island, Pa. on Saturday, April 11, 1959. She underwent renovation and the RELIANCE delivered her at her Pittsburgh mooring on April 27.

All that summer of 1959 she was open for public viewing in the mouth of the Allegheny River and proved to be the most popular of the bicentennial celebration attractions.

And so the picture shown on this page was taken as she was being returned down the Ohio and the Mississippi that fall. As matters turned out, she never again departed Vicksburg--she has since been dormant there these thirteen years since. The Union Barge Line took her back there, and the towboat (CORNELL if we rightly remember) is hidden behind the SPRAGUE, completely concealed--just happened that way as the picture was taken.

Sons and Daughters of Pioneer Rivermen
89 PARK ST., CANAL WINCHESTER, OHIO 43110

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